

WADDELL, P/O James Archibald (J89158) - **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 3 November 1923. Home in Winnipeg; enlisted there 26 November 1942. To No.2 Manning Depot, 13 January 1943. To Ottawa, 27 February 1943. To No.3 ITS, 28 May 1943. To No.1 Air Gunner Ground Training School, 20 August 1943. Promoted LAC, 2 October 1943 when posted to No.9 BGS; graduated and promoted Sergeant, 12 November 1943. To "Y" Depot, 26 November 1943. Taken on strength of No.3 PRC, Bournemouth, 13 December 1943. Commissioned 23 August 1944. Repatriated 15 November 1944. To No.7 BGS, 15 January 1945. Promoted Flying Officer, 23 February 1945. To Mountain View, 22 June 1945. To No.5 Release Centre, 8 October 1945. Retired 15 October 1945. Award presented 11 June 1949. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 12 October 1944 when he had completed 34 sorties (186 hours), 31 May to 27 September 1944. Recommendation gives number as J89089 (given above with P/O Gill).

This officer has shown outstanding fortitude and skill on operations and has proved a great asset to his crew and the squadron as a whole. He has taken part in 34 sorties, eight of which were on major German targets, and he has displayed great devotion to duty and co-operation on these sorties.

For his all round ability and tenacity I recommend the non-immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

31 May 1944 - Mount Couple (3.50)
1 June 1944 - GARDENING (4.10)
3 June 1944 - GARDENING (3.50)
5 June 1944 - Merville (5.50)
6 June 1944 - Coutances (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 - Ile d'Adam, Paris (4.55, day)
4 August 1944 - Bois de Cassan (4.40, day)
5 August 1944 - St. Leu d'Esserent (5.10, day)
7 August 1944 - Mer de Magna, Caen (5.25)
8 August 1944 - Foret de Chantilly (5.15, day)
9 August 1944 - Coulouvilliers (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 (3.30, day)
29 August 1944 - Stettin (8.50)
6 September 1944 - Emden (4.30, day)
10 September 1944 - Le Havre (4.25, day)
17 September 1944 - Boulogne (4.25, day)
18 September 1944 - Domberg (5.40, day)
25 September 1944 - Calais (5.10, day)
27 September 1944 - Bottrop (5.30, day)

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WADDELL, W/C Robert Charles Arthur (C827) - **Distinguished Flying Cross** - No.400 Squadron - Award effective 3 June 1943 as per **London Gazette** dated 11 June 1943 and AFRO 1294/43 dated 9 July 1943. Born in Peterborough, Ontario, 6 July 1915; home there; first military service was with Royal Canadian Artillery (attended Royal Military College, 1933 to 1937 and University of Toronto in Engineering, 1937-1938); member of Toronto Flying Club, 1933 to 1937; enlisted in RCAF, Toronto, 19 January 1938 with No.110 (Auxiliary) Squadron. Awarded wings at Camp Borden, 1 May 1939; promoted to Flying Officer, 1 July 1939; posted overseas, 16 December 1939. Promoted Flight Lieutenant, 1 November 1940. Promoted Squadron Leader, 23 September 1941. Flew at Dieppe and eventually commanded No.39 Wing. Promoted Wing Commander, 15 August 1944. To RCAF Overseas Headquarters, 5 September 1944. Promoted Group Captain, 13 May 1945, Repatriated 1 September 1945. To AFHQ, 5 September 1945. To No.4 Release Centre, 12 November 1945. Retired 27 November 1945. Served in postwar RCAF Auxiliary, attaining rank of Group Captain (succeeded G/C G.W. Gooderham as OC, No.14 Wing, January 1955). Died in Toronto, 5 April 1975. Award presented by King George, 25 May 1944; Bar presented 22 June 1949. Photo PMR 74-300. RCAF photo PL-43149 (ex UK-20262 dated 9 April 1945) shows W/C R.C.A. Waddell (left) talking to the Officer Commanding No.39 Sqing, G/C G.H. Waddell at Headquarters Van.

This officer has always performed his duties in an exemplary manner. He flew during the Dieppe combined operations and since has taken part in many operational sorties including a number of anti-shipping patrols. On one occasion he penetrated far over France where he damaged a locomotive and returned with an excellent and valuable report. A fine commander and leader, Wing Commander Waddell's example of steady devotion to duty has inspired the squadron and has been a material factor in the many successes achieved.

NOTE: Public Record Office Air 2/8955 has recommendation drafted 13 May 1943 by the Officer Commanding, No.39 Wing.

Wing Commander Waddell arrived in England as a Flying Officer in the spring of 1940 with the first Canadian squadron to come overseas. He has remained with the squadron ever since and became its Commanding Officer in May 1942.

This officer has always carried out his duties in an exemplary manner and since he took command of the squadron has proved himself to be a most capable leader. He flew during the Dieppe operations and since that time has carried out two Rhubarbs in France and 19 anti-shipping patrols in the Gulf of St. Malo.

During the experimental period when Mustangs were being tried out for Night "Ranger" operations this officer penetrated to Everteux in France where he found and damaged a locomotive. His report on this trip has been most valuable in planning subsequent night operations.

Although this officer has never been spectacular, his steady devotion to duty, above average flying ability and courage has by example so inspired the remainder of the squadron that they have many successes to their credit.

I strongly recommend this officer for the award of the Distinguished Flying Cross.

WADDELL, W/C Robert Charles Arthur, DFC (C827) - **Distinguished Service Order** - No.39 Wing - Award effective 10 July 1945 as per **London Gazette** of 24 July 1945 and AFRO 1619/45 dated 19 October 1945.

The success achieved by his wing while engaged on photographic duties has been largely owing to the careful planning and leadership of Wing Commander Waddell. During the past twelve months the wing has operated extensively over heavily defended first line positions and deep in enemy territory. All of these sorties have required most careful and detailed planning and all of them have been executed either under the personal leadership of Wing Commander Waddell or under his direct supervision. Prior to the Rhine crossing this officer flew on a number of very low level sorties photographing roads and communications between the Rhine and the Elbe. On every occasion despite intense anti-aircraft fire he obtained photographs of excellent quality which were of the greatest value to the 2nd Army in planning their successful attack.

WADDELL, G/C Robert Charles Arthur, DSO, DFC (C827) - **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:

This officer was second-in-command of the reconnaissance wing which provided all tactical reconnaissance for the entire British Second Army. He eventually took over command of this wing and was with it throughout the whole French

campaign.

WADDELL, G/C Robert Charles Arthur, DSO, DFC (C827) - **Netherlands Flying Cross** - Award effective 18 October 1947 as per **Canada Gazette** of that date and AFRO 576/47 dated 31 October 1947. "In recognition of valuable services rendered during the recent war". Public Records Office Air 2/9140 has recommendation as cleared by Air Ministry Honours and Awards Committee:

Wing Commander Waddell was the Wing Commander (Operations) of No.39 Wing from September 1944 to May 1945. This officer was an outstanding leader and his personal gallantry, enthusiasm and determination were an inspiration to the pilots of the Wing. No.39 Wing, throughout the winter of 1944-45, was engaged on the most extensive photographic cover for the approaching spring offensive. Their magnificent achievements in this respect and the results of their tactical reconnaissance gave the Army Commander invaluable help in his planning to counteract major moves on the part of the enemy. This leadership achievement was due in great measure to the magnificent leadership of Wing Commander Waddell.

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WADDELL, F/O William Hay (J29119 or J92119) - **Mention in Despatches** - Overseas - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 13 March 1914. Home in Toronto; enlisted there 30 April 1942 and posted to No.1 Manning Depot. To No.16 SFTS (guard), 20 July 1942. To No.4 WS, 28 August 1942; promoted LAC, 29 September 1942; to No.4 BGS, 16 April 1943; graduated and promoted Sergeant, 31 May 1943. To No.31 OTU, 11 June 1943. To "Y" Depot, 5 October 1943. Taken on strength of No.3 PRC, Bournemouth, 21 October 1943. Commissioned 24 October 1944. Promoted Flying Officer, 24 April 1945. Repatriated 2 August 1945. Released 20 September 1945.

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WADDELL, FS William Hay (R271382) - **Distinguished Flying Medal** - No.420 Squadron - Award effective 18 October 1945 as per **London Gazette** dated 26 October 1945 and AFRO 133/46 dated 8 February 1946. Born 23 December 1925. Home in Toronto; enlisted there 25 August 1943. To No.1 Manning Depot, 30 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, 6 May 1944. Taken on strength of No.3 PRC, Bournemouth, 2 June 1944. Promoted Flight Sergeant, 24 December 1944. Repatriated with No.420 Squadron, 13 June 1945. Retired 28 September 1945. Died in Toronto, 18 July 2011. Award presented 18 October 1947. Incident occurred on night of 21 February 1945. DHist file 181.009 D.1763 (RG.24 Vol.20610) has recommendation which gives very dramatic account, reading in part, "The enemy aircraft attacked from below starboard quarter and was seen against fires on the ground. Flight Sergeant Waddell first saw the enemy

fighter at 300 yards, held his fire until it was at 150 yards, and made his kill with only 100 rounds fired. The fighter broke away, port down, and was seen going down in flames."

This airman has participated in attacks against such heavily defended targets as Cologne, Chemnitz, Hanover and Hamburg. In February 1945, whilst on a mission to Worms, his aircraft was attacked by an enemy fighter while making the bombing run. Flight Sergeant Waddell opened fire and the enemy was seen to go down in flames. He has proved to be an outstanding air gunner who has invariably displayed courage and determination.

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WADDS, F/L Robert Wilson (J3737) - **Commended for Valuable Services in the Air** - No.2 SFTS - Award effective 21 April 1945 as per **Canada Gazette** of that date and AFRO 802/45 dated 11 May 1945. Born 7 June 1920. Home in Toronto; enlisted there 9 July 1940. To No.1 ITS, 22 July 1940; graduated and promoted LAC, 16 September 1940 when posted to No.1 EFTS; graduated 11 November 1940 and posted next day to No.5 SFTS; graduated and commissioned 28 January 1941. To "Y" Depot, date uncertain; to RAF overseas, 23 February 1941. Promoted Flying Officer, 29 January 1942. Repatriated 24 February 1942. To No.31 GRS, 5 July 1942. To No.1 GRS, 31 August 1942; to No.13 SFTS, 15 April 1943; to Central Navigation School, 10 November 1943; to No.3 Training Command, 29 January 1944. To No.2 SFTS, 2 February 1944. Promoted Flight Lieutenant, 1 October 1944. To No.13 EFTS, 3 April 1945. To Release Centre, 5 September 1945; retired 12 September 1945. RCAF photo PL-2574 shows P/O L. Cowperwaite (Toronto), P/O F.H. Beemer (Toronto, killed in action 12 August 1941 with No.149 Squadron), P/O A.F.H. Mills (Toronto) and P/O R.W. Wadds (Toronto), 1941. RCAF photo PL-4620 (ex UK-358) taken with No.407 Squadron overseas: "Two RCAF pilots now flying with an RCAF General Reconnaissance squadron on operations over the North Sea pose with their gunners beneath a distinctive Canadian insignia which they have painted on the nose of their Lockheed aircraft. On the left is P/O Harvey Fraser of Hedley, B.C. and P/O Bob Wadds, Avenue Road, Toronto, Captain of the aircraft.. The Wadds family have representatives in each of the three services; George Wadds is now a Lieutenant serving with the RCN and a younger brother holds a Second Lieutenant's commission in the Army."

Since being repatriated from overseas, this officer has been employed first as a navigation instructor and lately as navigation officer. During this time he has contributed greatly to the efficiency and organization of his section and his keenness and co-operative manner have been admired and respected by all.

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WADE, WO2 Grant (R205256) - **Distinguished Flying Cross** - No.101 Squadron - Award effective 30 October 1945 as per **London Gazette** dated 6 November 1945 and AFRO 155/46 dated 15 February 1946. Born 27 February 1923. Home in Winnipeg; enlisted there 13 November 1942. To No.2 Manning Depot, 6 January 1943. To No.3 WS, 24 February 1943 (guard). To No.2 ITS, 12 June 1943; graduated and promoted LAC, 20 August 1943 but not posted to No.2 BGS until 9 September 1943; to No.5 AOS, 1 January 1944; graduated and

promoted Sergeant, 11 February 1944. To No.4 Aircrew Graduate Training School, 11 February 1944. To "Y" Depot, 22 March 1944. Taken on strength of No.3 PRC, Bournemouth, 30 March 1944. Promoted to Warrant Officer as of 11 May 1945. Repatriated 1 June 1945. To No.2 Air Command, 12 June 1945. To No.5 Release Centre, 24 September 1945. Retired 3 October 1945. Returned briefly to Grain Exchange. Then worked for TCA (Trans Canada Airlines) as a steward and flew mostly throughout western Canada. In 1954 he began working for Aero Caterers which became Cara Operations. In a brief sojourn away from Cara, in 1968, he bought a restaurant with a partner: Ricky's (the original one) in Park Royal, West Vancouver, and the family moved from the prairies to the west coast. In 1970, after his partner was no longer able to work, they sold the restaurant and he returned to Cara and was transferred to head office in Toronto. He worked with many different airlines and food suppliers. Died in Surrey, British Columbia, 14 June 2016. Award presented 11 June 1949. No citation other than "completed...numerous operations against the enemy in the course of which [he has] displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/9131 has recommendation for a DFM dated 16 May 1945 when he was a Flight Sergeant and had flown 30 sorties (204 hours 15 minutes), 15 December 1944 to 14 April 1945.

15 December 1944 - Ludwigshaven
17 December 1944 - Ulm
22 December 1944 - Koblenz
28 December 1944 - Bonn
29 December 1944 - Baeur
31 December 1944 - Osterfeld
2 January 1945 - Nuremburg
5 January 1945 - Hanover
6 January 1945 - Neuss
14 January 1945 - Merseburg
16 January 1945 - Brux
28 January 1945 - Stuttgart
1 February 1945 - Ludwigshaven
3 February 1945 - Bottrop
7 February 1945 - Cleve
13 February 1945 - Dresden
20 February 1945 - Dortmund
21 February 1945 - Duisburg
23 February 1945 - Pforzheim
1 March 1945 - Mannheim
2 March 1945 - Cologne
7 March 1945 - Dessau
8 March 1945 - Kassel
25 March 1945 - Hanover
27 March 1945 - Paderborn
3 April 1945 - Nordhausen
4 April 1945 - Lutzendorf
9 April 1945 - Kiel
10 April 1945 - Plauen

14 April 1945 - Potsdam

Flight Sergeant Wade, a Canadian, has just completed an operational tour of thirty sorties with No.101 Squadron against a wide variety of strongly defended targets in Germany but despite on some occasions strongest opposition by flak and fighters, this non-commissioned officer has never allowed the defence to deflect the accuracy of his bombing which has always shown excellent results.

Flight Sergeant Wade has always shown a great keenness for operations and by his excellence as an Air Bomber has always had the complete confidence of his captain and crew.

By his complete devotion to duty and high order of personal courage he has directed his captain with unerring skill and judgement.

This non-commissioned officer, by his unconquerable spirit and enthusiasm, has considerably added to the high morale of his crew, and it is recommended that his fine record of achievement be recognized by the award of the Distinguished Flying Medal.

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WADE, S/L John Carleton (J5219) - **Distinguished Flying Cross** - No.162 (BR) Squadron - Award effective 19 July 1945 as per **London Gazette** dated 27 July 1945 and AFRO 1672 dated 2 November 1945. Born 12 July 1915. Home in Oronocto, New Brunswick. Educated in Fredericton; summer courses at University of New Brunswick, 1938-1939 and full term, 1939-1940. Accountant with New Brunswick government, 1936 onwards. Private with 104 Field Battery, RCA and 12 Field Brigade, RCA, 12 November `1937 to 23 October 1938; Second Lieutenant with 12 Field Brigade, 24 October 1938 onwards. Transferred to RCAF in Moncton, 17 July 1940. To No.22 Magazine Depot, 22 August 1940. To No.1 ITS, 12 October 1940; graduated and promoted LAC, 16 November 1940 when posted to No.11 EFTS; graduated 5 January 1941 when posted to No.9 SFTS; graduated and promoted Sergeant, 26 April 1941; commissioned 27 April 1941. To No.1 ANS, 4 May 1941. To No.15 SFTS, 11 August 1941. Promoted Flying Officer, 27 April 1942. Returned to No.1 ANS, 7 May 1942. To Western Air Command, 9 June 1942. To No.8 (BR) Squadron, Anchorage, Alaska, 22 June 1942; service there qualified for Pacific Star. Promoted Flight Lieutenant, 15 January 1943. To Eastern Air Command, 10 May 1943. To No.162 (BR) Squadron, 24 May 1943. Proceeded with that unit to Iceland, 2 January 1944. Promoted Squadron Leader, 5 September 1944. To Station Sydney, 7 June 1945. To Greenwood, 7 August 1945. To Lachine, 16 October 1945. Released 15 October 1945. Re-engaged 30 July 1946 at No.10 Group, Eastern Air Command. Accepted for postwar RCAF, 1 October 1946 with rank of Squadron Leader (24017). To AFHQ, 1 June 1947. To RCAF Staff College, Toronto, 5 September 1950. To Transport Command Headquarters, Trenton, 15 July 1951. To AFHQ, 1 October 1952. Promoted Wing Commander, 1 January

1953. To No.1 Air Division Headquarters, Metz, France, 13 April 1953. To RCAF Staff College, 22 August 1954. To No.2 Manning Depot, St. Jean, Quebec, 9 July 1957, To Air Material Command Headquarters, Rockcliffe, 2 May 1961. To AFHQ, 3 October 1962. Retired 22 December 1964. Award presented 1 April 1949. Died in Ottawa, 15 October 1994.

Throughout a long tour of operational duty Squadron Leader Wade has been mainly engaged on anti-U-boat patrols. A courageous and resourceful captain of aircraft, he has constantly set a splendid example by his keenness, iron determination and untiring devotion to duty.

Note: A summary of his flying to 31 December 1956 showed the following types and hours - Fleet Finch (54.20), Harvard (375.50), Anson (360.55), Cessna (159.25), Bolingbroke (190.50), Digbu (23.25), Liberator (6.00), Mitchell (1.30), Canso (1,541.00), Expeditor (208.10), Dakota (3.50) and T-33 (32.45).

Training: Course at No.1 ITS was 14 October to 15 November 1940. Classes in Mathematics (100/100). Armament, practical and oral (74/100), Visual Link (82/100), Drill (92/100) and Law and Discipline (87/100). Placed 52nd in a class of 224. "Very active type. Has shown particular interest in station activities and proved himself to be reliable and capable. Considered excellent material for pilot. Second recommendation, Air Observer."

Course at No.11 EFTS was 7 November 1940 to 5 January 1941. Fleet Finch II aircraft - 29.20 dual, 25.00 solo. Logged 4.10 in Link. "Slow at the start but this could be attributed to the instructor who did not seem to understand him well. After a change, he turned out to be outstanding in every department. He is an outstanding type in general and very active. Real hard worker and strongly recommended for a commission." (P.M. Boisvert, Chief Flying Instructor). Ground School marks were in Airmanship (170/200), Airframes (188/200), Aero Engines (163/200), Signals, practical (47.5/50), Theory of Flight (82/100), Air Navigation (174/200) and Armament, oral (180/200). Rated 200/200 in Qualities as an Officer. Placed second in a class of 32. "Outstanding ability and good conduct. Excellent character - a leader."

Course at No.9 SFTS was 6 January to 22 April 1941. Harvard II aircraft - 43.40 day dual, 48.15 day solo, 3.50 night dual, 3.05 night solo. Logged 10/10 in Link. "An average pilot who is inclined to be careless at times." (F/L E. Welsh). Ground school marks were Airmanship (134/150), Signals, written (92/100), Signals, practical (43/50), Armament, written (70/100), Armament, practical (85/100), Air Navigation (188/200), and Maintenance (45/50). Placed first in a class of 59.

Application for Operational Wing: submitted 19 March 1945 and listing the following sorties, all on Canso A aircraft:

28 February 1944 - Iceland - Sweep (14.00)

5 March 1944 - Iceland - Sweep (15.00)

10 March 1944 - Iceland - Sweep (14.15)

22 March 1944 - Iceland - Sweep (14.00)
26 March 1944 - Iceland - Sweep (11.15)
28 March 1944 - Iceland - Sweep (13.15)
1 April 1944 - Iceland - Sweep (13.15)
13 April 1944 - Iceland - Sweep (13.50)
25 April 1944 - Iceland - Sweep (9.45)
3 May 1944 - Iceland - Sweep (13.25)
5 May 1944 - Iceland - Sweep (13.40)
8 May 1944 - Iceland - Sweep (13.30)
13 May 1944 - Iceland - Sweep (13.30)
15 May 1944 - Iceland - Sweep (13.15)
18 May 1944 - Iceland - Sweep (12.30)
22 May 1944 - Iceland - Sweep (13.40)
26 May 1944 - Iceland - A.T.R. (17.00)
26 May 1944 - Iceland - A.T.R. (13.30)
28 May 1944 - Iceland - A.T.R. (7.00)
28 June 1944 - No.18 Group, United Kingdom - Sweep (14.00)
29 June 1944 - No.18 Group, United Kingdom - Sweep (13.15)
30 June 1944 - No.18 Group, United Kingdom - Sweep (13.15)
6 July 1944 - No.18 Group, United Kingdom - Sweep (13.45)
8 July 1944 - No.18 Group, United Kingdom - Sweep (7.00)
12 July 1944 - No.18 Group, United Kingdom - A.T.R. (7.00)
13 July 1944 - No.18 Group, United Kingdom - A.T.R. (13.50)
15 July 1944 - No.18 Group, United Kingdom - Sweep (14.30)
16 July 1944 - No.18 Group, United Kingdom - Sweep (14.10)
20 July 1944 - No.18 Group, United Kingdom - Sweep (6.00)
28 July 1944 - No.18 Group, United Kingdom - A.T.R. (6.40)
29 July 1944 - No.18 Group, United Kingdom - Sweep (15.00)
3 August 1944 - No.18 Group, United Kingdom - A.T.R. (1.20)
5 August 1944 - No.18 Group, United Kingdom - A.T.R. (7.00)
6 August 1944 - Iceland - Sweep (14.15)
9 August 1944 - Iceland - Sweep (13.45)
11 August 1944 - Iceland - Sweep (14.30)
20 August 1944 - Iceland - Sweep (13.35)
26 August 1944 - Iceland - Sweep (7.15)
29 August 1944 - Iceland - Sweep (8.00)
30 August 1944 - Iceland - Sweep (9.15)
1 September 1944 - Iceland - Sweep (14.10)
3 September 1944 - Iceland - Sweep (13.30)
7 September 1944 - Iceland - Sweep (13.00)
9 September 1944 - Iceland - Sweep (13.30)
13 September 1944 - Iceland - Sweep (13.00)
16 September 1944 - Iceland - Sweep (13.30)

20 September 1944 - Iceland - Close Escort (14.00)
23 September 1944 - Iceland - Close Escort (14.00)
28 September 1944 - Iceland - Sweep (13.45)
7 October 1944 - Iceland - A.T.R. (15.30)
17 November 1944 - Iceland - A.T.R. (7.10)
18 December 1944 - Iceland - A.T.R. (7.00)
23 November 1944 - Iceland - Sweep (10.45)
26 November 1944 - Iceland - Sweep (9.50)
30 November 1944 - Iceland (3.40)
4 December 1944 - Iceland - Sweep (8.40)
7 December 1944 - Iceland - Sweep (12.25)

TOTAL - 56 sorties, 651 operational hours.

Selected Assessments: "This officer has taken hold and done much to aid in improving the system of navigation instruction by his interest and ability. He is quiet and conscientious and works hard." (S/L C.W. Burgess, No.15 SFTS, 19 September 1941).

"Well qualified for posting to more active theatre of war where his present navigational experience may be used to a much greater advantage to the service in a unit using more advanced type of aircraft. \outstanding precision in his ability as a pilot. Very capable as an instructor on the ground and in the air. (S/L C.A. Willis, No.8 Squadron, 4 December 1942).

"Squadron Leader Wade has been responsible for basic and continuation service training for officers and airmen and for special officer training courses. These duties he has carried out competently but without recognized 'drive'. He appears by nature to be a shy and retiring officer who does not provide a good impression on first acquaintance of his inherent abilities. I am confident, however, that with close association with his work he is acceptable in all respects as a staff officer in the RCAF. Squadron Leader Wade, who is well educated, is considered worthy of promotion in turn to Wing Commander rank." (G/C W.F.M. Newson, Training Command Headquarters, 29 August 1952).

"Wing Commander Wade is a reliable, conscientious and capable officer and is becoming a valuable member of the Staff College Directing Staff. He is capable of carrying out the responsibility of senior rank." (Group Captain M. Lipton, RCAF Staff College, 15 August 1955).

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WADE, F/O John Morley Conlin (J27533) - **Distinguished Flying Cross** - No.429 Squadron - award effective 6 January 1945 as per **London Gazette** dated 19 January 1945 and AFRO 508/45 dated 23 March 1945. Born 22 June 1924 . Home in North Vancouver; enlisted Calgary 2 July 1942. To No.3 Manning Depot, 14 July 1942. To No.4 ITS, 10 October 1942; graduated

and promoted LAC, 18 December 1942; to No.23 EFTS on 9 January 1943; graduated 5 March 1943 and posted next day to No.3 SFTS; 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 18 June 1945. To Debert, 19 June 1945. Retired 1 October 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 fortitude, courage and devotion to duty." DHist file 181.009 D.2609 (RG.24 Vol.20627) has recommendation dated 11 October 1944 when he had flown 34 trips (160 hours 55 minutes), 31 May to 28 September 1944.

Flying Officer Wade has completed a large number of sorties against the enemy, including such heavily defended targets as Hamburg, Stuttgart and the Ruhr. At all times he has pressed home his attacks with high courage and determination despite weather conditions and enemy opposition. He is a fine captain of crew who has shown splendid leadership qualities which have many times contributed to the success of his missions. His inspiring cheerfulness and eagerness to come to grips with the enemy have been most praiseworthy.

The sortie list was as follows:

31 May 1944 - Au Fevre (4.30)
4 June 1944 - Calais (4.05)
6 June 1944 - Conde sur Noireau (5.45)
7 June 1944 - Acheres (5.35)
10 June 1944 - Versailles (5.05)
12 June 1944 - Arras (4.25)
14 June 1944 - Cambrai (4.00)
15 June 1944 - Boulogne (3.25)
16 June 1944 - Sautrecourt (3.50)
21 June 1944 - Oisemont (3.50)
24 June 1944 - Bonnetot (4.05)
25 June 1944 - Gorenflos (4.15)
6 July 1944 - Siracourt (3.45)
9 July 1944 - Ardouval (3.35)
12 July 1944 - Acquet (4.00)
14 July 1944 - Alderbelck (3.35)
18 July 1944 - Wesseling (5.45)
20 July 1944 - Grand Bois (3.25)
24 July 1944 - L'Hey (3.20)
25 July 1944 - Stuttgart (8.25)
28 July 1944 - Hamburg (4.55)
30 July 1944 - Amaye Seulle (4.00)
3 August 1944 - Foret de Nieppe (3.25)

4 August 1944 - Bois de Cassan (4.25)
7 August 1944 - L'Hogue (4.00)
16 August 1944 - Gardening, Kiel (5.50)
25 August 1944 - St. Mathieu (5.00)
27 August 1944 - Marquis (3.15)
28 August 1944 - Gardening, La Rochelle (6.10)
6 September 1944 - Emden (4.05)
10 September 1944 - Le Havre (3.45)
13 September 1944 - Sea search (4.20)
14 September 1944 - Wilhelmshaven (4.20, recalled)
15 September 1944 - Gardening, Oslo (6.20)
27 September 1944 - Sterkrade (4.55)
28 September 1944 - Cap Gris Nez (3.30)

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WADLAND, Supervisor John Butler (Z709) - **Member, Order of the British Empire** - RCAF Overseas Headquarters - AWARD IN CIVIL DIVISION - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Award sent by registered mail 25 May 1948.

This Supervisor, one of the Canadian Young Men's Christian Association, has given excellent service, first with No.6 Bomber Group and latterly with the Central Mediterranean Forces in Italy. He is largely responsible for the operation of Canada House at Florence, which was a source of great satisfaction to the Royal Canadian Air Force personnel serving in this area. His services have at all times been exceptionally beneficial and are worthy of high praise.

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WAGAR, WO Donald Andrew (R97194, later J50644) - **Distinguished Flying Cross** - No.35 Squadron - Award effective 5 August 1944 as per **London Gazette** dated 18 August 1944 and AFRO 2101/44 dated 29 September 1944. Born 5 July 1920. Enlisted in Toronto, 5 March 1941 for General Duties and posted to No.1 Manning Depot. To "K", 18 March 1941. Promoted AC1, 5 June 1941. Classified as "Messman", 1 July 1941. To Eastern Air Command, 14 August 1941. Promoted LAC, 5 September 1941. Remustered to aircrew, 4 July 1942 and posted to No.9 BGS; graduated 25 September 1942 and promoted Sergeant. To "Y" Depot, 26 September 1942. To RAF overseas, 27 October 1942. Promoted Flight Sergeant, 25 March 1943. Reported Missing, 22 June 1943; reported safe, 28 June 1943. Promoted WO2, 25 September 1943. Repatriated 22 October 1944. Commissioned 6 December 1944. To No.1 Training Command, 11 December 1944. To No.4 BGS, 12 December 1944. To No.4 Release Centre, 18 February 1945. Retired 19 March 1945. Award presented 9 April 1948. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/9632 has recommendation dated 20 May 1944

when he had flown 41 sorties (259 hours), 23 May 1943 to 11 May 1944.

23 May 1943 - Dortmund
24 May 1943 - Dusseldorf
27 May 1943 - Essen
12 June 1943 - Bochum
19 June 1943 - Le Creusot
21 June 1943 - Krefeld
29 July 1943 - Hamburg
16 August 1943 - Turin
23 August 1943 - Berlin
27 August 1943 - Nuremburg
31 August 1943 - Berlin
22 September 1943 - Hanover
23 September 1943 - Mannheim
27 September 1943 - Hanover
29 September 1943 - Bochum
3 October 1943 - Kassel
8 October 1943 - Bremen
11 November 1943 - Cannes
23 November 1943 - Berlin
25 November 1943 - Frankfurt
3 December 1943 - Leipzig
20 December 1943 - Frankfurt
23 December 1943 - Berlin
29 December 1943 - Berlin
5 January 1944 - Stettin
21 January 1944 - Magdeburg
15 February 1944 - Berlin
20 February 1944 - Stuttgart
24 February 1944 - Schweinfurt
25 February 1944 - Augsburg
1 March 1944 - Stuttgart
24 March 1944 - Berlin
18 April 1944 - Rouen
20 April 1944 - Cologne
22 April 1944 - Laon
24 April 1944 - Karlsruhe
26 April 1944 - Villeneuve St.Georges
27 April 1944 - Friedrichshafen
8 May 1944 - Haine St.Pierre
10 May 1944 - Lens
11 May 1944 - Hasselt

Warrant Officer Wagar is a cool, confident and efficient Air Gunner whose example in face of the enemy has been most praiseworthy. He has taken part in a large number of sorties involving attacks on strongly defended targets in Germany. Throughout he has displayed great determination and unfailing devotion to duty.

This Warrant Officer has proved himself to be a very reliable member of aircrew and his keenness and enthusiasm for operations set a fine example to his fellow aircrew.

In recognition of his record of devotion to duty, Warrant Officer Wagar is recommended for a non-immediate award of the Distinguished Flying Cross.

Public Record Office Air 50/185 has Combat Report for 21/22 January 1944, Halifax P/35, HX147. Crew as follows: P/O Honey (captain), P/O Tudberry (air bomber), FS Ward (navigator), FS Brennan (WOP), WO Hayward (Mid-Upper Gunner), WO Wagar (Rear Gunner) and Sergeant Fick (flight engineer):

At 2310 hours on the night of the 21/22 January 1944, Halifax II (HX147) "P" of 35 Squadron was homeward bound from Magdeburg at 51.58 N 11.25 E flying at 18,000 feet with an I.A.S. of 155 Knots, heading 234 Degrees T, the visibility was good above and below due to 7/10ths cloud below. Monica unserviceable.

Suddenly the Rear Gunner [Wagar] saw an Me.210 astern level at 150 yards. He told his captain to "Corkscrew Starboard" and caused enemy aircraft to pass to port quarter up. As the bomber rolled at bottom of corkscrew and commenced its climbing turn to port, the fighter attacked from deep port quarter. Rear gunner opened fire at 100 yards with two long bursts of 250 rounds each and saw tracer enter the underside of the Me.210 causing it to break off starboard beam below. Enemy aircraft fired a short burst without trace before breaking off.

No damage to Halifax but Me.210 claimed as damaged.

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WAGAR, F/L Thomas Claud (J35266) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 22 May 1945 and AFRO 1147/45 dated 13 July 1945. Born 23 September 1920. Home in Kingston; enlisted Ottawa, 16 June 1941 and posted to No.4A Manning Depot. To No.16 Explosives Depot, 28 July 1941. To No.31 OTU, 2 August 1941. To No.3 ITS, Victoriaville, 12 September 1941; graduated and promoted LAC, 19 October 1941 but not posted to No.17 EFTS until 7 November 1941; to No.8 SFTS, 3 January 1942; graduated and promoted Sergeant, 24 April 1942. To No.8 BGS as staff

pilot, 8 May 1942. Promoted Flight Sergeant, 24 October 1942. Promoted WO2, 24 April 1943. Commissioned 8 September 1943. To "Y" Depot, 26 September 1943. Taken on strength of No.3 PRC, Bournemouth, 21 October 1943 although he did not actually embark Halifax until 22 October 1943. Disembarked in Britain, 30 October 1943. Temporary Duty in Gloucester, 28-19 December 1943 and Metheringham, 16 February to 7 March 1944. Promoted Flying Officer, 8 March 1944. To No.15 (Pilots) Advanced Flying Unit, 7 March 1944. To No.82 OTU, 23 May 1944. To No.86 OTU, 16 June 1944. To No.61 Base, 31 July 1944. Attended No.1666 Conversion Unit, 31 July to 9 September 1944 including attachment to Dalton Battle School. To No.427 Squadron, 13 September 1944. Promoted Flight Lieutenant, 13 February 1945. Repatriated to Canada, 1 June 1945. To No.1 Air Command, 12 June 1945. To No.13 EFTS, 7 July 1945. To Central Flying School, 10 August 1945. Released 22 November 1945. Rejoined RCAF in Ottawa, 6 April 1951. Attended a pilot refresher course at Gimli, 11 April to 26 May 1951, To No.405 Squadron, Greenwood, 27 May 1951. Obtained a "green card" at Instrument Flight School, Centralia (20 August to 12 October 1951). Attended No.2 (Maritime) OTU, 22 October 1951 to 15 February 1952. Killed 1 February 1953 in the crash of Lancaster KB914; see below for details. Award presented in Hamilton, 27 July 1949. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.1729 (PAC RG.24 Vol.20607) and DHH file 181.009 D.2610 (National Library and Archives, RG.24, Volume 20627) have sortie list and recommendation raised 10 February 1945 by W/C V.F. Ganderton has recommendation dated 10 February 1945, as of which date he had flown 30 sorties (177 hours 50 minutes), 14 September 1944 to 7 February 1945.

14 September 1944 - Wilhelmshaven - 3.20 - duty not carried out.
15 September 1944 - Kiel - 5.55
20 September 1944 - Calais - 3.00
24 September 1944 - Calais - 4.15
25 September 1944 - Calais - 4.30
27 September 1944 - Sterkrade - 6.00
28 September 1944 - Cap Gris Nez - 4.15
5 October 1944 - Dortmund - 5.25
12 October 1944 - Wanne Eickel - 5.30
14 October 1944 - Duisburg - 5.55
14 October 1944 - Duisburg - 6.10
28 October 1944 - Cologne - 5.50
30 October 1944 - Cologne - 5.05
1 November 1944 - Oberhausen - 6.05
2 November 1944 - Dusseldorf - 5.50
4 November 1944 - Bochum - 5.35
6 November 1944 - Gelsenkirchen - 5.55
18 November 1944 - Munster - 6.25
21 November 1944 - Castrop Rauxel - 6.00
6 December 1944 - Osnabruck - 6.20

18 December 1944 - Duisburg - 6.35
21 December 1944 - minelaying - 7.10
26 December 1944 - St. Vith - 6.00
29 December 1944 - Oberlar - 6.45
31 December 1944 - minelaying - 6.55
2 January 1945 - Ludwigshaven - 7.10
6 January 1945 - Hanau - 6.55
28 January 1945 - Stuttgart - 6.45
2 February 1945 - Wanne Eickel - 6.00
4 February 1945 - minelaying - 5.30
7 February 1945 - Goch - 5.45

This captain has completed thirty heavy operational bombing attacks against the enemy. At all times his work on the squadron has been exceptional and his courage, skill and determination in action have been an inspiration to his crew.

Notes on Training:

Interviewed on 14 June 1941 by F/L J.E. Drummond who noted his sports (football extensively), hobbies (drafting and photography) and wrote, "Intelligent and good appearance. Has splendid physical development. Has had some machinist work. Is anxious to serve as pilot." He was six feet one inch tall and weighed 170 pounds.

Course at No3 ITS (13 September to 7 November 1941) had courses in Mathematics (91/100), Armament (64/100), Signals (96/100), Hygiene and Sanitation (37/40), Drill (76/100), Law and Discipline (55/60) Placed 23rd in a class of 150. "Good appearance. Self reliant. Has initiative. Self confident. Cheerful. Enthusiastic." (W/C D.D. Findlay)

At No.17 EFTS flew Fleet Finch (22.10 day dual, 29.20 day solo - 9.30 on instruments plus ten hours in Link. "Slow on instruments but showing improvement." Courses in Airmanship (144/200), Airframes (82/100), Aero Engines (77/100), Signals, practical (80/100), Theory of Flight (67/100), Air Navigation (153/200), Armament, oral (175/100). Placed 16th in a class of 29/ "Good student. Little trouble with work but learns fairly easily. Could possibly do better with more effort. Reserved, calm, neat.

At No.8 SFTS (5 January to 24 April 1942) flew Harvard 55.45 day dual, 65.05 day solo, 5.10 night dual, 13.05 night solo. Flew 28.30 on instruments and logged 20 hours in Link. "Just average on clear hood and instrument. Airmanship poor. Got lost on test. Pays great attention to detail but a fidgety, nervous pilot, always playing with the controls. Same general remarks hold true for instrument flying." Ground courses in Airmanship and Maintenance (134/200), Armament, written (62/100), Armament, practical (72/100), Navigation (97/150), Meteorology (40/50), Signals, written (46/50) and Signals, practical (100/100). Placed 31st in a class of 48.

At No.15 (P) AFU, 21 March to 22 May 1944. Flew Oxford aircraft (4,005 day dual to first day solo, 30.00 day dual total, 33.45 day solo (seven hours in formation, 6.15 on instruments), 1.15 night dual to first night solo, 8.30 total night dual, 12.55 night solo. "A high average pilot who has done some excellent work during the course. Confident in his ability and should make a good captain of aircraft."

Course at No.86 OTU, 16 June to 18 July 1944, Wellington aircraft (4.05 day dual to first day solo, followed by 37.15 day solo; 4.45 night dual to first night solo followed by 32.25 night solo. Flew 26.10 on instruments. Also logged ten hours in Link.

At No.2 FTS, Gimli, course was 16 April to 25 May 1951. Flew Harvard aircraft (22.00 day dual, 12.30 day solo, 3.15 night dual, 2.30 night solo). Tested in Harvard Handling (226/350) and Final Instrument Check (151/200). Ground courses in Airmanship (122/150), Meteorology (61/100), Navigation and Instruments (68/100), and Signals Theory and Radio Aids (50/50). "Most of this officer's experience has been on multi-engine aircraft but he converted to the Harvard with no difficulty. He has shown steady progress and possibly due to the fact that he is such a hard, diligent worker he is now considered above average pilot. Flying Officer Wagar's appearance, bearing and deportment have been above the average. He is very courteous and tried at all times to please. This officer is well suited for any flying position he may be given and it is felt he will be a decided asset to his future unit." (S/L E. Wilson, Chief Flying Instructor).

Instrument course at Centralia, 20 August to 12 October 1951 involved flying (type not stated) - 28.10 day dual, 10.10 first pilot, 20.15 second pilot, 34.25 on simulated instruments, 3.05 cloud flying. "Although F/O Wagar has been off flying for a while, he has shown considerable ability as a pilot. His instruments flying and airmanship are above average and he has absorbed instruction readily on course. Will make a high average instrument pilot."

Course at No.2 (Maritime) OTU involved Conversion Flying (12.25 day dual, 9.05 day solo, 1.30 night dual, 5.50 night solo) and Operational Flying (6.15 day dual, 52.15 day solo, 2.55 night dual, 27.05 night solo). "This officer has shown quite good crew procedure and has average flying ability. His main fault, which later improved, was Radio Telephone procedure and Aircraft Checks, but still requires watching. Will make a good captain with more experience." (S/L R.M. Beatty).

Notes: On 29 June 1952 he gave his flying on types as follows: Fleet Finch (61.00 hours), Harvard (204.30), Battle (163.40), Anson (12.45), Bolingbroke (636.55), Menaso Moth (7.15), Oxford (101.05), Wellington (78.30), Halifax (311.35), Lancaster (452.15), Ventura (35.25), Mitchell (2.00), Expeditor (80.05).

As December 1952 these had changed in the following: Lancaster (733.00), Expeditor (111.55), T-33 (one hour). On 5 December 1952 W.C J.E. Creeper assessed him as follows: "F/O Wagar is an excellent captain and he has a good knowledge of Maritime Operations. It has been necessary on one occasion to change a member of his crew due to a clash of personalities but

generally F/O Wager is well liked by other aircrew members. He appears to accept responsibilities willingly and can be counted upon to carry out any tasks assigned. He has done a good job of organizing squadron sports and I feel he could be given added responsibility at any time. He mixes well socially and participates in all squadron activities. Definitely recommended for a long service commission.”

Circumstances of death: While at Keflavik, Iceland, on a training flight, he received instructions from Greenwood to proceed to Goose Bay to assist in the search for a missing Expeditor. From Blue West One they were to carry out a track crawl to Goose Bay. Wager and a crew of eight departed Keflavik at 1031 hours Zulu on 1 February and arrived over Goose Bay at 1926 hours Zulu. Due to weather at Goose Bay (below limits and GCA unserviceable) they were diverted to Torbay. This order was acknowledged; Wager stated he was at 7,000 feet and estimated arrival at Torbay as 2209 Zulu; estimated five hours of fuel left. At 2030 hours Zulu (i.e., one hour after being diverted) he reported that he was returning to Goose Bay with two engines feathered, estimating arrival there at 2100 Zulu. They reported approximate position as 5200 North 5800 West. Sixteen minutes later the pilot requested the latest weather at Goose Bay; this was passed to him but not acknowledged. An intense search followed, but the wreckage was not found until 19 June 1953 when it was reported by a civilian aircraft. It was at 5256 North 5756 West or about 62 miles off track. The wreckage indicated that the aircraft had hit almost vertically and that it had exploded and burned. The probable scenario worked out makes grim reading:

The pilot had reported that he was returning to Goose Bay with two engines feathered. No.1 engine proved to be in full fine pitch and No.4 engine was in fine pitch and under power at the time of striking the ground. As the propellers of Nos.2 and 3 engines indicated that they were in the feathered position. It is reasonable to assume that the aircraft was flying on the two outboard engines. As some of the pilot's instruments are operated by vacuum pumps (one on each inboard engine) he would be denied the use of his artificial horizon, turn and bank and directional gyro while flying with the two inboard engines feathered. Also in this configuration, the hydraulic system would be inoperative due to the pumps being situated on the inboard engines. As the carburettor air intake shutters are hydraulically operated, the pilot would be unable to change the position of the shutters from that which had been selected prior to feathering the inboard engines.

It is considered that approximately an hour after being diverted from Goose Bay to Torbay, the pilot was compelled to feather No.2 engine due to severe icing (as mentioned in para 16, there is a strong possibility that the port de-icer system was unserviceable at this time). A short time later the pilot found it necessary to feather No.3 engine due to overheating. The pilot would now be flying in cloud (in icing conditions) without the use of artificial horizon, turn and bank indicator and his directional gyro and would also be unable to select “carburettor air” to hot if it had been in the cold position at the time of feathering the inboard engines. It

is considered that shortly before the accident, No.1 engine failed or partially failed due to icing, resulting in complete loss of control by the pilot. This is substantiated by the fact that No.1 engine, although still in fine pitch, was not under power while No.4 engine was still under considerable power at the time of striking the ground. As two of the crew members had their parachutes on, it is more than likely that the pilot was attempting to have the crew bail out after he experienced loss of control.

The aircraft had been overhauled by De havilland and transferred to the RCAF on 14 May 1952. It had flown 134 hours 30 minutes before delivery and 321 hours 45 minutes since arrival at Greenwood. It had been last inspected on 30 January 1953. It was noted that on three recent occasions (8 January 1953, 30 January 1953 and 31 January 1953) there had been reports of problems with the de-icers - a new pump installed following the first incident, lines replaced following the other two incidents, both of which involved leaks.

At the time of the crash, Wagar had flown totals of 228.05 day dual, 31.25 night dual and 136.20 dual on instruments; he had flown 1,856 hours ten minutes on day solo, 338 hours 45 minute night solo and 146 hours five minutes solo on instruments. His total time on Lancasters was 733 hours.

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WAGGETT, F/L Henry Alfred Stanley (J5680) - **Distinguished Flying Cross** - No.23 Squadron - Award effective 30 December 1943 as per **London Gazette** dated 7 January 1944 and AFRO 410/44 dated 25 February 1944. Born 28 January 1913. Home in Toronto; enlisted there 7 September 1940. To No.1 ITS, 28 November 1940; graduated and promoted LAC, 4 January 1941 when posted to No.1 AOS; graduated 1 March 1941 when posted to No.1 BGS; graduated and promoted Sergeant, 12 May 1941 when posted to No.1 ANS; graduated 9 June 1941. Commissioned 10 June 1941. To Embarkation Depot, 10 June 1940. To RAF overseas, 29 June 1941. Promoted Flying Officer, 10 June 1942. Promoted Flight Lieutenant. 10 June 1943. Repatriated 17 September 1944. To No.8 AOS, 10 October 1944. To Central Navigation School, 31 March 1945. To No.1 Radio and Navigation School, 5 August 1945. To Greenwood, 17 December 1945. To Air Navigation School, 7 March 1946. To No.1 Release Centre, 23 March 1946. Retired 29 March 1946. Award presented 18 October 1947.

Now on his second tour of operational duty, this officer has served in both the European and Middle East theatres of war. He has taken part in operations over Sicily and Italy, during which two enemy aircraft have been destroyed and much damage inflicted on the enemy's lines of communication. Throughout, Flight Lieutenant Waggett's navigation has been of the highest order and has played no small part in the successes achieved by his crew.

RCAF Press Release 1973 dated 20 July 1943 (written by F/L Kenneth MacGillivray) describes

part of his career:

Malta - When you're flying through the night sky at what you feel is a nice, safe altitude, and suddenly something flashes past your starboard wingtip and you realize that it was a farmhouse window - well, it shakes you, as our English cousins persist in putting it.

For confirmation, see Flight Lieutenant Harry Waggett, navigator of a Malta-based intruder aircraft, who comes from 76 Lawrence Avenue West, Toronto, and who is the first RCAF member to begin a second tour of "ops" on intruders, so far as is known.

The 30-year old Toronto man, a former designer of aircraft parts in partnership with his father, Stanley Waggett, has already made nine trips of his second tour, on top of those which he made on his first tour from a base in Britain. And of all the varied thrills which those trips have produced, none equals the farmhouse affair.

"We were stooging along over enemy territory", he recalls, "when we decided to come down a bit for a look around. We were doing two-hundred and some miles an hour when that farmhouse shot past our wingtip, and at the same instant we shaved past a barn on the other side with inches to spare. The pilot was just starting to climb frantically when I saw a great black shape dead ahead, and yelled at him as I have never yelled before. He banked in the nick of time, and once again something grazed past - only this time it wasn't any mere farmhouse. It was a huge stone lighthouse.

"In the split second, as we flashed past the lighthouse, we saw something else that shook us almost as much. It was the silhouette of a blade of our port propeller. One of our engines had quit. Luckily for us, it caught again when we had got to 100 feet, so we went back and bombed an enemy airfield.." Waggett's log book shows three enemy aircraft destroyed on the ground and a watch tower attacked as the night's bag.

On another occasion the Canadian and his pilot shot down a Ju.88 which they caught landing. They also have a sizeable score of trains shot up and other enemy objectives bombed and strafed. Recently, the pilot, Squadron Leader Jock Brown, an Ayreshire Scot, whom Waggett describes as "the veteran of all the intruder pilots", brought their kite back on only one engine for two and three-quarter hours.

"It was touch-and-go whether we would make it," says the Canadian. "Four times on that return trip we stalled, and each time Squadron Leader Brown pulled her out. We finally had to make a crash-landing when we got back, and were lucky to

come out of it without a scratch.”

Waggett, who in addition to designing aircraft parts in “civvy street”, built small sailing craft and was prominent in the National Yacht Club at Toronto, finished his first tour on ops on August 1, 1942. In the interval before beginning his second tour here in Malta, he was an instructor at an OTU.

He was married just before leaving Canada, and his wife, the former Evelyn Murdoch, lives at 80 Roslyn Avenue, Toronto.

His pilot was 84952 S/L John Brown, listed in **Those Other Eagles** by Chris Shores (Grub Street, 2004). Brown’s score (all with No.23 Squadron) is listed as follows: **3 April 1942:** one He.111 destroyed on the ground with a bomb, Evreux, Boston aircraft; Waggett was not with him); **20/21 July 1943:** one Do.217 destroyed, Viterbo, Mosquito HJ674, YP-B. His second tour with No.23 began in May 1943 and ended 12 February 1944; presumably those dates are applicable to Waggett as well.

British Archives AIR 50/11 has a Combat Report from his first tour, as follows:

Date: (A) 8/9 December 1941

Unit: (B) 23 Squadron, RAF Ford

Type and Mark of Our Aircraft: (C) Havoc I

Time attack was delivered: (D) 0120 hours.

Place attack and/or target: (E) Gilze Elden aerodrome.

Weather: (F) 4/10s cloud over sea increasing to 9/10s over Dutch Coast, 7/10ths at 11,000 feet, increasing inland.

Our casualties - aircraft: (G) nil.

Our casualties - personnel: (H) nil

Enemy casualties in air combat: (J) One unidentified enemy aircraft (probably Ju.88) damaged.

Enemy casualties - ground or sea targets: (K) nil

One Havoc Mark I (YF-U) took off from Manston at 2345 hours to patrol Gilze Elden and Eindhoven aerodromes and crossed the Dutch Coast over Haamstede at 0029 hours at 8,000 feet. The dummy aerodrome on Haamstede was illuminated showing two flare paths intersecting to form a large “V” with bright “V” lights at the intersection. The flare paths ran E. to W. and N.E. to S.W.

The Havoc arrived over Gilze Elden at 0055 hours (E.T.A.) and broke cloud at 3,000 feet to find the aerodrome illuminated and the visual lorenz system alight as described in the Personal and Intelligence Combat Report for Havoc YP-T on the night of 7/8th December 1941.

Two flashing white lights (presumably recognition lights) were seen from two aircraft but on the Havoc turning to attack the nearest, the lights went out and the aircraft was lost. Another aircraft, identified as a Ju.88, was seen to pass the Havoc in the opposite direction 200 feet above and 300 yards to starboard but was very soon lost.

The Havoc made a left hand turn over the visual lorenz and an aircraft with navigation lights was seen orbiting. This was chased and closed upon, but the enemy aircraft's lights were extinguished; it turned to port and was lost.

Continuing the left hand circuit the Havoc followed yet a fourth aircraft that was seen landing. The pilot closed to 70 yards and gave two bursts of 50 degrees deflection from astern, breaking away to avoid collision, 20 yards away, 200 feet up. De Wilde ammunition strikes were seen on the enemy aircraft's port wing and fuselage and flames came from the port engine.

The Havoc then climbed to 3,000 feet and bombed diagonally in a glide from 1,500 feet across the North end of the flare path. One explosion short of the flare path and flying debris as from a building were seen.

The aerodrome lights were at once doused and intense light flak opened up.

The Havoc recrossed the Dutch coast over Haamstede at 0150 hours at 6,000 feet. Five searchlights short of the coast failed to contact the aircraft, Landed at Manston at 0245 hours.

The report went on to note that the Havoc had fired 250 rounds from its front guns, height 400 to 200 feet, quarter attack from astern, opening at 70 yards and closing to 20 yards, and claim of one enemy aircraft damaged. The aircraft had dropped four 250-pound bombs (one on an 11-second delay, one on a one-hour delay, one a three-hour delay and one a six-day delay. Crew were listed as follows: **Pilot:** Pilot Officer Hunt; **Observer:** Pilot Officer Waggett; Wireless Air Gunner: Sergeant Sperrin.

The Canadian War Museum's "Democracy at War" yields some interesting things. On 12 September 1941 the Toronto **Globe and Mail** carried an article, "Sit Over German Fields to Down Nazi Raiders" which described intruder operations in general. It identified five Canadians in No.23 Squadron - P/O W.F. Young (observer), Waggett (observer), Sergeant J. Sullivan (observer), Sergeant J. Cosoff (observer) and Sergeant Nault (gunner). It appears that at least three were subsequently killed - Young (flying accident, Boston aircraft, No.418 Squadron, 18 May 1942), Sergeant Sullivan (flying accident, Havoc aircraft, No.23 Squadron, 7 November 1941) and Pilot Officer Cosoff (Mosquito aircraft, No.400 Squadron, 20 February 1944).

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WAGMAN, F/O John (J35150) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 13 October 1944 as per **London Gazette** of that date and AFRO 2534/44 dated 24 November 1944. Born 9 December 1919. Home in Regina; enlisted there 26 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; (graduated 31 January 1942 when posted to No.5 SFTS; graduated and promoted Sergeant, 5 June 1942. To Trenton, 20 June 1942. To No.1 ANS, 29 July 1942. Promoted Flight Sergeant, 5 December 1942. Promoted WO2, 5 June 1943. Commissioned 20 September 1943. To "Y" Depot, 24 September 1943. Taken on strength of No.3 PRC, Bournemouth, 13 October 1943. Promoted Flying Officer, 20 March 1944. Promoted Flight Lieutenant, 20 February 1945. Repatriated 3 May 1945. To No.2 Air Command, 18 June 1945. To No.6 Release Centre, 19 June 1945. To No.8 Repair Depot, 21 November 1945; to No.124 Squadron, 22 November 1945. To No.121 Squadron, 25 March 1946. To No.5 Release Centre, 13 May 1946. Retired 20 May 1946. Award presented 23 April 1949.

One night in August 1944, Flying Officer Wagman was detailed to attack Kiel and on reaching enemy territory his aircraft was engaged by anti-aircraft fire which penetrated the petrol tanks and caused a serious loss of fuel. Nevertheless, Flying Officer Wagman successfully completed his mission but was forced to bring his aircraft down on to the sea forty miles from the English coast. This he achieved with great skill despite the failure of his landing light and adverse weather. In hazardous circumstances this officer displayed great skill, courage and devotion to duty.

RCAF photo PL-31796 (ex UK-14253 dated 23 August 1944) is captioned as follows: "The grim way that the boys are taking this humorous reminder to brush up on dinghy drill is accounted for by the fact that they have just returned to their station after a 13-hour dingy ride in the North Sea, and have their knowledge of the art to thank for their lives. The boys had to crash-land their flak-hit Halifax on a return flight from Germany. They were sighted from a searching aircraft of their own unit, the Bluenose Squadron of the RCAF Bomber Group overseas. At left is Flight Sergeant Hugh McMillan of Calgary, bomb aumer; at right is the pilot, F/O John Wagman of Regina. Like other members of the crew, they sustain only minor injuries."

RCAF photo PL-31797 (ex UK-14254 dated 23 August 1944) is another shot of Wagman (left) and McMillan (right); caption adds that they came down in a minefield and were ultimately picked up by an Air-Sea Rescue Launch.

RCAF photo PL-31798 (ex UK-14255, circa 23 August 1944) has the following caption: "On their return from a 13-hour dinghy ride, these flyers of RCAF Bomber Group's Bluenose Squadron are carefully interrogated by Air-Sea Rescue experts. The rescued pair are at left: Flying Officer John Wagman of Regina, the pilot, and Flight Sergeant Hugh McMillan, Calgary, the bomb aimer. Interrogators are, centre, in battledress, Flying Officer J. 'Pop' Clayton of

Toronto, an air gunner who has completed his operational tour and is now Air Sea Rescue Officer for the station, and Flying Officer Bob Strouts, New Westminster, B.C., a wireless air gunner who has also completed an operational tour and holds the job of Acting Air Sea Rescue Officer for the Group. Wagman's Halifax was hit by flak over Germany and had to crash-land in a North Sea minefield. Sighted by a searching aircraft from their own Bluenose Squadron, the boys were later picked up by an ASR launch. Apart from minor injuries the crew were uninjured."

RCAF photo PL-31799 (ex-UK-14256), circa 23 August 1944 has the following caption: "Hospitalized for a few days with water on the knee after a 13 hour dinghy ride, Flight Sergeant Henry 'Hank' Kaufman of Cottam, Ontario looks very happy indeed between the ministrations of a beautiful RCAF Nursing Sister, Lynn Johnston of Biggar, Saskatchewan, and a visit from his skipper, Flying Officer John Wagman of Regina. On a return flight from Germany the boys had to set their flak-hit Halifax down in a North Sea minefield. Sighted from a searching aircraft of their own unit, RCAF Bomber Group's Bluenose Squadron, the boys were picked up by an Air-Sea rescue launch. Apart from minor injuries the crew were uninjured."

The following excerpt from the "Air-Sea Rescue" portion of No.6 Group **Monthly Summary of Operations** (August 1944) bears reproduction:

During the past month nine aircraft were detailed for sea search - three from Middleton St. George, three from Skipton and three from Croft. The three from Croft were successful in finding a dinghy with seven occupants. Lindholme dinghy gear was dropped successfully and rescue effected by a high speed motor launch after the crew had been in the dinghy 13 hours. This incident has been passed to all stations in complete detail in a letter dated August 24th and should be read to all aircrew. F/O Wagman and crew of No.434 Squadron were the occupants of the dinghy and, when interrogated, claimed they had every confidence in ditching because of the training they had gone through beforehand. The right drill was carried out from the start of trouble until final ditching, The crew is to be congratulated in doing a fine job as it was only their third sortie.

For a dramatic recounting of this, see Cynthia J. Faryon, **Unsung Heroes of the RCAF: Incredible Tales of Courage and Daring During World War II** (James Lorimer and Company, 2014).

RCAF Press Release No. 6290 dated 20 August 1944 by Sergeant John Badger, transcribed by Huguette Oates, reads:

WITH THE RCAF BOMBER GROUP OVERSEAS: -- After drifting on a dinghy in a North Sea minefield for 13 hours, a bluenose squadron was picked up by an Air Sea Rescue launch which was directed to them by a searching Halifax of their own unit. When the boys returned to their station, they found their

belongings packed up and themselves listed as “missing”. The ditching took place on the return flight from a recent operation against Kiel. The flyers had bombed the target successfully but the enemy repaid them with a number of flak hits through the Halifax’s petrol tanks.

“As we weaved between searchlight beams over the target, I felt the kite buck along a couple of times but didn’t realize we had actually been hit,” recalled the 24-year-old skipper F/O John Wagman of Regina (2030 Broad Street). After leaving the target area, Wagman made a routine check with the Flight Engineer as to how many gallons of fuel they had left for the return flight. Realization of their plight came when the navigator found that they had only enough petrol left to keep them airborne for an hour and a half.

Hoping that the petrol gauges might be wrong, the Engineer tried switching on and off one motor after another. They all reacted correctly and the crew knew that they were in for a ducking. With about one hour of flying time left, the Wireless Operator Flight Sergeant “Hank” Kaufman of Cottam, Ontario sent out an emergency signal and the responding air base in Britain began keeping track of the Halifax’s position. About fifteen minutes before it became necessary to go down, Kaufman sent out an S.O.S.

“The signals people say he was splendid,” Wagman commented. “We wouldn’t have been picked up without his careful work.” He didn’t stop transmitting until about five minutes before we ditched, when I had to order him to get ready for ditching. He jammed the key down so that our radio set would continue transmitting and then went back to his ditching position like the others.”

As all four motors were functioning despite the fuel shortage, Wagman was able to control his landing as he set his aircraft down in the sea. In pitch darkness, it scudded along the waves then crashed to a stop, nosing over as the sea swamped it. The whole tail assembly broke off and sank immediately. In the meantime, the Flight Engineer and the two gunners had been thrown clear and, though slightly stunned by the crash, they quickly revived and floated about in their Mac Wests. Wagman crawled out through his own escape hatch while the Bomb Aimer, Navigator and Wireless Operator used another hatch. Wagman swam around to where the other flyers were floundering about in the sea, calling to find out if they had the dinghy.

But the rubber boat had only half inflated and was partly wedged in its compartment. The wing was leading-edge down, its motor submerged and the dinghy trailing down the huge rear surfaced. Wagman managed to reach it, started yanking futilely. His struggles seemed hopeless until the flight engineer and mid-upper gunner joined him. Between them, they managed to get the

awkward object out of the wing and the dinghy inflated while the mid-upper knifed away a rope that still held it to the aircraft. The three climbed aboard the dinghy and paddled around blowing their emergency whistles and shouting to their crewmates through the darkness.

Everybody finally rescued, they moved the dinghy some distance away from the still floating hulk for fear that it would suddenly sink and suck them down with it. Actually, the Halifax lay on the surface for six hours before it gurgled under. The boys remained reasonably close to facilitate rescue work. It was just as well they didn't try to paddle the considerable distances to the British coast. They were in the centre of a minefield.

It was a calm night, as calmness goes in the choppy North Sea but they had to keep bailing out the dinghy and one of the lads was very seasick. Dawn came and then the sunshine. The boys ate their emergency rations and started in to wait. Their patience paid off at ten o'clock in the morning when a Halifax sent out from their own squadron sighted them.

The pilot of the rescuing aircraft was F/O Laurie Browning of Edmonton (95M-100A Avenue) (correct). As Browning circled the dinghy another Halifax flew over. It was captained by F/L Norm MacLeod, Nelson, B.C., of the Iroquois squadron from the same station. He dropped a more elaborate dinghy and the boys paddled over and climbed aboard it. They smoked, drank some milk and got comfortably settled to resume their waiting. The Halifaxes kept circling and were joined by a Hudson. At one time, all four Halifaxes sent out from their own station were wheeling about overhead and dropping smoke floats to mark the position. The vigil ended when an Air Sea Rescue launch edged through the minefield in the late afternoon and picked up the crew. "They gave us a shot of brandy, hot soup and dry clothing as soon as they took us on," grinned Wagman. "Boy were they welcome!"

After landing, the boys were taken to an airport, given a rest and flown back to their home base by a Bluenose aircraft the next morning. They were little the worse for their experience apart from minor cuts and bruises sustained in the crack-up. Kaufman was the only exception. He has been hospitalized with water on the knee but should be out in a day or so.

"It really showed the advantage of thoroughly knowing your dinghy drill," said Wagman and summed it up by saying "What really shook us was coming back to find that we were seven live ghosts."

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Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Home in Vancouver; enlisted Regina 28 May 1941. Trained at No.2 ITS (graduated 27 September 1941), No.5 AOS (graduated 3 January 1941), No.7 BGS (graduated 14 February 1942) and No.1 ANS (graduated 20 March 1942). Posting card unreadable to 31 October 1945 when he was posted to Patricia Bay. To No.5 OTU, 22 November 1945. To "K", 19 May 1946. Struck off strength of Western Air Command, 12 September 1946. Retired 20 September 1946. Award presented in Halifax, 27 July 1949. Died 22 September 2002 in North Vancouver as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 2003. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2610 (RG.24 Vol.20627) has recommendation dated 15 April 1945 when he had completed 45 sorties (301 hours 55 minutes) in tours lasting from 13 September 1942 to 11 March 1943 (25 trips) and 30 October 1944 to 12 March 1945 (20 trips).

This officer has now completed a second tour of operations comprised of twenty operational sorties over enemy territory including many of the heavily defended targets in Germany such as Dusseldorf, Duisburg (3), Dortmund, Essen and Magdeburg.

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

The sortie list was as follows:

First Tour

13 September 1942 - Bremen (6.05)
20 November 1942 - Turin (8.00)
22 November 1942 - Stuttgart (8.10)
20 December 1942 - Duisburg (4.15)
21 December 1942 - Munich (8.15)
3 January 1943 - Gardening, Gironde (7.20)
16 January 1943 - Berlin (8.15)
17 January 1943 - Berlin (8.50)
21 January 1943 - Essen (3.45, duty not carried out)
23 January 1943 - Dusseldorf (4.40)
27 January 1943 - Dusseldorf (5.05)
30 January 1943 - Hamburg (5.55)
2 February 1943 - Cologne (5.25)
4 February 1943 - Turin (8.15)

18 February 1943 - Wilhelmshaven (4.45)
21 February 1943 - Bremen (5.00)
25 February 1943 - Nuremberg (8.00)
26 February 1943 - Cologne (5.10)
28 February 1943 - St. Nazaire (6.25)
1 March 1943 - Berlin (7.20)
3 March 1943 - Hamburg (5.15)
5 March 1943 - Essen (4.30)
8 March 1943 - Nuremberg (8.15)
9 March 1943 - Munich (8.05)
11 March 1943 - Stuttgart (6.50)

Second Tour

30 October 1944 - Cologne (6.15)
1 November 1944 - Oberhausen (6.05)
2 November 1944 - Dusseldorf (6.35)
4 November 1944 - Bochum (5.40)
6 November 1944 - Gelsenkirchen (5.05)
27 November 1944 - Castrop Rauxel (6.10)
30 November 1944 - Duisburg (6.50)
5 December 1944 - Soest (7.15)
17 December 1944 - Duisburg (5.45)
5 January 1945 - Hanover (6.00)
6 January 1945 - Hannau (6.55)
11 January 1945 - Grevenbroich (6.05)
16 January 1945 - Magdeburg (6.05)
21 February 1945 - Duisburg (6.55)
27 February 1945 - Mainz (6.05)
1 March 1945 - Mannheim (7.00)
2 March 1945 - Cologne (5.50)
7 March 1945 - Dessau (8.40)
11 March 1945 - Essen (6.20)
12 March 1945 - Dortmund (6.15)

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WAGNER, S/O Katherine Joy (V30426) - **Mention in Despatches** - Overseas - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1672/45 dated 2 November 1945. Enlisted in Toronto, 9 April 1943 in Messing Assistant Branch, commissioned Assistant Section Officer and posted to No.7 Manning Depot. To No.2 Composite Training School, 12 May 1943. To No.1 WS, 29 June 1943. To Trenton, 13 July 1943. To "Y" Depot, 1 March 1944. Taken on strength of No.3 PRC, Bournemouth, 5 March 1944. Classified as Messing Officer, 18 August

1944. Promoted Section Officer 9 October 1944. Promoted Flight Officer, 9 April 1945. Repatriated 8 July 1945. To Moncton, 20 July 1945. To "K", 24 August 1945. To Halifax, 18 September 1945. To No.10 Release Centre, 26 October 1945. Retired 15 December 1945.

RCAF Press Release No. 1575 dated 24 November 1944 (by LAC Johnny Turnbull) read as follows:

WITH RCAF BOMBER GROUP IN BRITAIN: One of a group of dieticians recently arrived to supervise the messing on RCAF stations, Section Officer Katherine Wagner, Yarmouth (Seminary Street), Nova Scotia, is tackling the problems of food and labor shortages of war-time Britain.

With four messes under her direction at a Canadian air crew school, the trainee personnel changes every week, and there is no advance notice of the number of officers and senior N.C.O.'s coming in, so there is a weekly problem of seeing that there is an adequate food supply at the officers' and sergeants' messes.

Handling the rationing requires close planning. The biggest headache is that the meat ration is much smaller than in Canada, and the percentage of fat is very high. Fresh milk is allowed for aircrew and WAAF only, and the ground personnel get eggs only if there are any left when the aircrew have had their quota of four each week. Dried egg is substituted for the old-fashioned kind in breakfast dishes and in all cooking where eggs are required. For cooking fat, they render all their own, and from the meat they get plenty.

Thinking ahead for Christmas, the cooks started in October to save from the regular rations, as there is no additional allowance for fruit cakes and such things. Aircrew get oranges, and with their cooperation, peel was saved and candied. In Canada, there is a fund for extra messing for the airmen's mess, but here, there is only the money made by selling swill, bones, and third class fats. Christmas is the only day of the year when extra messing is permitted, so the fund will be used to supplement the turkey ration of five ounces per man.

Equipment for preparing and serving food is good, but limited. Serving counters are heated by steam pipes, and the food containers sit on top of this heated table. The steam tables at home into which the containers sit with steam heating the sides and bottom are much superior. Steam boilers are scarce, so boilers with a coal fire beneath must be used even though they burn the food more easily.

Situated five miles from the nearest town on a widely scattered station, S/O Wagner finds a bicycle very useful. A graduate of Acadia University in Wolfville, Nova Scotia, she took post-graduate work in dietetics at Toronto General Hospital. After 2 ½ years at the Mountain Sanitorium in Hamilton,

Ontario, and a period with Industrial Foods working at the John Inglis Plant in Toronto, she joined the R.C.A.F. (W.D.) and came overseas.

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WAGNER, F/L Rudolph Joseph (J14553) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 10 January 1944 as per **London Gazette** dated 18 January 1944 and AFRO 410/44 dated 25 February 1944. Born 23 February 1917. Home in Spruce Grove, Alberta; enlisted Edmonton, 10 November 1941 for General Duties and posted to No.3 Manning Depot. To No.15 SFTS, 30 November 1941. Promoted AC1, 10 January 1942. Promoted LAC, 10 May 1942. Remustered to aircrew and posted to No.8 BGS, 4 July 1942; graduated and commissioned, 25 September 1942. To "Y" Depot, 9 October 1942. To RAF overseas, 27 October 1942. Promoted Flying Officer, 25 March 1943. Promoted Flight Lieutenant, 17 September 1943. Repatriated 15 November 1944. To No.7 Release Centre, 22 January 1945. Retired 6 February 1945. Award sent by registered mail 11 March 1949. Died in Edmonton, 24 September 2012.

As air gunner Flight Lieutenant Wagner has taken part in operations against some of the enemy's most heavily defended targets, and has been responsible for the destruction of at least two enemy night fighters. One night in March 1943, during an attack on Hamburg, the aircraft in which he was flying as front gunner was attacked by a Messerschmitt 110. Although the enemy attacked at great speed, Flight Lieutenant Wagner skilfully manipulated his turret and guns, shooting down the enemy in flames. Later, during the same operation, his aircraft was subjected to another enemy attack and this officer shared in the destruction of the second hostile fighter. With his rear gunner, on yet another occasion whilst attacking Achien [or "Aachen" ?], Flight Lieutenant Wagner shot down a single engined enemy fighter and later, by skilful directions, enabled his captain to frustrate an attack by a Focke Wulfe 190. Throughout his operational tour this squadron gunnery leader has set a splendid example of courage, determination and coolness in action.

RCAF Press Release No.4578 dated 14 April 1944 from Sergeant John Badger reads:

WITH RCAF BOMBER GROUP OVERSEAS: -- Aircrew from Edmonton seem to be even more modest than other members of that reticent profession. For instance, Flight Lieutenant Rudy Wagner, DFC, air-gunner from Spruce Grove, won't discuss what he did in his operational days and neither will Flight Sergeant Jimmy Allan, Flight Engineer from 11226 Ninety-Third Street, unfold about his. But Jimmy does take pride in what his crewmates did, and one of his stories concerns a Flight Lieutenant Rudy Wagner, DFC, who shot down an Me110 one night.

Their Moose Squadron Halifax had dumped death by the ton on Hamburg and

was flying out of the target area when the night-fighter emerged out of the darkness in front of the bomber. Wagner, manning the two machine guns in the front turret, sighted the attacker first and shouted "Night-fighter ahead! Dive to port!" over the intercom. "I heard his guns rattle twice," Allan related, "and then the RAF bomb-aimer shouted "You've got him!" The skipper, Flying Officer J.D. Dickson, DFC, DFM, of Moncton, N.B. was banking our Hally to port in the meantime and we could see the Messerschmitt falling. It blew up three times on the way down. When it hit the deck, its flares started shooting out."

An even more exciting combat occurred in the night skies over the Nazi island stronghold of Heligoland. Again Wagner was first to spot the attacker, an unidentified night-fighter carrying a searchlight in the nose. It twisted ahead of the bomber, apparently playing decoy. Wagner fired steadily at it, while the skipper tried to manoeuvre the Halifax so that the rear-gunner could get in some bursts. Something must have gone wrong with the decoy business, because the night-fighter finally attacked alone, diving down head on at the four-engined bomber. It was coming at high speed and dead for them. Dickson had to yank back the control column all the way to avoid it. The Halifax stood on its tail, wavered and fell over on its back as the night-fighter shot past.

Inside the bomber, the pilot found himself sitting on the bomb-aimer. The Scot navigator was rolling around the ceiling, one eye slightly injured. Allan himself dropped headfirst into the astrodome. Luckily, he didn't go through the Perspex. As the Halifax lurched into a spin, he found himself thrown back on the floor, then up to the ceiling again. But the skilful skipper nursed the huge aircraft back into level flight after it had fallen only 4000 feet. The rear-gunner reported later that the port engine of the night-fighter was in flames as the Nazi dived out of sight.

Their tour completed, Wagner and Allan were posted to the same heavy conversion unit of RCAF Bomber Group overseas, where they are now instructing in their respective trades. Wagner is gunnery leader of the unit, a position which he held with the Moose Squadron on his last 10 operations. In the course of his tour, he had the unusual experience of flying as front, mid-upper and rear-gunner on different trips. He used his guns in six combats altogether, coming through unscathed as did Allan and Dickson.

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WAINMAN, LAC Herbert William (R200318) - **Mention in Despatches** - No.431 Squadron (No.64 Base in AFRO) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 26 November 1923. Home in Copper Cliff, Ontario; enlisted in North Bay, 18 January 1943 and posted to No.1 Manning Depot. To

Mountain View, 2 March 1943. To No.12 SFTS, 4 May 1943. Promoted AC1, 5 May 1943. To "Y" Depot, 23 July 1943. To United Kingdom, 12 September 1943. Repatriated 10 January 1946. To No.4 Release Centre, 17 January 1946. Retired 29 January 1946. Photo PL-32813 (ex UK-15195 dated 19 September 1944 shows F/O Russ Dorland, DFM (Islington) saying goodbye to his armourers, LAC Doug Purnell (Hamilton) and LAC Bill Wainman (Copper Cliff, Ontario). DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation dated 26 July 1944 when on strength of No.431 Squadron.

This airman enlisted in January 1943, and has served in the United Kingdom since September 1943, filling the position of LAC in his trade for the past nine months. This airman has been employed as Armourer with this squadron for the past six months. His skill, initiative and dependability are highly commendable. His unselfish devotion to duty during long hours of work and under trying conditions serve as an outstanding example to his comrades on the squadron.

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WAINMAN, F/L Howard Leonard (J21225) - **Distinguished Flying Cross** - No.404 Squadron - Award effective 26 January 1945 as per **London Gazette** dated 6 February 1945 and AFRO 508/45 dated 23 March 1945. Born 29 March 1916. Home in Orillia, Ontario; enlisted Toronto, 4 September 1941 and posted to No.1 Manning Depot. To No.31 Radio School, 12 September 1941. To 6 ITS, 10 November 1941; graduated and promoted LAC, 2 January 1942; posted next day to No.9 EFTS; may have graduated 13 March 1942 but posted to No.1 Manning Depot, 28 March 1942; to No.14 SFTS, 11 April 1942; graduated and commissioned 31 July 1942. To No.31 GRS, 28 August 1942. To "Y" Depot, 14 November 1942. To RAF overseas, 22 November 1942. Promoted Flying Officer, 31 January 1943. Promoted Flight Lieutenant, 31 July 1944. Repatriated 23 February 1945. Returned to United Kingdom, 13 April 1945. Repatriated again, 23 July 1945. Retired 14 September 1945. Award sent by registered mail 20 April 1949. See PL-35201 for photo. RCAF photo PL-41453 (ex UK-17710 dated 21 December 1944) is captioned as follows - "F/L H.L. Wainman [sic] of Orillia, Ontario, is pictured here on his motorcycle with his English navigator, F/L J.R.E. Stoddart of Carlisle, Cumberland, England. They have flown together for 18 months, the first ten months ferrying Beaufighters and Mosquitos to North Africa with RAF Ferry Command, and for the past eight months have been on the RCAF Buffalo Squadron engaged on anti-shipping operations, flying in Beaufighters." Flew two tours. Died in Orillia, 30 August 2003 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 2004.

Since April 1944, this officer has completed numerous operational sorties including a number of anti-shipping missions against such heavily defended targets as units of the German Navy. In December 1944 he was the leader of a formation of aircraft which attacked and destroyed a small enemy merchant vessel off the Norwegian coast. On another occasion Flight Lieutenant Wainman's aircraft was forced down on to the sea and he and his navigator spent two days in

a dinghy. A cool and courageous pilot and leader, he has invariably pressed home his attacks in a most determined manner, often in the face of intense opposition.

NOTE: Public Records Office Air 2/9046 has original recommendation by W/C E.W. Pierce dated 11 December 1944 when he had flown 41 sorties (173 operational hours).

Recommendations from No.404 Squadron at this time were very extensive; this is no exception:

On December 9, 1944, Flight Lieutenant Wainman was the leader of a formation of aircraft of this squadron which attacked and destroyed a 2,000-ton merchant vessel on the Norwegian coast. On November 27 he was deputy leader of a small but resolute force that in the face of heavy and accurate ship- and shore-based flak, attacked a convoy of two motor vessels, two escort vessels and an "M" Class minesweeper. Flight Lieutenant Wainman attacked the largest ship, of approximately 5,800 tons, obtaining hits with rockets and cannons. The effectiveness of his attack may be gauged by the fact that this very large ship was hit only by rockets from one other aircraft and yet information now to hand shows that it was believed sunk by this attack.

On another occasion Flight Lieutenant Wainman was forced to ditch owing to engine failure - a feat which he executed most skilfully and he and his navigator spent two days in their dinghy. The knowledge gained from this experience was put to most excellent use by Flight Lieutenant Wainman because on no less than three occasions he has given full and concise instructions to the pilots of other aircraft who have been forced to ditch. He has "talked" them right onto the water so that in each case the ditching was successful, and he has then circled the dinghies and given all possible help until forced to return to base by lack of fuel. So successful have these ditchings been that in one case the crew were actually picked up before Flight Lieutenant Wainman had reached base.

He joined this unit on 17th April 1944, and since then has completed 41 operational sorties totalling 173 hours, of which no less than twelve have been anti-shipping strikes in the Bay of Biscay and on the Dutch and Norwegian coasts, against the most heavily defended targets, including units of the German navy. He has never failed to obtain hits and press home his attack in a most courageous and determined manner and entirely regardless of the opposition, his only thought being to inflict the maximum amount of damage possible. He is at all times a cool and courageous pilot and leader, inspiring confidence in all with whom he comes in contact, and he is fearless in attack. It is without the slightest hesitation, therefore, that I recommend this outstanding pilot for the immediate award of the Distinguished Flying Cross.

Curiously, the Commanding Officer of RAF Station Dallachy, G/C J. Norwood, added (16 December 1944):

This officer has consistently displayed courage, initiative and a determination to attack the enemy. In my opinion he thoroughly merits the award of the Distinguished Flying Cross, but not an immediate award.

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WAINWRIGHT, F/L Alfred Leslie (C6081) - **King Haakon VII's Medal of Liberation (Norway)** - Award effective 18 June 1948 as per **Canada Gazette** dated 12 June 1948 and AFRO 384/48 dated 18 June 1948. Enlisted 12 July 1941 as Administrative Officer and posted to Trenton; Flying Officer as of 6 September 1941. Promoted Flight Lieutenant, 15 November 1942. To AFHQ, 15 August 1943. Appointed Liaison Officer to Royal Norwegian Air Force, Toronto, 16 September 1943. To No.4 Release Centre, 16 January 1945. Retired 8 February 1945.

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WAINWRIGHT, LAC Douglas (R191806) - **Mention in Despatches** - No.9437 Servicing Echelon - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 418/46 dated 18 April 1946. Born 24 November 1915. Home in Toronto; enlisted London, Ontario, 25 September 1942 as Airframe mechanic. To No.1 Manning Depot, 20 October 1942. To No.12 Air Inspection Detachment, 28 November 1942. To No.1 Manning Depot again, 12 January 1943. To No.5 SFTS, 11 February 1943. Promoted AC1, 26 April 1943. To No.1 TTS, 6 April 1944. To No.301 Communications Detachment, 30 April 1944. To No.3 Repair Depot, 14 July 1944. To No.133 Squadron, 24 July 1944. To No.165 (Transport) Squadron, 17 August 1944. To "Y" Depot, 28 September 1944. Taken on strength of No.3 PRC, 4 October 1944. Promoted Corporal, 1 October 1945. Repatriated 14 June 1946; released 23 July 1946.

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WAINWRIGHT, F/L Leslie Albert (J15457) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 20 September 1943 as per **London Gazette** dated 1 October 1943 and AFRO 2258/43 dated 5 November 1943. Born 26 March 1918. Home in Toronto; enlisted there 10 October 1940. To Trenton, 30 November 1940. To No.2 WS, 2 January 1941. Promoted LAC, 5 February 1941. To No.3 BGS, 23 May 1941; graduated and promoted Sergeant, 24 June 1941. To Embarkation Depot that date. To RAF overseas, 19 July 1941. Promoted Flight Sergeant, 24 December 1941. Subsequently commissioned, backdated to October 1941. Promoted Flight Lieutenant, 21 March 1943. Completed a tour with No.419 Squadron before posting to No.425 Squadron. In April 1943, while having a tooth pulled, his jaw was broken and he was sent to East Grinstead to have his jaw set properly thus becoming one of the RCAF Guinea Pigs as told in the book **As for the Canadians - The Remarkable Story of the RCAF's Guinea Pigs of World War II** by Rita Donovan Repatriated 12 March 1944; to No.4 WS, 19 April 1944. To No.1 WS, 2 January 1945. To No.4 Release Centre, 15 July 1945; retired 18 July 1945.

Marketing career. He died in June 2000. Award sent by registered mail 2 January 1946. RCAF photo PL-15932 (ex UK-3943 dated 20 May 1943) taken outside Buckingham Palace; F/O Les Wainwright admires the DFM just presented to F/L Guy Rainville.

This officer has completed a tour of operational duty in a most commendable manner. Through all the sorties in which he has participated he has displayed a high degree of courage, skill and initiative. As wireless leader of the squadron he has proved himself an excellent leader and his enthusiasm has contributed in no small measure to the successes achieved.

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WAIT, A/C Frank Goodell (C54) - **Mention in Despatches** - No.6 Group Headquarters - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. Born in Ottawa, 31 August 1902 as per RCAF Press Release reporting award of CBE. Attended RMC, joined RCAF in 1924; later received B.Sc. (Civil Engineering) from McGill. Attended RAF Staff College, 1935. At AFHQ at outbreak of war. Promoted Group Captain 25 February 1941. In May 1941 appointed CO of Bombing and Gunnery School, Mountain View. On 9 February 1942 transferred to No.3 Training Command. To RCAF Overseas Headquarters, 19 August 1942 to be Director of Personnel, RCAF Overseas Headquarters. Promoted Air Commodore, 1 March 1943. In May 1944 became CO of No.61 Base; later in 1944 appointed Staff Officer in charge of administration, No.6 Group Headquarters. Repatriated to Canada, 17 October 1944; to No.3 Training Command HQ, 25 November 1944. To No.1 Air Command, 15 January 1945. Appointed AOC No.1 Group, St.John's, 21 March 1945. To Eastern Air Command HQ, 30 June 1945. Appointed AOC No.10 Group (ex-EAC), 1 April 1947. To AFHQ, 14 December 1949 to be Deputy Air Member for Personnel; in 1951 made Air Member for Personnel. Promoted Air Vice-Marshal, 1 August 1951. Retired in 1955. Died in Ottawa, 28 November 1976.

WAIT, A/C Frank Goodell (C54) - **Commander, Order of the British Empire** - No.1 Air Command Headquarters (now No.1 Group HQ) - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Following citation was found in Governor General's Records, RG.7 Group 26, Volume 59, File 190-I (dossier 7).

This officer has served with distinction in the Royal Canadian Air Force for many years. During the war he has held a wide variety of appointments of responsibility both in Canada and overseas. He was largely responsible for organizing the various district headquarters in the Middle and Far East and for the repatriation machinery now in operation overseas. His devotion to duty has gone far beyond that which is normally expected. The zeal, loyalty, tact, resourcefulness and perspicacity that he possesses have made him a tower of strength to his senior officers and an unfailing source of inspiration and guidance to his juniors. By his splendid devotion to duty he has made an outstanding

contribution to the war effort.

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WAIT, A/C George Enoch (C8) - **Commander, Order of the British Empire** - RCAF War Staff College - Award effective 1 January 1945 as per **London Gazette** of that date, **Canada Gazette** dated 6 January 1945 and AFRO 89/45 dated 19 January 1945. Born in Ottawa, 26 May 1895 (RCAF Press Release 4907 announcing award). Educated at Model School Collegiate in Ottawa, University of Toronto, Columbia University and a post graduate course at Imperial College. Enlisted for First World War service on 5 April 1916 following COTC experience with York Rangers (1 October 1915). Served in Royal Naval Air Service and Royal Air Force, Joined CAF, 18 February 1920. Joined RCAF, 1 April 1924 in Ottawa. Promoted Group Captain, 1 April 1940. To No.1 BGS, 17 August 1940. To No.1 Training Command HQ, 23 March 1942. Promoted Air Commodore, 15 June 1942. To AFHQ, 10 June 1943. To War Staff College, 19 August 1943. To RCAF Joint Staff, Washington, 2 August 1945. Promoted Air Vice-Marshal, 1 October 1946. To Central Air Command, 1 April 1947. Retired 12 October 1947. Engineering specialist. Died in Ottawa, 6 October 1972. Award presented 17 June 1945.

This officer has served with distinction in the Royal Canadian Air Force for many years. He possesses a background of sound and extensive knowledge, which he has applied to his work at all times with initiative and good judgement. Air Commodore Wait has been Commandant of the Royal Canadian Air Force War Staff College since its inception. The success of this college has been almost entirely due to his able leadership which, together with his background, has enabled him to achieve results that are considered outstanding in so young an institution. The devotion to duty and meritorious service displayed by this officer have been extremely valuable to the Royal Canadian Air Force.

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WAITE, WO (now P/O) Clifford Frederick (R141733/J87893) - **Distinguished Flying Cross** - No.76 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 337/45 dated 23 February 1945. Born 26 October 1921. Home in Toronto; enlisted in Montreal, 6 December 1941 and posted to No.1 Manning Depot. To No.9 SFTS, 31 December 1941 (guard). To No.3 ITS, 28 March 1942; graduated and promoted LAC, 6 June 1942 but not posted to No.11 EFTS until 1 August 1942. Ceased training and posted to Trenton, 30 September 1942. To No.5 BGS, 20 November 1942; graduated 5 February 1943 and posted next day to No.1 CNS; graduated and promoted Sergeant, 19 March 1943. To "Y" Depot, 3 April 1943. To RAF overseas, 21 April 1943. Promoted Flight Sergeant, 19 August 1943. Commissioned 11 July 1944. Promoted Flying Officer, 11 January 1945. Repatriated 9 March 1945. To No.1 Air Command, 20 March 1945. Retired 23 May 1945. Award presented 22 November 1948. See PL-35204 for photograph. 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 15 September 1944 when he had flown 34 sorties (159 hours 25 minutes), 6 March to 23 July 1944. Sortie list (including times) identical to that of F/O T,S. Hall.

6 March 1944 - Trappes (4.40)
7 March 1944 - Le Mans (4.55)
13 March 1944 - Le Mans (5.20)
15 March 1944 - Stuttgart (7.45)
26 March 1944 - Essen (5.25)
9 April 1944 - Lille (5.00)
10 April 1944 - Tergnier (5.15)
18 April 1944 - Tergnier (5.05)
20 April 1944 - Ottignes (4.10)
22 April 1944 - Dusseldorf (4.50)
24 April 1944 - Karlsruhe (6.50)
26 April 1944 - Villeneuve (5.10)
27 April 1944 - Montzen (4.40)
30 April 1944 - Acheres (4.50)
11 May 1944 - Trouville (4.05)
12 May 1944 - Hasselt (4.15)
19 May 1944 - Boulogne (3.20)
22 May 1944 - Orleans (5.25)
24 May 1944 - Aachen (4.15)
27 May 1944 - Bourg Leopold (4.05)
2 June 1944 - Trappes (4.50)
5 June 1944 - Mont Fleury (4.20)
14 June 1944 - Douai (3.50)
15 June 1944 - Fouillard (5.25)
16 June 1944 - Domleger (3.30)
22 June 1944 - Laon (4.30)
24 June 1944 - Noyelle en Chausse (3.40)
25 June 1944 - Montorgueil (3.05)
28 June 1944 - Blainville (6.50)
4 July 1944 - St.Martin (3.45)
6 July 1944 - St.Martin (3.20)
9 July 1944 - Chateau Bernapre (3.50)
12 July 1944 - Thiverny (4.05)
23 July 1944 - Kiel (5.05)

Warrant Officer Waite has carried out 34 sorties as Air Bomber and has flown 159 operational hours against the enemy. He has carried out attacks against many of the heaviest defended of targets including Kiel, Stuttgart and Essen.

He has always shown great courage and fortitude in the face of the gravest opposition, whilst his fine offensive spirit in action together with efficiency and initiative has proved a great example to the remainder of the crew, and enabled them to complete a very successful tour of operations against the enemy. The manner in which he has carried out his duties both in the air and on the ground is worthy of praise of the highest order.

It is considered that his splendid record of achievement merits the award of the Distinguished Flying Cross.

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WAKELY, P/O Wilfred George (J86982) - **Belgian Croix de Guerre 1940 with Palm** (deceased) - Awarded 17 July 1948 as per **Canada Gazette** of that date and AFRO 455/48 dated 23 July 1948. Born in Meath, Ireland, 15 December 1919. Educated in British Columbia. Home in Vancouver. Enlisted there 14 February 1941. To No.2 Manning Depot, Brandon, 14 February 1941; to No.2 BGS, Mossbank, 30 March 1941; to No.2 WS, Calgary, 25 May 1941. Promoted LAC, 26 June 1941. To No.2 BGS (again), 11 October 1941. Promoted Sergeant, 8 November 1941 on qualifying as Wireless Operator /Air Gunner. To "Y" Depot, Halifax, 10 November 1941; to RAF Trainee Pool, 7 January 1942. Disembarked in Britain, 20 January 1942. Taken on strength of No.3 PRC, Bournemouth, 24 January 1942. To No.1 Signal School, 24 February 1942. To No.16 OTU, 21 April 1942. To No.14 OTU, 5 May 1942. To No.10 Squadron, 24 August 1942. To No.1663 Conversion Unit, 24 March 1943. To No.22 OTU, 8 April 1943. To No.429 Squadron, 12 July 1943. Attached to No.1664 Conversion Unit, 14 October 1943. Posted to No.431 Squadron, 23 November 1943. To No.61 Base, 9 December 1943. Attached to No.1659 Conversion Unit, 9 December 1943 to 30 January 1944. To No.424 Squadron, 31 January 1944. Commissioned 20 May 1944. Killed in action with No.424 Squadron, 27/28 May 1944. Halifax HX313. Buried in Belgium.

The website "Lost Bombers" gives the following on his last sortie. Halifax HX313 of No.424 Squadron (QB-B), target Bourg-Leopold, 27/28 May 1944. Airborne at 2345 hours, 27 May 1944 from Skipton-on-Swale to bomb the military camp. Shot down by a night-fighter, crashing at Oostham-Langven (Limburg), 6 km WSW of Leopoldsburg, Belgium. Crew consisted of F/L B.L.Mallett, RCAF (evaded), F/O W.J.Elliott, RCAF (evaded), Sergeant M.Muir (evaded until captured and held in St.Gilles Prison. Abandoned by the guards 12 September 1944 he escaped), F/O R.A.Irwin RCAF (killed), WO2 K.C.Sweatman, RCAF (evaded), Sergeant W.G.Wakely RCAF (killed), Sergeant G.F.Freeman, RCAF (killed), Flight Sergeant V.Poppa RCAF (POW).

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WALDROP, F/L Claybourne (J14581) - **Mention in Despatches** - No.59 Squadron (AFRO only gives "Overseas" as unit) - Award effective 1 January 1946 as per **London Gazette** of that date

and AFRO 388/46 dated 12 April 1946. American in the RCAF; born at Adger, Jefferson Country, Alabama, 30 May 1919; educated at Johns, Jefferson County, Alabama (Grades 1 and 2, skipped Grade 3); Stonewall Jackson School, Birmingham, Alabama (Grades 4 to 8); West End High School, Birmingham (graduated May 1938, 37th in a class of 116). Employed as a clerk, 1938-1939 and crane operator for Tennessee Coal, 1939-1940. Served in Alabama National Guard, 6-24 November 1940 before transfer to United States Army. Deserted from U.S. Army to join RCAF in Montreal, 19 June 1941; posted that date to No.1 Manning Depot. To No.1 BGS, 2 August 1941. To No.1 ITS, 13 September 1941; graduated and promoted LAC, 7 November 1941 when posted to No.15 EFTS; graduated 2 January 1942 and posted next day to No.7 SFTS; graduated and commissioned 8 May 1942. To No.1 CNS, 17 May 1942 as a staff pilot. Promoted Flying Officer, 8 November 1942. To No.1 General Reconnaissance School, 13 November 1942. To No.31 Personnel Depot, 13 February 1943. To No.111 OTU, 17 April 1943 before going to United Kingdom, 30 June 1943. Overseas he seems to have been in both Nos 53 and 59 Squadrons including 1944 service in Iceland. Promoted Flight Lieutenant, 8 May 1944. Repatriated 2 August 1945. Released in Vancouver, 4 October 1945. Certificate sent to him in Birmingham, Alabama, 10 August 1948. On his return to the United States he was arrested and tried by court martial for having deserted and been absent without leave for 1,914 days. Testimony provided by the RCAF resulted in dismissal of charges, but he had to sign a document agreeing that his period of service in the RCAF would be deemed "leave without pay" by the American authorities. Flew 728 operational hours in 61 (or 67) sorties. In a letter dated 20 September 1946 he stated he had flown 67 sorties (802 hours. However, in another letter dated 16 September 1983 he wrote, "I flew 10 combat sorties as a co-pilot on Liberators (B-24s) with No.59 Squadron...I flew three combat sorties as a co-pilot and 48 combat sorties as the captain of my own crew, on Liberators with No.53 Squadron." Postwar he lived in Arlington Texas; his longest employment (1951 to 1976) was with the Federal Aviation Administration as an Air Traffic Control Specialist (Team Supervisor)..

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WALKER, F/L Bradley Reardon (J3205) - **Distinguished Flying Cross** - No.403 Squadron - Award effective 14 June 1942 as per **London Gazette** dated 30 June 1942 and AFRO 1052-1053/42 dated 10 July 1942. Born 1 December 1917 at Hamilton, Ontario (RCAF press release 2659 announcing January 1944 MiD). Employed in sales department, Supertest Petroleum. Home in London, Ontario; enlisted there 27 May 1940. Posted to No.1 ITS, 1 June 1940; graduated and posted to No.3 EFTS, 21 June 1940; promoted LAC, 22 June 1940; posted to No.2 SFTS, Uplands, 31 August 1940; graduated and commissioned, 30 November 1940. Posted overseas and joined No.401 Squadron, 16 December 1940. Promoted Flight Lieutenant, 21 December 1941. To Home Establishment, 5 September 1942. To AFHQ, 22 September 1942. To No.1 Composite Training School, 2 October 1942. To No.14 (F) Squadron, 14 November 1942 for service in the Aleutians. Promoted Squadron Leader, 1 January 1943. To "Y" Depot, 12 January 1944. Taken on strength of No.3 PRC, Bournemouth, 20 January 1944. Repatriated 24 July 1944. To No.1 Training Command, 14 August 1944. To War Staff College, 9 September 1944. To Eastern Air Command, 14 November 1944. To AFHQ, 13 December

1944; to No.1 Composite Training School, 8 January 1945. Retired 2 May 1945, settling in London, Ontario. RCAF photo PL-1889 dated 15 December 1940 shows P/O B.R. Walker (London, Ontario), P/O J.A. Duncan (Sault Ste. Marie), P/O V.V. Havlicek (Toronto), P/O Harry Crease (Windsor, Ontario) and P/O Gordon A. Russell (Hull, Quebec). Photo PL-25021 shows F/L Goodall, DFM with S/L B.R. Walker, DFC. Also in PL-25023. RCAF photo PL-28934 (ex UK-10200 dated 2 May 1944) shows him alone.

Flight Lieutenant Walker completed 14 operational sorties before joining his present squadron. He has since participated in 38 fighter sweeps over France and has led the squadron on three occasions. In April 1942, he led a flight in a successful attack made by the squadron against a formation of enemy aircraft. One hostile aircraft was destroyed and several others damaged. Flight Lieutenant Walker has proved himself to be a courageous and skilful leader and has set a fine example.

WALKER, S/L Bradley Reardon, DFC (J3205) - **Air Medal (United States)** - 11th USAAF - Award effective 27 August 1943 as per **Canada Gazette** dated 4 May 1946 and AFRO 473/46 dated 10 May 1946. See Cochand for details; flights were 1 January to 6 May 1943.

WALKER, S/L Bradley Reardon, DFC (J3205) - **Mention in Despatches** - No.14 Squadron (Canada) - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 113/44 dated 21 January 1944.

Squadron Leader Walker, as Commander of a fighter squadron actively engaged in fighter-bomber operations against the Japanese, has by his fine leadership and excellent example inspired and developed his unit into a fighter squadron of high quality. He personally has led his men on many operational sorties against enemy installations.

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WALKER, FS (now P/O) Bruce Douglas (R94867/J18652) - **Air Force Medal** - No.2 (O) AFU Overseas - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 802/45 dated 11 May 1945. Born 8 April 1922 in Alameda, Saskatchewan. Home in Kisbey, Saskatchewan. Interviewed in Regina, 6 March 1941, at which time he was described as "a very good type, clean, alert, quick and confident." Enlisted in Regina, 7 April 1941. To No.2 Manning Depot, 2 May 1941. To No.7 Equipment Depot, Winnipeg, 15 May 1941. To No.2 ITS, Regina, 21 June 1941; graduated and promoted LAC, 7 August 1941; posted that date to No.2 EFTS, Fort William; to No.12 SFTS, Brandon, Manitoba, 24 September 1941; graduated and promoted Sergeant, 19 December 1941. To "Y" Depot, 20 December 1941; to RAF overseas, 7 January 1942. Embarked from Canada, 8 January 1942. Taken on strength of No.3 PRC, Bournemouth, 21 January 1942. To No.6 SFTS, 25 February 1942 (subsequently called No.6 Pilots Advanced Flying Unit). To No.2 AOS - later No.2 (Observer) Advanced Flying

Unit, 30 May 1942. Promoted Flight Sergeant, 19 June 1942. Promoted WO2, 19 December 1942. Promoted WO1, 19 June 1943. Commissioned 6 August 1943. To No.22 OTU, 25 January 1944. To No.61 Base, 8 April 1944. Attended Halton Battle School, 8-22 April 1944. Attached to No.1666 Conversion Unit, 22 April to 22 May 1944. To No.419 Squadron, 22 May 1944. Missing, presumed dead, 7/8 August 1944 (Lancaster KB755, No.419 Squadron; he had flown twelve sorties and 69 hours five minutes on operations). The card at DHist also gives Service number as R94867). NOTE: Originally published with errors in AFRO 809/44 dated 14 April 1944. AFRO 765/45 dated 4 May 1945 cancelled the earlier notice and the corrected entry appeared in 802/45. No citation found in Canadian sources. Public Records Office Air 2/8959 has recommendation, stating he had flown 340 hours since July 1943.

This airman has shown enthusiasm and energy whilst employed as a staff pilot. He takes an interest in his pupils' work and assists them in any way possible. He has set a splendid example.

Note: Assessment of 25 January 1944, composed on his posting from No.2 (O) AFU, noted that he had flown 1,085 hours, of which 236 were in previous six months. His conduct was deemed satisfactory and temperate. "This officer has been awarded the Air Force Medal for outstanding zeal and efficiency at this Unit. He is an above average staff pilot of outstanding keenness. A reliable and conscientious officer." (S/L J.K. Morton).

Training: Course at No.2 ITS was 21 June to 21 July 1941. Courses and marks as follows: Mathematics (65/100); Armament, practical and oral (76/100), Signals (98/100), Link (65/100), Hygiene and Sanitation (35/40), Drill (72/100), Law and Discipline (50/60). Placed 122nd in a class of 167. "Average type of aircrew with fair ability who can make goos as a pilot if he continues to apply himself."

Course at No.2 EFTS was 8 August to 24 September 1941. Flew Tiger Moth aircraft (30.45 dual, 26.15 solo, of which 5.20 was on instruments - also logged ten hours in Link). "Sickness necessitated rush toward end of course. Has done well. Requires more time on cross wind work." Ground courses and marks as follows: Airmanship (153/200), Airframes (70/100), Aero Engines (70/100), Signals, practical (100/100), Theory of Flight (83/100), Air Navigation (137/200), Armament, oral (141/200). "A plodder; does not attract much attention." Placed 10th in a class of 22.

At No.12 SFTS flew Cranes (42.40 day dual, 42.15 day solo, 4.55 night dual, 7.25 night solo; of this, 16.25 was on instruments; also logged 20 hours in Link). "No outstanding flying faults. Airmanship a steady average. Very solid, firm, reliable, tenacious type of pilot. Slow to learn but showed steady improvement. Quiet but should make a good bomber pilot. A good navigator, shows steady improvement". Ground courses and marks as follows: Airmanship and Maintenance (166/200), Armament, written (72/100), Armament, practical (69/100), Navigation and Meteorology (164/200), Signals, written (45/50), Signals, practical (72/100).

At No.22 OTU, course was 11 January to 23 March 1944 (although his date of posting to the OTU is shown as 21 January 1944). Flew Wellington III aircraft (3.35 day dual to first day solo, 4.00 day dual total, at controls with a captain, 6.10 day and without a captain, 11.05 hours; 2.55 night dual to first night solo, 3.30 total night dual, 6.15 night at controls with a captain and 29.10 night flying as sole captain. Of this flying, 22 hours were on instruments. Also logged 15 hours in Link. He flew one daylight and seven night cross-country exercises, one Bullseye exercise, three Fighter Affiliation Exercises, and one Night Interception Exercise.

The website "Lost Bombers" has the following on his final sortie. Lancaster KB755, No.419 Squadron (VR-F), target Caen, 7/8 August 1944. KB755 was delivered to No.419 Squadron in June 1944. Incomplete operational history. Airborne at 2122 hours, 7 August 1944 from Middleton St.George to attack an enemy strong-point in tactical support of the Normandy Bridgehead. Crashed at Auberville-la-Renaulty (Seine-Maritime), approximately 10 km south of Fecamp. Crew, all RCAF except Sergeants Longmore and Jones and all killed, were F/O B.D.Walker, AFM, Sergeant B.Jones, WO2 J.C.Durrant, F/O P.W.Merrick, WO1 J.A.R.Schryer, Sergeant W.Longmore, F/L M.G.Wilson.

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WALKER, Sergeant (now P/O) Cecil John (R140056/J92702) - **Mention in Despatches** - No.432 Squadron - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. Born 16 March 1923. Home in Crossfield, Alberta; enlisted Calgary, 30 October 1941. To No.5 Manning Depot, 5 December 1941. To No.16 SFTS, 12 February 1942 (non-flying duty). To No.5 ITS, 28 March 1942. Promoted LAC, 6 June 1942; to No.13 EFTS, 18 July 1942; to No.16 SFTS, 12 September 1942. Ceased training and posted to No.1 Composite Training School, 12 December 1942. Reduced to AC2 and reclassified as "Tradesman", 28 December 1942. To No.1 Manning Depot, 9 January 1943. Reclassified as "General Duties", 18 January 1943. To No.16 SFTS (non-flying duty), 29 January 1943. Subsequently accepted again for aircrew training (Air Gunner) and posted (date uncertain) to No.9 BGS (graduated and promoted Sergeant, 28 January 1944). To Advanced Gunnery Training School, 11 February 1944. To "Y" Depot, 16 March 1944. Taken on strength of No.3 PRC, Bournemouth, 25 March 1944. Commissioned 9 November 1944. Repatriated 9 March 1945. To No.2 Air Command, 20 March 1945. To No.3 Release Centre, 8 May 1945; released 10 May 1945. Unit identified in AFRO only as "Overseas"; proper unit identified in DHist file 181.009 D.1725 (PAC RG.24 Box 20607). DHist file 181.009 D.1722 (PAC RG.24 Vol.20606) has recommendation drafted by W/C J.K. MacDonald (CO, No.432 Squadron) dated 2 October 1944 for Marcus, Ranson, Stokx, Walker, Wyers, and 1890323 FS Eric Arthur Slaughter (RAF Flight Engineer). See FS Norman Marcus for recommendation text.

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WALKER, F/O Charles Stuart (J87424) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 19 January 1945 as per **London Gazette** of that date and AFRO 471/45 dated

16 March 1945. Born 13 April 1924. Home in Windsor, Ontario; enlisted there 20 April 1942 and posted that date to No.1 Manning Depot. To No.6 ITS, 29 August 1942; graduated and promoted LAC, 23 October 1942; to No.12 EFTS, 25 October 1942; to No.6 SFTS, 6 March 1943; graduated and promoted Sergeant, 5 June 1943. To "Y" Depot, 9 July 1943. To United Kingdom, 15 July 1943. Commissioned 22 June 1944. Repatriated 14 April 1945. To No.1 Air Command, 28 April 1945. To No.9 SFTS, 9 May 1945. To No.16 SFTS, 16 June 1945. Remained in postwar RCAF (17833) to 7 November 1954, service including time with Nos.413 and 408 Squadrons on photo survey (November 1948 to April 1951). Award presented 1 April 1949. Royal Canadian Legion "Last Post" website and **Legion Magazine** of December 1990/January 1991 record the death of 164008 F/L Charles S. "Stu" Walker, age 66, at Dorchester, Ontario, 9 September 1990. In spite of the service number given in these sources, there seems a strong possibility that the notices refer to this pilot. Photo PL-35873 is a wartime portrait. 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). PL-42856 (formerly UK-20065) registered 27 March 1945 shows him soon after award.

One night in November 1944 this officer was detailed to attack Bochum. When nearing the target heavy and accurate anti-aircraft fire was encountered. Nevertheless, Flying Officer Walker pressed home a successful attack. Soon after the bombs had been released the aircraft was hit. The port outer engine was put out of action, the mid-upper and rear turrets were rendered unserviceable and the aircraft was holed in more than 2,000 places by pieces of shrapnel. Despite this, Flying Officer Walker flew back to base and landed his damaged aircraft safely. This officer has completed many sorties and has set a fine example of skill and determination throughout.

The original recommendation is in DHH file 181.009 D.2611 (Library and Archives Canada RG.24 Vol.20627); drafted 20 November 1944 by S/L A.E. Fentiman; he had flown 18 sorties (97 hours five minutes); the sortie list and submission as follows:

6 September 1944 - Emden (4.40)
12 September 1944 - Dortmund (6.20)
15 September 1944 - Kiel (6.50)
17 September 1944 - Boulogne (3.45)
20 September 1944 - Cap Gris Nez (3.40)
23 September 1944 - Domburg (3.40)
25 September 1944 - Calais (3.40)
27 September 1944 - Sterkrade (5.30)
28 September 1944 - Cap Gris Nez (4.30)
14 October 1944 - Duisburg (6.05)
14 October 1944 - Duisburg (5.40)
23 October 1944 - Essen (6.10)

28 October 1944 - Cologne (6.50)
30 October 1944 - Cologne (6.10)
1 November 1944 - Oberhausen (6.20)
2 November 1944 - Duisburg (5.50)
4 November 1944 - Bochum (6.10)
6 November 1944 - Gelsenkirchen (5.15)

This officer and his crew were detailed to attack Bochum in the Ruhr Valley on the night of November 4, 1944. Although encountering heavy predicted flak while approaching the target, Flying Officer Walker continued his run up and the bombs were successfully released. While remaining straight and level in order that a good photograph of the target might be taken, several direct flak bursts were sustained, causing the port outer engine to stop, the initial swing putting the aircraft out of control. With presence of mind Flying Officer Walker called Sergeant McDonald, his wireless operator, to help him in regaining control and set course for base on three engines. With both turrets unserviceable and the aircraft holed in more than 200 places, this pilot showed great determination and skill in landing the aircraft at his base without further damage.

By his prompt action, coolness, exceptional courage and skilful airmanship, this officer was able to bring his crew and aircraft safely to base. In view of this I strongly recommend Flying Officer Walker for the immediate award of the Distinguished Flying Cross.

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WALKER, F/O Daniel Revie (J15336) - **Distinguished Flying Cross** - No.106 Squadron - Award effective 31 December 1942 as per **London Gazette** dated 12 January 1943 and AFRO 232/43 dated 12 February 1943. Born in Blairmore, Alberta, 20 November 1917 (son of a coal miner; birth date in obituary); worked for Alberta Forestry Service; enlisted Calgary 16 August 1940. To No.2 ITS, 30 September 1940; graduated and promoted LAC, 26 October 1940; to No.14 EFTS, 27 October 1940. Ceased training), 24 November 1940 and posted to No.2 Manning Depot. To No.3 AOS, 2 February 1941; graduated 28 April 1941 and posted that date to No.3 BGS; graduated and promoted Sergeant, 8 June 1941. Posted that date to No.1 ANS; graduated 8 July 1941 and posted that date to "Y" Depot. To RAF overseas, 9 August 1941. Commissioned 20 April 1942. Promoted Flying Officer, 20 October 1942. Promoted Flight Lieutenant, 19 September 1943. Promoted Squadron Leader, 10 April 1944; confirmed in that rank, 1 October 1944. . Overseas, he joined No.106 Squadron as they were converting to Lancasters; flew 30 sorties with them. Moved to No.617 (Dambusters) Squadron and flew as a Navigator in Lancasters and Mosquitos; left that unit after the first de Havilland Mosquito target-marking trip to Wizernes, near St. Omer, where his pinpoint navigation had enabled the following "heavies" to blow up a blockhouse on a V-2 rocket site. Flew three tours; promoted Squadron Leader on 1 October 1944. He received his DFC from King George VI and his bar

from the Queen. Subsequently Station Navigation Officer, Woodhall, before repatriation to Canada, 15 November 1944. Served in postwar RCAF (19803, Wing Commander, Canadian Joint Staffs, Navigation School in Winnipeg and served at NORAD in Tacoma, Washington). Married Doreen Hill, 1947; had two sons and three daughters. After leaving the RCAF in 1962, he worked as a manpower commissioner, helping people find jobs. Died in London, Ontario, December 2001. 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. Photo PL-35268 is captioned as follows - "Old school chums from Alberta had a reunion at Ottawa this week, when commanding officers of RCAF release centres and rehabilitation officials gathered in conference. Left is S/L D.R. Walker, Blairmore, Alberta, DFC and Bar, commanding No.7 Release Centre, Calgary, and right S/L Foss Boulton, Coleman, Alberta, DFC, from the Rockcliffe, Ontario release centre. Boulton, leader of an RCAF fighter squadron, was shot down and wounded over enemy territory, became prisoner of war, and later repatriated on medical grounds."

Flying Officer Walker has displayed great ability as navigator. He has completed many operational sorties against a great variety of targets. He participated in the daylight attacks on Le Creusot and Milan in which considerable success was achieved. This officer's fine work has set an excellent example to other navigators.

WALKER, F/O Daniel Revie, DFC (J15336) - **Bar to 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. NOTE: This was the Dambusters Raid; DSO to F/L J.C. McCarthy, CGM (Flying) to F.S. K.W. Brown, DFCs to F/O T.H. Taerum and G.A. Deering, DFMs to FS D.A. Maclean and Sergeant S. Oancia - all with the following citation:

On the night of the 16th May, 1943, a force of Lancaster bombers was detailed to attack the Moehne, Eder and Sorpe dams in Germany. The operation was one of great difficulty and hazard, demanding a high degree of skill and courage and close co-operation between the crews of the aircraft engaged. Nevertheless, a telling blow was struck at the enemy by the successful breaching of the Moehne and Eder dams. This outstanding success reflects the greatest credit on the efforts of the above mentioned personnel who participated in the operation, in various capacities as members of aircraft crew.

NOTE: His obituary (Ottawa **Citizen**, 17 December 2001) states he was navigator to F/L David Shannon (RAAF). It went on as follows:

“We were just over Holland when we got coned by searchlights”, he recalled. “They were so dazzling you couldn’t see a thing. You were like a black moth caught in the light expecting the fighters to scream at any moment.”

Flying Officer Walker steered the Lancaster clear of enemy fighters and anti-aircraft flak to the target area. But just as the pilot was ordered to launch their specially designed bouncing bombs on the Moehne dam the raid’s leader, Wing Commander Guy Gibson, realized the dam had been breached and ordered Flying Officer Walker to divert to the Eder dam.

Flying Officer Walker navigated the Lancaster through fog to the Eder, where the pilot dived into darkness between two 1,000-foot ridges and made four abortive runs up the valley. On the fifth attempt he released his bomb and saw water heaving up over the dam’s parapet. Another Lancaster then completed the job, unleashing 200 million tons of water.

Flying Officer Walker then gave the course for home, and they arrived back at base in time for breakfast.

Another obituary notice read:

He was navigator in the Dambusters’ attack on the Mohne and Eder dams in the Ruhr valley. Flying Officer Walker’s task on setting off in the early evening of May 16, 1943, was to get his Australian pilot, Flight Lieutenant David Shannon, to the targets and back. “We were just over Holland when we got coned by the searchlights, he recalled. “They were se dazzling you couldn’t see a thing. You were like a moth caught in the light expecting the fighters to scream in any moment.” Walker steered the Lancaster clear of enemy fighters and anti-aircraft flak to the target area. But just as Shannon was ordered to launch their bouncing bombs on to the Mohne dam, the raid’s leader, Wing Commander Guy Gibson realized that a breach had been effected, and ordered Shannon to divert to the Eder Dam. Walker navigated the Lancaster through fog to the Eder, where Shannon dived into the darkness between two 1,000 feet ridges and made four abortive runs up the valley. On their fifth attempt, he released his bomb and saw water heaving up over the dam’s parapet. Another Lancaster then completed the job, unleashing 200 million tons of water. Walker gave Shannon the course for home, and they arrived back at RAF Scampton, Lincolnshire, for breakfast. Of the 133 aircrew who had set off, 56 were missing.

Another hair-raising operation came when his aircraft’s gunners spotted a train as they were flying low over Germany to avoid fighters. They went down tot make an attack, and were surprised when the train stopped. It was only on their second run that they realized that this was because the Germans wanted steady platforms for their flak guns.

“We ducked and ran, lucky to get away with a bunch of holes in our skin, he recalled.

Looking back on his wartime career, he believed he should have been killed, and counted every day afterwards as a gift.

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WALKER, W/C Frank de Brisay (C9090) - **Member, Order of the British Empire** - RCAF Overseas Headquarters - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Home in Hampstead, Quebec. An advertising executive, he did some work for DND before he enlisted in Montreal, 29 November 1941. After an administrative course at Trenton, he was posted as adjutant to No.1 EFTS, Malton. On 30 March April 1942 he was posted to No.1 Training Command as a public relations officer. To AFHQ, 30 April 1942; promoted Flight Lieutenant, 1 September 1942. He accompanied W/C Guy Gibson, VC, on his Canadian tour. Promoted Squadron Leader, 1 September 1943. To “Y” Depot, 12 January 1944; to RCAF overseas, 21 January 1944. Promoted Wing Commander, 1 September 1944. Repatriated 16 November 1945. Released 3 January 1946. Award presented 24 April 1948. Died in Picton, Ontario, 29 January 1998.

As Director of Public Relations at this Headquarters, this officer has done an outstanding job. He has brought Royal Canadian Air Force publicity to an extremely high level and has maintained excellent relations with the United Kingdom press and the various channels of communication between this Headquarters and Canada. The coverage for Royal Canadian Air Force personnel has been consistently ample and at the same time has been kept on a dignified level. Through his genial manner, coupled with tact and diplomacy, Wing Commander Walker has set a fine example to all Public Relations officers.

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WALKER, Warrant Officer Harold Allen (R74078) - **Distinguished Flying Cross** - No.138 Squadron - Award effective 31 December 1942 as per **London Gazette** dated 12 January 1943 and AFRO 232/43 dated 12 February 1943. Born 25 May 1915. Home given variously as Huntington, Ontario and Shawville, Quebec. Enlisted in Ottawa, 14 September 1940. To Sydney Detachment, 8 October 1940. To No.1 ITS, 14 November 1940. Promoted LAC, 22 December 1940 and posted that date to No.4 EFTS; course ended 20 February 1941; posted to No.4 Manning Dept, 21 February 1941; to No.9 SFTS, 5 March 1941. Graduated and promoted Sergeant, 28 May 1941. To Embarkation Depot either 30 May or 10 June 1941. To RAF overseas, 18 June 1941. Commissioned 30 November 1942. Promoted Flying Officer, 30 May 1943. Promoted Flight Lieutenant, 1 March 1944. Repatriated 7 September 1944. To No.165 (Transport) Squadron, 23 October 1944. Back of card not microfilmed so record incomplete. Rejoined as an Accounts Officer, 1 December 1951 with No.438 (Auxiliary) Squadron. DFC presented by King George, 19 October 1943. RCAF photo PL-28874 (exUK-9968 dated 27

April 1944) shows him.

As captain of aircraft this Warrant Officer has completed many sorties during the past fourteen months, the majority of which were of an exceptionally long and arduous nature. In trying circumstances he set an example of coolness and quiet efficiency to all his comrades. He has accomplished his operational tasks with the highest enthusiasm and devotion to duty.

WALKER, F/L Harold Allen, DFC (J16644) - **Distinguished Service Order** - No.138 Squadron - Award effective 8 September 1944 as per **London Gazette** of that date and AFRO 2231/44 dated 13 October 1944. Award presented 9 April 1948. The following citation is uninformative, but that may be due to the nature of the work. No.138 Squadron was a Halifax transport unit engaged in SOE drops over Europe.

Since being awarded the Distinguished Flying Cross, this officer has completed many sorties, most of which have demanded a high degree of skill and courage. The successes obtained are a fine tribute to his fine fighting spirit and unflinching devotion to duty.

Public Record Office Air 2/9159 has recommendation drafted 15 July 1944 when he had flown 71 sorties (446 hours 35 minutes) of which 35 sorties (218 hours 15 minutes) had been flown since his previous award.

Since being awarded the Distinguished Flying Cross, this officer has completed a further 35 operations with outstanding distinction and brilliance. These operations have been of a special nature, some of which have demanded extreme skill and courage whilst operating over areas heavily defended by the enemy. Throughout, however, Flight Lieutenant Walker has displayed a fine fighting spirit, great courage and devotion to duty, undertaking each sortie with enthusiasm and determination. His unflinching willingness to operate and to help and advise new crews have made him a valuable asset to his squadron.

The Officer Commanding, Station Tempsford, endorsed this on 20 July 1944 with "Strongly recommended". The Air Officer Commanding, No.3 Group, was more forceful, writing on 27 July 1944:

This officer has made an exceptionally large number of operational flights and shown consistent gallantry throughout his career. I recommend the immediate award of the Distinguished Service Order.

WALKER, F/L Harold Allen, DSO, DFC (J16644) - **Netherlands Flying Cross** - No.138 Squadron (AFRO gives unit only as "Overseas") - Award effective 3 July 1945 as per **London Gazette** of that date, **Canada Gazette** dated 4 May 1946 and AFRO 473/46 dated 10 May 1946.

Trained at No.1 ITS, No.4 EFTS and No.9 SFTS. Public Records Office Air 2/9556 gives unit and citation.

Over a period of eleven months this officer completed four sorties of a special nature over Holland. He fully appreciated the very great hazards involved, but by the display of the highest degree of resolution, skill and leadership he set a most inspiring example to his contemporaries, and made a very fine contribution to the war effort in Holland.

The website "Lost Bombers" recounts the following incident in his career. Halifax LL251, No.138 Squadron (NF-N), 11/12 July 1944, SOE mission. LL251 was initially issued to No.161 Squadron. This operation was the "return" trip from Blida that had commenced on the 9/10 July 1944 from Tempsford on OPERATION DITCHER 47 and JOHN 60 which had required drops on Doubs, northeast of Chalon-sur-Saône, then diverting to Blida, Algeria. The operation from Blida on the 11/12 July 1944 saw LL251 as one of seven aircraft on OPERATION PERCY returning to Tempsford. LL251 departed Blida at 2050, climbing to maintain 8,000 feet. At this height it was noticed that puffs of black smoke were coming from the port outer engine with fluctuating rpm. The pilot elected to return to Blida. At 2210 the engine faltered even more. The engine was feathered, the bomb doors were opened and the containers jettisoned. It became impossible to maintain height at 150 mph. A well lit ship was spotted some ten miles away and the crew were ordered to ditching positions. The impact was at 100 mph. The automatic dinghy release failed to release and those crew men that re-entered the fuselage to pull the manual release were overcome by the petrol fumes from the burst bomb bay overload tanks. They were dragged clear through the rear escape hatch although it was discovered that the navigator, F/O Farr, was missing and later presumed drowned. At 2315 hours they were picked up by a lifeboat from the British Hospital ship Principesse Giovanni bound for Oran. There were no other crew injuries. It was F/L Walker's 70th operation and the last of his second tour. Full crew were F/L H.A.Walker, DFC, RCAF; Sergeant W.Wall; F/O M.A.Farr (killed); f/O J.Cacchioni, RCAF; P/O C.D.Johnston; Sergeant W.J.Stoneman; Flight Sergeant Coulston. On 26 July 1944, F/L Walker submitted a detailed account of the ditching and this report is filed under AIR 20/8249, available at the Public Record Office, Kew.

Flight Lieutenant Walker's report of 26 July 1944 read as follows:

I have the honour to submit this report on the ditching of Halifax LL251 on the night of the 11th July 1944.

I took off from Blida at 20.50 hours on the 11th July 1944, and set course at 1,500 feet at 21.00 hours. After climbing to 2,000 feet I levelled out to allow the engines to cool down. After ten minutes flying at 160 m.p.h. Indicated Air Speed the aircraft had lost height to 1,400 feet and the temperatures were slowly returning to normal.

I then proceeded to climb to 8,000 feet where I levelled out, maintaining an Indicated Air Speed of 160 m.p.h. Shortly after levelling out occasional puffs of black smoke were noticed coming from the port outer engine and revs commenced fluctuating from 2,500 to 2,900 r.p.m.

At 21.50 hours I decided to return to Blida. I instructed the Flight Engineer to keep a constant watch on engine temperatures and instructed the Wireless Operator to transmit a message to Blida to say aircraft was returning.

At 22.10 hours the port outer engine sputtered and coolant temperature dropped from 100 degrees C to 90 degrees C. I immediately feathered the engine, opened the bomb doors and instructed the Air Bomber to jettison containers and Despatcher to jettison parcels.

The Wireless Operator in the meantime had transmitted a message to say that one engine was unserviceable and we were returning. He also requested our position, switched the IFF to "distress" and attempted to obtain fixes.

At this time the aircraft was at 6,000 feet, having gradually lost height. At maximum climbing boost and revs, I found it impossible to maintain height at 145-150 m.p.h. Indicated Air Speed with an air temperature of 28° C. The aircraft was extremely difficult to control, but I managed to trim it to fly straight.

While jettisoning, a ship had been sighted about ten miles away on the starboard bow with many lights showing.

At 2,000 feet I decided I would have to ditch the aircraft and instructed the crew to take up ditching stations. I switched on all external lights and altered course towards the ship, switching the landing light on and off intermittently hoping to attract the ship's attention. I instructed the Wireless Operator to send out SOS at 22.17 hours, approximately, and a message in plain language to say we were ditching here. The key was clamped down after the message had been sent.

At 500 feet I ordered the Wireless Operator to proceed to his ditching station and I checked on the intercom, that the rest of the crewmen [were] in ditching positions. This was confirmed by the Despatcher. I then lowered 35° flap, reduced the air speed to 130 Indicated Air Speed turned into wind (090° True) and executed a successful ditching at 100 m.p.h. Indicated Air Speed by the light of the landing lamp. The impact was no more severe than a good belly landing.

On coming to rest I undid my Sutton harness and made my escape through the pilot's escape hatch. I found the rest of the crew, with the exception of the Flight Engineer and Navigator, on the fuselage around the main escape hatches.

As the automatic dinghy release had failed to work I entered the aircraft by the forward escape hatch to operate the manual release and to try to find the two missing members of the crew. I saw the Engineer but was unable to assist him since I was partly overcome by the presence of petrol fumes from the burst Bomb Bay tanks and had to be helped out by the Despatcher.

The Despatcher leaned in the rear escape hatch and saw the Flight Engineer in a dazed condition groping for the dinghy release. He managed to grasp the Flight Engineer by his clothing and pull him out with the assistance of the Air Bomber. The Despatcher was rapidly becoming suffocated by the fumes so the Rear Gunner entered the fuselage through the rear escape hatch and with the aid of the Air Bomber's torches pulled the manual dinghy release. The dinghy inflated at once.

As the Navigator had not been seen, the Air Bomber entered the fuselage through the rear escape hatch while the Rear Gunner held his hand. With the other hand he groped around inside the fuselage but could not find the Navigator. He had to be assisted out by the Despatcher and Rear Gunner as he was partly overcome.

The aircraft was by now almost submerged and as the pressure of petrol fumes made it impossible to remain any longer it was decided to take to the dinghy.

After some difficulty the crew boarded the dinghy. I was about to enter myself when I was informed that the Very pistol was missing. I went back to the Pilot's escape hatch which was practically submerged and reached for the Very pistol in the stowage but it was not there so I returned to the dinghy. The static line was cut and we drifted away.

We realized afterwards that we had all been affected by the petrol fumes and did not regain full control of our faculties until some considerable time had elapsed.

After 15 minutes the ship was seen proceeding towards us. We signalled with our Mae West torches and were answered by Aldis lamp. A life boat was despatched and we were picked up by 23.15 hours. The dinghy was sunk and the life boat carried out a search for the Navigator around the floating wreckage until 23.55 hours. We boarded the ship which was a British Hospital Ship, "Principasse Giovanni" and bound for Oran. I was informed by the Master that the aircraft was seen to ditch at 22.20 hours, course was altered for the dinghy at 22.25 hours and rescue was effected at 23.15 hours, also that our ditching position was 3718" North 03V24" East.

We were disembarked at Oran the following night. The crew were uninjured.

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WALKER, FS Harold Floyd (R107707, later J 26997) - **Commended for Valuable Services in the Air** - No.7 SFTS - Award effective 28 May 1943 as per **London Gazette** of that date, **Canada Gazette** dated 2 June 1943, and AFRO 1459/43 dated 30 July 1943. Born 1 April 1918. Home in Estevan, Saskatchewan. Enlisted in Regina, 13 June 1941. To No.2 Manning Depot, 10 July 1941. To No.2 ITS, 20 August 1941; graduated and promoted LAC, 24 September 1941 when posted to No.19 EFTS; graduated 21 November 1941 when posted to No.11 SFTS; graduated and promoted Sergeant, 27 March 1942; to Trenton, 24 April 1942. To No.7 SFTS, 19 June 1942, Promoted Flight Sergeant, 27 September 1942. Commissioned 30 November 1942 (J26997). Promoted Flying Officer, 30 May 1943. Promoted Flight Lieutenant, 30 May 1944. To No.3 SFTS, 5 November 1944. To No.23 EFTS, 1 May 1945. To No.2 Flying Training School, 16 September 1945. To No.6 Release Centre, 23 October 1945; retired 25 October 1945. Appointed a Flying Officer (Air Cadet Branch), 15 April 1948 with No.30 Squadron, Royal Canadian Air Cadets (High River) with service number 300239. Promoted Flight Lieutenant, 1 May 1949. To Supplementary Reserve, 14 July 1951; released 1 June 1957.

This NCO has completed over 600 instructional hours during the past eight months and has at all times shown commendable devotion to duty. His instructional ability is above average as evidenced by his turnout of outstanding pilots. His keenness and ability as a Flying Instructor have been an excellent example to his pupils.

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WALKER, F/O Harold William (J87551) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 25 May 1945 and AFRO 1291/45 dated 10 August 1945. Born 2 May 1922. Home in Halifax; enlisted there 25 February 1942. To No.3 Manning Depot, 12 March 1942. To No.3 ITS, 18 July 1942; graduated and promoted LAC 26 September 1942 but not posted to No.11 EFTS until 10 October 1942; may have graduated 4 December 1942 but not posted to No.13 SFTS until 27 December 1942; graduated and promoted Sergeant, 11 June 1943. To "Y" Depot, 25 June 1943. To RAF overseas, 29 June 1943. Commissioned 20 June 1944. Promoted Flying Officer, 20 December 1944. Repatriated 13 June 1945. Next posting unclear. To No.1 Release Centre, 7 February 1946; retired 13 February 1946. Award sent by registered mail 9 February 1950. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1941 (RG.24 Vol.20612) has recommendation by W/C M.W. Gall dated 18 January 1945 when he had flown 31 sorties (213 hours ten minutes), 12 August 1944 to 2 January 1945 (Nuremburg).

As captain of aircraft Flying Officer Walker has shown great courage, determination and devotion to duty. Under a calm and quiet manner he has a fine offensive spirit in action which inspires confidence and which has resulted in a

fine record of achievement.

His sorties include a great many heavily defended targets and on each he has succeeded in reaching the target despite all opposition and has bombed each successfully. Although hit by flak on several occasions, by his skilful piloting and captaincy he has completed the task on hand.

The sortie list was as follows:

12 August 1944 - Brunswick (6.25)
25 August 1944 - Russelheim (9.05)
29 August 1944 - Stettin (9.50)
10 September 1944 - Le Havre (3.40)
14 September 1944 - Wilhelmshaven (4.00, recalled)
15 September 1944 - Kiel (5.45)
17 September 1944 - Boulogne (4.30)
18 September 1944 - Domburg (4.45)
19 September 1944 - Domburg (4.15)
4 October 1944 - Bergen (6.35)
6 October 1944 - Dortmund (6.20)
9 October 1944 - Bochum (6.35)
14 October 1944 - Duisburg (6.50)
14 October 1944 - Duisburg (6.55)
19 October 1944 - Stuttgart (7.35)
23 October 1944 - Essen (6.55)
25 October 1944 - Essen (6.00)
2 November 1944 - Dusseldorf (6.20)
4 November 1944 - Bochum (6.05)
6 November 1944 - Gelsenkirchen (5.20)
16 November 1944 - Julich (5.25)
18 November 1944 - Mungster (6.40)
21 November 1944 - Castrop (6.40)
27 November 1944 - Neuss (6.05)
30 November 1944 - Duisburg (6.00)
2 December 1944 - Hagen (6.05)
4 December 1944 - Karlsruhe (7.20)
5 December 1944 - Soest (7.30)
6 December 1944 - Osnabruck (6.55)
21 December 1944 - Cologne (6.30)
28 December 1944 - Opladen (6.05)
30 December 1944 - Cologne (6.35)
2 January 1945 - Nuremberg (9.35)

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WALKER, F/L Howard James (C9222) - **Mention in Despatches** - No.1666 Heavy Conversion Unit (AFRO gives unit only as "Overseas") - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Home in Rivers, Manitoba; enlisted Montreal, 28 November 1941 as commissioned officer in Aero Engineer Branch. To Aeronautical Engineering School, 5 December 1941. To No.1 ANS, 17 May 1942. Promoted Flying Officer, 28 May 1942. To "Y" Depot, 27 March 1943. To RAF overseas, 22 June 1943. Promoted Flight Lieutenant, 28 November 1943. Repatriated 18 June 1945. To Debert, 19 June 1945. To No.2 Release Centre, 29 August 1945. Retired 4 September 1945. No citation in AFRO. DHist file 181.009.D.2993 (RG.24 Vol.20634) has recommendation dated 8 January 1944 when he was Servicing Engineer Officer.

On 24th December 1943, a Lancaster II aircraft caught fire in the starboard inner engine whilst taxiing along the perimeter track. The aircrew left the aeroplane and stood clear. Flight Lieutenant Walker, who had arrived on the scene by this time, personally directed the fire tender crew and, completely disregarding his own safety, as the fire had spread to the petrol tank, succeeded in controlling the fire, and ably assisted by Flight Sergeant Whitehead, managed to save a very valuable aircraft from complete destruction.

This officer's alacrity and initiative in bringing the fire under control is only surpassed by his disregard of personal safety. Knowing the petrol tank casing were afire, he continued to apply extinguisher fluid until the fire was brought under control...

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WALKER, F/L James Elmslie (J3199) - **Distinguished Flying Cross** - No.81 Squadron - Award effective 24 August 1942 as per **London Gazette** dated 11 September 1942 and AFRO 1535/42 dated 25 September 1942. Born 4 April 1919 in Claresholm, Alberta (published in **War Service Records, 1939-1945**, Canadian Bank of Commerce, 1947); home in Edmonton (bank teller). Twice tried to enlist, autumn 1939 but was deferred. Knew W.R. "Wop" May who gave him a reference. Enlisted in Edmonton, 10 May 1940. To No.1 ITS, 27 May 1940; graduated and promoted LAC, 22 June 1940 when posted to No.3 EFTS; may have graduated 27 August 1940 but not posted to No.2 SFTS until 31 August 1940; awarded wings on 25 October 1940 but continued advanced training until 30 November 1940. Commissioned 1 December 1940. Embarked for Britain 14 December 1940. Posted to No.402 Squadron. Although neat in appearance and personable, he seemed disinterested in the unit (S/L V.B. Corbett assessment, 20 June 1941). To Station Leconfield, 28 July 1941. Promoted Flying Officer, 3 December 1941; Flight Lieutenant, 18 March 1942. Served with No.81 Squadron (18 August 1941 to 13 February 1943 including service in Russia and North Africa); See Mark Sheppard, "To Russia With Love", **Aeroplane Monthly**, March and April 1997). Promoted Squadron Leader on 13

February 1943 and given command of No.243 Squadron which he led until 1 June 1943). Promoted to Wing Commander, 8 July 1943. On staff of RCAF Overseas Headquarters, 23 June to 8 July 1943; No.127 Airfield (8-14 July 1943) and No.126 Airfield (14 July to 26 August 1943). Returned to Canada on leave, 23 September 1943; married Barbara Joan Whitley, Edmonton, 16 October 1943. Arrived back in UK, 29 November 1943. Attended RAF Staff College, 6 December 1943 to 2 March 1944. To No.144 Wing, 3 March 1944 as Wing Commander (Flying). Award presented 7 March 1944. Killed in flying accident, 25 April 1944 (Auster NK116; unauthorized low flying; Sergeant R.F. Teale of RAF also killed). In banking around some trees, port wing struck top branches of two trees. Aircraft crashed nose first. Curiously, he had made no logbook entries after 29 November 1943 and so his total flying time was unknown, but as of that date he had flown 903 hours on all types. Buried in United Kingdom. He appears to have been something of an arms collector, for among his personal effects sent back to Canada were two pistols and two German rifles. See H.A. Halliday, **The Tumbling Sky**. Aerial victories as follows: **12 September 1941**, one Bf.109 destroyed (Russia); **27 September 1941**, one Ju.88 probably destroyed (Russia); **2 June 1942**, one FW.190 destroyed; **9 November 1942**, one Ju.88 destroyed during "Torch"; **25 November 1942**, one Bf.109 probably destroyed plus one Bf.109 damaged; **28 November 1942**, one Bf.109 destroyed and one Bf.109 damaged; **6 December 1942**, one Re.2001 destroyed (shared), one Re.2001 damaged and one FW.190 damaged; **1 January 1943**, one FW.190 destroyed plus one FW.190 probably destroyed; **7 April 1943**, one Ju.87 destroyed; **10 April 1943**, one Bf.109 destroyed; **11 April 1943**, one Ju.87 destroyed; **18 April 1943**, one Bf.109 destroyed. Photo PL-1890 shows P/O W.H. Pentland (Calgary), P/O J.E. Walker (Edmonton) and P/O D.L. Ramsay (Calgary), 15 December 1940. Photos PL-7189 (reading letter); PL-14182 (studio portrait); PL-21281 (with propeller blade marking his victories); PL-26915 (ex UK-8715 dated 10 March 1944) shows S/L James Walker (Edmonton), F/O G.K. Finnie (Ottawa), F/L R.M. Williams (Vancouver), G/C D.A.R. Bradshaw (London, Ontario) and S/L G.U. Hill (Pictou, Nova Scotia) after investiture. PL-26918 (with G.U. Hill after investiture). RCAF photo PL-28933 (ex UK-10199 dated 2 May 1944) shows him alone.

This officer is a determined and skilful pilot. He has at all times shown a keen desire to engage the enemy. While serving in Russia, Flight Lieutenant Walker destroyed one enemy aircraft. Since March 1942, he has led his flight continuously in all its operations.

WALKER, S/L James Elmslie (J3199) - **Bar to Distinguished Flying Cross** - No.243 Squadron - Award effective 19 March 1943 as per **London Gazette** dated 19 March 1943 and AFRO 747/43 dated 30 April 1943.

In operations in North Africa, Squadron Leader Walker has destroyed four enemy aircraft. By his great skill, fine leadership and untiring efforts this officer has won praise.

NOTE: Public Record Office Air 2/4951 has recommendation drafted 11 January 1943 by

Commanding Officer, No.81 Squadron, in which he was still serving as a Flight Commander in the rank of Flight Lieutenant. It noted he had flown 780 hours of which 226 hours had been on operations. In the previous six months he had flown 175 hours, and most recently he had flown 17 sorties in North Africa.

This officer has destroyed 4 ½ Huns and damaged four others in North Africa. Also, he flew 120 hours from 8.11.42 - 31.12.42. His untiring efforts and leadership merit the highest recommendation for the award of a Bar to the Distinguished Flying Cross.

The same day (11 January 1943) the Wing Commander of No.322 Wing notes:

This officer is very highly recommended for this award. His example has been an inspiration to the other pilots in the Wing and has contributed greatly to the Wing's successes in the air.

WALKER, S/L James Elmslie (J3199) - **Second Bar to Distinguished Flying Cross** - No.243 Squadron - Award effective 1 July 1943 as per **London Gazette** dated 9 July 1943 and AFRO 1724/43 dated 27 August 1943.

Squadron Leader Walker assumed command of this squadron at a difficult period and, by his fine leadership and excellent example, was responsible for bringing it to its present very high standard of efficiency. He has been largely instrumental for the many successes achieved by the squadron and has himself destroyed at least four enemy aircraft and damaged others.

NOTE: Public Record Office Air 2/8961 has recommendation from Headquarters, No.324 Wing drafted 24 April 1944 when he had flown 815 hours (384 operational) of which 215 hours had been in previous six months. He was credited with 162 sorties.

Squadron Leader Walker assumed command of this new squadron before it had attained any success in operations against the enemy, and at a time when its morale was low as a result of serious casualties. He is responsible for bringing the squadron into line with the operational efficiency and successes attained by the most experienced squadrons in the Wing. In the two months since Squadron Leader Walker assumed command, the squadron has destroyed, probably destroyed and damaged a total of over 50 enemy aircraft, of which Squadron Leader Walker himself is responsible for the destruction of four, one probably destroyed and a further seven and one-half damaged.

He was awarded a Bar to his Distinguished Flying Cross for his successes with No.81 Squadron in the early part of this campaign. The award of a second Bar to his Distinguished Flying Cross is very strongly recommended.

At No.1 ITS he was assessed thus: "Determined to be fighter pilot. Considerable dash. Dependable. Clean cut. Very Athletic."

At No.3 EFTS he flew 32 hours 40 minutes dual, 24 hours 40 minutes solo (Fleet Finch) and was assessed as "Competent pilot - requires some practice in forced landings". He graduated fourth in a class of 24 and was recommended for twin-engine training. However, he was passed to No.2 SFTS where he graduated 19th in a class of 38 and was assessed as "A capable and smooth pilot, above average in aerobatics and instrument flying."

On 4 August 1943, G/C G.K. Gilroy assessed his performance as Commanding Officer of No.243 Squadron:

A very sound fighter pilot and leader. Should make a wing leader. Very conscientious and dependable.

On 25 February 1944 A/V/M C. Medhurst, Commandant, RAF Staff College, wrote of him:

A quiet and competent type with undoubted self-reliance and a certain amount of latent initiative. Possesses sound judgement on most operational matters but his general knowledge is somewhat limited due probably to certain lack of educational background. He does just enough work to carry him through. Inclined to be self-opinionated. He can speak convincingly on subjects he knows, but is shy in expressing himself on other subjects. His written work is average. Suitable for staff duties. Recommended for the symbol w.s.

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WALKER, F/O John David (J85876) - **Distinguished Flying Cross** - No.101 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 20 February 1945 and AFRO 563/45 dated 29 March 1945. Born in Wards Creek, New Brunswick, 22 October 1920. Educated in Sussex and Moncton. Worked two years in farming, two years in lumber business. Home in Sussex, New Brunswick; enlisted Moncton, 11 April 1940 as Aero Engine Mechanic. To Technical Training School, 26 April 1940. To Trenton, 21 August 1940. Promoted AC1, 11 July 1940. No.1 ANS, 21 November 1940. Promoted LAC, 1 April 1941. To Prince Rupert Station, 12 December 1941. Promoted Corporal, 1 February 1942. Remustered to aircrew and posted 5 December 1942 to No.4 ITS; graduated 19 February 1943 and posted next day to No.23 EFTS; graduated 16 April 1943 and posted next day to No.10 SFTS; graduated and promoted Sergeant, 6 August 1943. To "Y" Depot, 20 August 1943. Embarked from Halifax, 26 August 1943; disembarked in Britain, 1 September 1943. Attached to ECFS (whatever that is), 10-12 September 1943 for flying tests. To No.11 (Pilots) AFU, 28 September 1943 (Oxford, 140 hours); attached to No.1534 Beam Approach Training Flight, 2-16 November 1943. To No.83 OTU, 18 January 1944 (Wellington, 84 hours). Commissioned 6 April 1944. To No.11 Base and No.1661 Conversion Unit, 30 April 1944 (Halifax, 35 hours); to No.1 Lancaster Finishing

School, 15 June 1944 (16 hours). To No.101 Squadron, 24 June 1944 (154 operational hours). Promoted Flying Officer, 5 October 1944. Repatriated 18 December 1944. To Moncton, 29 December 1944. To No.1 Composite Detachment, 31 January 1945. To "Y" Depot at Moncton, 6 April 1945. To United Kingdom, 1 May 1945 (disembarked 16 May 1945). To No.1659 Conversion Unit, 18 July 1945. To Topcliffe, 6 September 1945. To No.435 Squadron, 23 October 1945. To No.436 Squadron, 3 April 1946. Repatriated 22 June 1946. Retired 12 September 1946. Award sent by registered mail 20 April 1949. Died in St.Stephen, New Brunswick, 9 June 1992 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of October 1992. 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 7 November 1944 when he had flown 31 sorties (154 hours 55 minutes), 12 July to 29 October 1944.

* denotes bombs brought back on orders of Master Bomber

12 July 1944 - Revigny
18 July 1944 - Caen
21 July 1944 - Courtrai
25 July 1944 - Wanne Eickel
28 July 1944 - Stuttgart
31 July 1944 - Joigny la Roche
3 August 1944 - Trossy St.Maximim
4 August 1944 - Pauillac
7 August 1944 - Fontenay le Marmion*
10 August 1944 - Dijon
15 August 1944 - Volkel
29 August 1944 - Stettin
31 August 1944 - Abbeville
3 September 1944 - Gilze Rijen
5 September 1944 - Le Havre
6 September 1944 - Le Havre *
8 September 1944 - Le Havrenlisted
10 September 1944 - Le Havre
12 September 1944 - Frankfurt
15 September 1944 - Kiel
16 September 1944 - Steenwijk
20 September 1944 - Calais
26 September 1944 - Cap Gris Nez
26 September 1944 - Karlsruhe
14 October 1944 - Duisburg
15 October 1944 - Duisburg
19 October 1944 - Stuttgart
23 October 1944 - Essen

25 October 1944 - Essen
28 October 1944 - Cologne
29 October 1944 - Domburg

Flying Officer Walker, a Canadian, has completed a very fine operational tour with this squadron, having carried out 31 successful sorties, many of which have been against strongly defended targets in Germany.

Flying Officer Walker'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.

One day whilst making an attack on a German target in Holland, one engine of Flying Officer Walker's aircraft failed completely only ten minutes after he had set course. Undaunted, this officer flew on, and despite intense and aggressive opposition he completed the mission successfully and brought his aircraft safely back to base.

The courage and exceptional fighting qualities displayed by this officer are worthy of the highest praise and well merit an award of the Distinguished Flying Cross.

NOTE: The Station Commander's comments, dated 16 June 1944, elaborate to some degree on the recommendation:

By accurately navigating his aircraft deep into enemy territory on many occasions, Flying Officer Walker has contributed largely towards the success of his crew on bombing operations. On most of these attacks the enemy defences were formidable but this did not deter him in the slightest and he continued making his calculations calmly and accurately. For his excellent work he is strongly recommended for the Non-Immediate award of the Distinguished Flying Cross.

Note: Repatriation form dated 4 December 1944 says he had flown 31 sorties (154 hours), the last on 5 November 1944; also 275 non-operational hours.

Repatriation form dated 2 July 1946 states he had flown one tour (32 sorties, 200 operational hours, last sortie on 24 October 1944). Also had logged 800 non-operational hours. Types flown (hours approximate) were Oxford (130), Wellington (80), Halifax (30), Lancaster (220) and Dakota (400).

Training: Course at No.4 ITS was 7 December 1942 to 19 February 1943. Placed 83rd in a class of 84. "Was a mechanic apprentice before enlisting. 31 months service in RCAF as Aero Engine

Mechanic 'A'. Average sports. Average in enthusiasm. Average education. Pleasing personality and is keen to fly."

Course at No. 23 was 12 February to 16 April 1943. Cornell aircraft (35.55 day dual, 32.15 day solo, 3.15 night dual, 2.45 night solo). Of these times, 9.45 on instruments. Also logged ten hours in Link. He had required 10 hours 45 minutes dual to first solo. Placed 38th in a class of 40. "Very bright and keen - learns easily and has made a good success of the course. A good high average flyer. A high average pupil in Link Trainer, with promising ability. Average pupil in C.I.S. Tries hard and has average ability."

Course at No.10 SFTS was 17 April to 6 August 1943. Cessna Crane aircraft - (83.35 day dual, 48.15 day solo, 3.00 night dual, 10.00 night solo). Of these times, 38.05 on instruments. Also logged 22 hours in Link. Placed 26th in a class of 36. "Average student. Good service experience. Conscientious and hard working. Appearance and service attitude good." It might be noted that while at No.10 SFTS he also attended a Beam Approach Training Flight (28 June to 15 July 1943) on Anson aircraft (10.40 day dual, 3.00 night dual, all beam flying). "Instrument flying only fair average. General knowledge of Beam work fairly good. Has tendency to over-correct on headings." (F/L J.H. Baird, 20 July 1943).

Course at No.11 (Pilots) AFU was 5 October 1943 to 18 January 1944. Oxford aircraft (6.15 day dual to first day solo, total 30.10 day dual, 33.20 day solo, 1.10 night dual to first night solo, 16.20 total night dual, 22.45 night solo and logged six hours in Link. Flying Test grades as follows - General Flying (260/400), Applied Flying (130/200), Instrument Flying (160/250), Night Flying (65/100), Link (30/50). "A normal average pilot. No serious faults but could give more care to accurate flying." (S/L P.C. Hordern, 17 January 1944). While attending there he was attached to No.1534 Beam Approach Training Flight (2-16 November 1943.) Oxford aircraft - 21 hours five minutes (all Beam Flying) and seven hours 50 minutes in Link. "Steady average pupil. Procedure and receiver operation good, but Instrument Flying height keeping was weak."

Course at No.83 OTU was 18 January to 16 April 1944. Flew Wellington aircraft (7.25 day dual to first day solo, 11.55 total day dual, 53.05 day solo, 5.00 night dual to first night solo, total 12.25 night dual, 28.00 night solo). These times include 12 hours on instruments. Also logged 15.30 in Link. Flying tests in General Flying (280/400), Applied Flying (142/200), Instrument Flying (175/250), Night Flying (70/100), and Link (30/50). Ground courses in Airmanship (195/300), Armament (215/300), Meteorology (65/100), Navigation (105/200), and Signals (68/100). "Good average. Good pilot and captain of aircraft."

He had already flown one hour dual, 167.25 as first pilot and 20.50 as second pilot with No.435 Squadron when he took a Transport Training Course with No.120 (Transport) Wing, 18 February to 20 March 1946. Flew 51 hours 30 minutes (15 at night) and logged 11 hours in Link. Rated average. "A satisfactory and capable second pilot. R/T could be further improved by closer adherence to standard procedure." (F/L W.E. Gauthier).

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WALKER, F/O John Ernest (J38247) - **Distinguished Flying Cross** - No.166 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Home in Toronto; enlisted there 6 June 1941 as Airframe Mechanic and posted to No.1 Manning Depot. To Air Armament School, 27 August 1941. To Technical Training School, date uncertain. To No.4 WS, 5 November 1941. Remustered to aircrew and subsequently trained at No.1 ITS (graduated 6 February 1943), No.5 BGS (graduated 2 October 1943) and No.7 AOS (graduated 26 November 1943). To "Y" Depot, 17 February 1944. Taken on strength of No.3 PRC, Bournemouth, 5 March 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, 26 September 1945. Retired 2 October 1945. Award presented in Toronto, 30 November 1949. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8751 has recommendation dated 12 April 1945 when he had flown 30 sorties (214 hours), 15 December 1944 to 14 April 1945.

6 December 1944 - Merseburg
15 December 1944 - Ludwigshaven
17 December 1944 - Ulm
22 December 1944 - Coblenz
28 December 1944 - Munchen-Gladbach
29 December 1944 - Scholven-Buer
2 January 1945 - Nuremburg
14 January 1945 - Merseberg
16 January 1945 - Zeitz Troglitz
1 February 1945 - Mannheim
2 February 1945 - Wiesbaden
8 February 1945 - Politz
13 February 1945 - Dresden
20 February 1945 - Dortmund
21 February 1945 - Duisburg
23 February 1945 - Pforzheim
7 March 1945 - Dessau
8 March 1945 - Kassel
11 March 1945 - Essen
12 March 1945 - Dortmund
15 March 1945 - Misburg
16 March 1945 - Nuremburg
18 March 1945 - Hanau
21 March 1945 - Bremen
22 March 1945 - Hildesheim
25 March 1945 - Hanover

27 March 1945 - Paderborne
1 April 1945 - Hamburg
3 April 1945 - Nordhausen
14 April 1945 - Potsdam

As Air Bomber this Canadian has taken part in thirty sorties against the enemy. Throughout his tour of operations he has shown a complete disregard for his personal safety and a contempt for even the heaviest opposition. He has spared no effort to ensure the accuracy of his bombing despite the most trying circumstances.

He has readily given other Bomb Aimers the benefit of his experience and newcomers to the squadron have found in him a source of inspiration to achieve the same high standard of proficiency.

For his great skill, unflinching determination and courage he is recommended for the award of the Distinguished Flying Cross.

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WALKER, F/L John Richard (J85374) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 13 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 1 May 1920. Home in Akron, Ohio (but described as Canadian, not American); enlisted Hamilton, 16 August 1941 and posted to No.5A Manning Depot. To No.13 EFTS, 24 September 1941 (guard). To No.3 ITS, 10 November 1941; graduated and promoted LAC, 3 January 1942; to No.6 ITS, 1 February 1942; to No.20 EFTS, 14 March 1942; graduated 22 May 1942 and posted next day to No.3 SFTS; graduated and promoted Sergeant, 11 September 1942. To No.3 AOS, 30 September 1942. Promoted Flight Sergeant, 11 March 1943. To "Y" Depot, 5 June 1943. To United Kingdom, 22 June 1943. Commissioned 21 February 1944. Promoted Flying Officer, 12 June 1944. Transferred to American forces, 19 January 1945. Award presented by King George, 13 July 1945. Caption to RCAF photo PL-28552 (ex UK-9353 dated 29 March 1944) describes an "operational bachelor party" as Warrant Officer Johnny Walker (Akron, Ohio) is toasted in coffee by Warrant Officer Bruce Lefurgey (Regina) and Sergeant Don Graham (right, Brownsburg, Quebec). Walker has completed his last mission before going on leave to marry Company Quarter-Sergeant Major Mary Burness (Edmonton, CWAC). "Skipper of a Snowy Owl Squadron Halifax in RCAF Bomber Group oversea, Johnny reported that when he flew in with the fourth wave of attackers, the fires of Frankfurt were 'really starting up'. Lefurgey, a wireless air gunner, has seen service over India and the Middle East. Graham is a tail gunner."

This officer has completed many successful sorties against targets in occupied territory and Germany. In April 1944 he was detailed for an attack on Noisy Le Sec. After he had successfully bombed the target, his starboard wing was struck

by a falling bomb which partially jammed the aileron controls and damaged both the starboard engines. By skilful airmanship, under most trying conditions, Flight Lieutenant Walker succeeded in flying his badly damaged aircraft to this country. His admirable coolness and devotion to duty were largely responsible for the safe return of the aircraft and crew.

DHH file 181.009 D.1513 (Library and Archives Canada RG.24 Vol.20600) has original recommendation by the Commanding Officer drafted 24 May 1944 when he had flown 11 1/3 sorties (100 hours 55 minutes); no sortie list but text as follows:

On the night of April 18th, 1944, Pilot Officer Walker was detailed to carry out an attack on marshalling yards at Noisy le Sec, France, Just as he had completed a successful bombing run, his starboard wing was struck by a falling bomb which partially jammed his aileron controls, damaged the starboard outer to such an extent that it had to be feathered and reduced the power of the starboard inner to one-third.

Only by skilful airmanship under the most trying conditions did Pilot Officer Walker succeed in bringing his badly damaged aircraft back to this country safely, thereby saving the lives of his crew and much valuable equipment.

For this officer's skilful and calculated handling of his aircraft he is highly recommended for the immediate award of the Distinguished Flying Cross.

On 27 May 1944 the Group Captain commanding Station Tholthorpe added his remarks:

Pilot Officer Walker is a dependable and aggressive pilot. His operational flying has been a fine example to all members of the squadron.

The excellent display of flying skill on the night of April 18, 1944, demonstrates this officer's ability. His determination and energy contributed entirely to the saving of his crew and the return of valuable equipment to fight another day.

In recognition of Pilot Officer Walker's outstanding efforts since arrival in the squadron, and in particular for the instance enumerated, I strongly recommend the immediate award of the Distinguished Flying Cross.

The above award has a curious history, as revealed in DHH file 181.009 D.1513 (Library and Archives Canada RG.24 Vol.20600). On 30 May 1944 the Officer Commanding, No.62 Base (Air Commodore A.D. Ross) wrote to the Air Officer Commanding, No.6 Group, as follows:

1. Enclosed herewith recommendation which has been submitted by RCAF Station Tholthorpe for an immediate award of the D.F.C. to the above-mentioned

officer. It is not considered that the act on which the recommendation is based is sufficiently gallant although this officer undoubtedly showed skill in bringing his aircraft back to this country.

2. It is pointed out that it is not an infrequent occurrence for aircraft to return from an operational sortie on three or less engines and, further, that the damage done to the aircraft was not as a result of enemy action.

3. The main theme of this narrative is the act of bringing the damaged aircraft back to this country, which is more in the nature of self-preservation. It is considered therefore that this recommendation for an immediate award is contrary to the policy as set down in your 6G/S.978/P.1 dated 30th January 1944, and it is recommended that the above-noted officer be awarded a "Special Commendation."

RCAF Press Release No. 8365 dated 19 January 1945 from F/O George Sinclair reads:

WITH RCAF IN BRITAIN: -- Wearing the British DFC. awarded for his full tour of missions as a pilot with a heavy bomber group of the Royal Canadian Air Force, Flying Officer J.R. Walker, Akron, Ohio, (25 Ewart Drive) is transferring to the USAAF. He is now at an RCAF Repatriation Depot awaiting completion of his transfer before undertaking flying duties from an 8th Air Force Base in Britain.

When a huge hole was blasted in the wing of Walker's Halifax bomber during a daylight attack on a Nazi target, the bomber became almost uncontrollable. "The old control column was shuddering, and the whole kite vibrated so badly we expected her to break up in the air," he declared. "I had no hope of keeping her steady, but the bomb-aimer helped me hold her and we kept her in the air." With one engine knocked out and the brake system and some of the engine controls useless, the bomber made a safe crash-landing at a British coastal airfield.

After completing his flying training in Canada, F/O Walker came to Britain in the summer of 1943.

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WALKER, Wing/Officer Kathleen Oonah (V30001) - **Member, Order of the British Empire** - RCAF Overseas Headquarters - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 21 December 1902 in England as Kathleen Walsh; came to Canada as a child and educated at Sacred Heart Convent, Montreal. Married Group Captain C.C. Walker who died early in 1941. She was active in community service and Red Cross work. Enlisted in Ottawa 28 June 1941, although commission dated 2 July 1941. To

CWAAF Training Depot, 16 December 1941. Promoted Section Officer, 21 March 1942. To No.7 Manning Depot, 11 April 1942. To AFHQ, 28 June 1942. Promoted Squadron Officer, 5 August 1942. To "Y" Depot, 28 February 1943. To United Kingdom, 19 March 1943. Promoted Wing Officer, 15 June 1943. Repatriated 22 July 1946. To No.2 Release Centre, 30 July 1946. Demobilized, 5 August 1946. Rejoined in Ottawa, 15 April 1954 in Personnel Administration Branch with rank of Wing Commander (238604W); released 12 January 1958. Award presented 8 April 1948. Returned to Red Cross work in Ottawa after the war. RCAF photo PL-28829 (ex UK-10091 dated 26 April 1944) is captioned as follows: "On the steps of RCAF Overseas Headquarters, London, England, Wing Officer Kay Walker, senior of the Women's Division, congratulates Squadron Officer Ann Henderson on her recent promotion. Squadron Officer Henderson, daughter of Mrs. Marion Henderson, 882 Carlaw Avenue, Toronto, is one of the original 150 Canadian women chosen to form the nucleus of the Women's Division and is the first WD officer to attain the rank of Squadron Officer while serving overseas." RCAF photo PL-44964 (ex UK-22335 dated 29 June 1945) shows her after a half-hour private audience with the Queen on 26 June 1945. RCAF photo PL-46549 (ex UK-24303 dated 19 February 1946) is captioned as follows: "Wing Officer K. Walker of Ottawa and Montreal, Officer Commanding the RCAF Women's Division Overseas, pauses to chat with LAW Nancy Chard of Toronto, during an inspection of the largest draft of W.D.'s on repatriation. The inspection was held at Knightsbridge branch of RCAF Headquarters, London, prior to the departure of the 114 girls for Southampton, the **Queen Elizabeth**, New York and home. On the inspection with the Wing Officer were Flight Officer M.H. McCorkingdale of Indian Head, Saskatchewan, Warrant Officer T.A.G. Allen of Lethbridge, Alberta, and Squadron Officer D.G. Cameron of Toronto and London, Ontario." Photo PL-46551 (ex UK-24305 dated 19 February 1946) shows her at same inspection, congratulating the WDs for having performed "a wonderful job." Interesting biography in DHist files.

This officer is the first and original member of the Women's Division. She served with distinction as Senior Officer of the Division during its formative stage when she bore the brunt of solving the many problems of a new Service. The past two and a half years she has been Senior Women's Division Staff Officer Overseas. Throughout her service she has advised and guided the organization and growth of the Division with untiring zeal and with the welfare of the women and the service generally as her sole aim. Her continued and unselfish devotion to duty far beyond the normal requirements of office has been an example to all. Much of the high morale and efficiency of the Women's Division can be attributed to the example and untiring efforts of this officer. Her service has been outstanding.

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WALKER, F/L Ray Tyler (J11051) - **Distinguished Flying Cross** - No.146 Squadron - Award effective 25 September 1945 as per **London Gazette** dated 2 October 1945 and AFRO 1822/45 dated 7 December 1945. Born 18 August 1921 in Rosedale, Oklahoma. American in the RCAF; home in Lawson, Oklahoma; education included Oklahoma University (1939-1940, Arts and

Science) and Cameron College (1940-1941, Arts and Science). Briefly a clothing salesman before he enlisted in RCAF, Windsor, Ontario, 31 July 1941 and posted to No.2 Manning Depot. To No.2 ITS, 1 September 1941; graduated and promoted LAC, 26 October 1941 when posted to No.2 EFTS; graduated 19 December 1941 when posted to No.2 SFTS; graduated and commissioned 10 April 1942. To No.111 Flight, 30 April 1942. Promoted Flying Officer, 10 October 1942. To "Y" Depot, 24 March 1943. Embarked for overseas, 13 April 1943; disembarked in Britain, 28 April 1943. To Port of Embarkation, 17 July 1943. To India, arriving 29 September 1943. To No.261 Squadron, 1 January 1944. Promoted Flight Lieutenant, 10 April 1944. To No.146 Squadron, 30 October 1944. Attached to No.910 Wing, 13 March to 1 April 1945. Embarked from India, 25 July 1944; arrived in UK, 13 August 1945. Repatriated 5 September 1945. To No.2 Release Centre, 13 September 1945. Retired 19 September 1945. Award presented 22 May 1949.

This officer has commanded and led his squadron on many successful missions. He has proved himself to be a courageous and capable pilot, whose fine fighting spirit has set an inspiring example to all who have served with him.

NOTE: Public Records Office Air 2/9132 has recommendation dated 10 April 1945 when he had flown 314 hours 45 minutes. Home given as Rosedale, Oklahoma. Text much more detailed; his Commanding Officer wrote:

This officer has now completed a total of 315.45 operational hours in 130 sorties. Since joining No.146 Squadron in October 1944, he has shown keenness, initiative and determination. He is an excellent Flight Commander and a tower of strength in the squadron. As a pilot he is first class.

He has been particularly successful in inspiring less experienced pilots with his own enthusiasm, and their faith in his judgment and leadership is the highest tribute that can be paid to his work. In recognition of his operational ability, he is strongly recommended for the award of the Distinguished Flying Cross.

The RAF officer commanding No.910 Wing added (28 April 1945):

Flight Lieutenant Walker is well described as an inspiring leader and a tower of strength to his squadron. He has commanded and led the squadron brilliantly on many occasions and many of the squadron successes in operations have been due to Walker.

He is an American serving in the RCAF and is now due for transfer to the USAAF; otherwise he would make an excellent RAF squadron commander. His drive and enthusiasm to fight the enemy and a legend in the Wing and the recognition of his fine service in operations by the award of a Distinguished Flying Cross is strongly recommended.

Notes: In December 1943, during erection of a Jungle School 60 miles from Poona, he developed a fever. There was no Medical Officer so he took to bed with quinine for four days. This was his first case of malaria; he had two more in January and February 1944.

On 28 August 1945 he filed a form with following types and times - Kittyhawk (200), Hurricane (44.25), Thunderbolt (373.05), Harvard (50.25). Claimed 119 sorties (291 hours 30 minutes), the last on 2 May 1945. Claimed one Oscar destroyed, one shared destroyed on ground. Also 176 hours 25 minutes non-operational.

Assessed 10 September 1942 by S/L K.A. Boomer, No.111 Squadron, Fort Glen, Alaska. "Is inclined to be somewhat slack in discipline and rather abrupt and needs checking. With further experience will probably improve in general."

Assessed 22 January 1943 by F/L J.B. Doak, No.111 Squadron. "Average pilot but does not like to assume any responsibility. Duties have been assigned this officer trying to aid him in his ability to become a leader."

Assessed 17 June 1945 by S/L W.M. Souter, No.146 Squadron. He had flown 885 hours ten minutes (225.05 in past six months). "This officer is operationally tour expired and is awaiting disposal instructions. He is exceptionally keen and an above average officer and pilot." To this is added (26 June 1945) the following: "An above average pilot and Flight Commander who is seeking a transfer to the USAAF. He has rendered loyal assistance to his various Squadron Commanders under whom he has served and should himself make a good Commanding Officer." (G/C G.C.O Key).

Training: Interviewed in Windsor, 28 July 1941. "Good average type, very sincere, intelligent, good training material."

Attended No.2 ITS, 1 September to 1 October 1941. Courses in Mathematics (73/100), Law and Discipline (80/100), Armament, practical and oral (75/100), Drill (80/100), Signals (99/100), Hygiene and Sanitation (24/40). Scored 70/100 in Link. Placed 162nd in a class of 253. "This American airman is keen and smart with good leadership qualities and fine sense of responsibility. Showed good application, making a better than average standing in his course." Should make a good pilot."

Attended No.2 EFTS, 27 October to 19 December 1941. Tiger Moth aircraft - 30 hours dual, 36.50 solo. Was 10.05 on instruments. Logged ten hours in Link."Progress has been very satisfactory." Ground courses in Airmanship (159/200), Airframes (80/100), Engines (58/100), Signals, practical (80/100), Theory of Flight (61/100), Air Navigation (138/200), Armament, oral (162/200) and rated 140/200 in Qualities as an Officer. Placed 18th in a class of 29. "Keen, aggressive, good humoured."

Attended No.2 SFTS, 22 December 1941 to 10 April 1942. Harvard aircraft - 58.25 day dual,

55.25 day solo, 4.10 night dual, 12.00 night solo. Was 28 hours on instruments. Logged 25 hours in Link. "Smooth pilot with no outstanding faults. Little weak in aerobatics. Link trainer progress and ability above average (82 percent)." Courses in Airmanship and Maintenance (158/200), Armament, written (61/100), Armament, practical (79/100), Navigation and Meteorology (128/200), Signals, written (33.50) and Signals, practical (95/100). Placed eighth in a class of 56. "Quick to learn, prompt and very courteous. Neat appearance. Pupil's preference - Fighter Reconnaissance, Instructor."

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WALKER, F/O Ronald (J23478) - **Distinguished Flying Cross** - No.103 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 19 September 1944 and AFRO 2373/44 dated 3 November 1944. Born 20 February 1917. Home in Leaside, Ontario; enlisted Hamilton, 4 March 1942. To No.5 Manning Depot, 5 April 1942. To No.3 SFTS, 25 May 1942 (guard); to No.6 ITS, 1 August 1942; graduated and promoted LAC, 25 September 1942 but not posted to No.4 AOS until 10 October 1942; graduated and commissioned 5 February 1943. To "Y" Depot, 19 February 1943; to RAF overseas, 8 March 1943. Promoted Flying Officer, 15 August 1943. Promoted Flight Lieutenant, 5 February 1945. Repatriated 5 August 1945. To No.4 Release Centre, 9 August 1945. Retired 14 September 1945. Award sent by registered mail 17 December 1948. See PL-35211 for photo. No citation other than "completed...many successful operations during which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/9276 has recommendation dated 16 June 1944 when he had flown 22 2/3 sorties (127 hours 40 minutes), 15 March 1944 to 16 June 1944. It is not clear which sorties were counted as partial trips.

15 March 1944 - Stuttgart
18 March 1944 - Frankfurt
22 March 1944 - Frankfurt
24 March 1944 - Berlin
9 April 1944 - GARDENING
10 April 1944 - Aulnoye
18 April 1944 - Rouen
20 April 1944 - Cologne
22 April 1944 - Dusseldorf
23 April 1944 - GARDENING
3 May 1944 - Mailly le Camp
6 May 1944 - Aubigne Ragan
10 May 1944 - Mardyk
11 May 1944 - GARDENING
12 May 1944 - GARDENING
19 May 1944 - Orleans
21 May 1944 - Duisburg
22 May 1944 - Dortmund

24 May 1944 - Aachen
27 May 1944 - Aachen
9 June 1944 - Flers
12 June 1944 - Gelsenkirchen
14 June 1944 - Le Havre
16 June 1944 - Sterkrade

Flying Officer Walker, a Canadian, was posted to No.103 Squadron on 5th February 1944, since when he has completed 22 2/3 sorties totalling 127.40 hours.

Throughout this time Flying Officer Walker has shown outstanding ability as a Navigator. This, combined with his determination and enthusiasm for his work, has contributed in large measure to the success of many difficult sorties.

This officer has been a fine example to the rest of his crew, and to the whole squadron.

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WALKER, S/L Roy Henry (J9425) - **Mention in Despatches** - No.441 Squadron - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. Born 26 October 1918. Home in Stamford Centre, Ontario (Niagara Falls); enlisted in Hamilton, 10 April 1941. To No.1 Manning Depot, 16 April 1941. To No.3 ITS, 15 May 1941; graduated and promoted LAC, 14 July 1941 when posted to No.12 EFTS; may have graduated 1 September 1941 but not posted to No.1 SFTS until 13 September 1941; graduated and commissioned 19 December 1941. To "Y" Depot, 27 December 1941. To RAF overseas, 8 January 1942. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 21 April 1943. Promoted Squadron Leader, 28 August 1943. Repatriated 5 September 1945. To No.4 Release Centre, 14 September 1945. Retired 22 October 1945. Died in Niagara Falls, Ontario, 22 February 1994 as per "Last Post" of May issue, **Legion Magazine**. Very experienced, with No.416 Squadron he had destroyed a FW.190 (13 May 1943) and damaged a Bf.109 (27 July 1943). Commanded No.441 Squadron, 26 August 1944 to 7 August 1945. Shared in destruction of a Bf.109 (18 September 1944) and damaged two Bf.109s (25 September 1944). RCAF photo PL-15852 (ex UK-3728 dated 20 April 1943) show him relaxing on wing of his Spitfire on a warm day. Photo PL-45116 shows the following pilots of No.441 Squadron on Mustang nose: A.A. Smith (Vancouver), F/O G.D. Morrison (Montreal), F/L H.E. Derraugh (Sudbury), S/L R.H. Walker (Niagara Falls), F/O G.E. Heasman (Toronto), and F/O J.A. McIntosh (Bobcaygeon, Ontario). RCAF photo PL-45121 (ex UK-22575 dated 11 July 1945) shows F/L H.E. Derraugh, Sudbury, S/L R.H. Walker, Niagara Falls and F/O J.A. McIntosh, Bobcaygeon, Ontario. See **The RCAF Overseas: The First Four Years**, pp.91 and 108 and **The RCAF Overseas: The Sixth Year**, pp.191-92 and 273.

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WALKER, F/L Stewart John (J12623) - **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 6 November 1915. Home in Newmarket, Ontario; enlisted North Bay, 10 July 1941. To No.1 Manning Depot, 15 August 1941. To No.6 BGS, 1 September 1941; to No.4 WS, 22 November 1941; promoted LAC, 22 December 1941; to No.5 BGS, 6 June 1942; graduated and commissioned 6 July 1942. To No.1 GRS, 24 July 1942. To No.34 OTU, 31 July 1942. To "Y" Depot, 8 November 1942. Taken in strength of No.3 PRC, Bournemouth, 15 November 1942. Promoted Flying Officer, 6 January 1943. Promoted Flight Lieutenant, 6 July 1944. Repatriated 2 February 1945. To No.1 Air Command, 13 February 1945. To No.1 WS, 16 March 1945, To Moncton, 6 May 1945. To uncertain unit, 12 May 1945. To No.4 Release Centre, 5 October 1945. Retired 17 October 1945. Award sent by registered mail 21 December 1950. Died at Bobcaygeon, Ontario, 11 January 2000 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2000. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.5557 (RG.24 Vol.20668) has recommendation dated 28 December 1944 when he had flown 26 sorties (124 hours 45 minutes), 28 June to 12 October 1944.

Flight Lieutenant Walker has completed twenty-six successful operational sorties. Many of these have been accomplished in the face of heavy opposition. As Wireless Operator he has displayed great courage and skill and has at all times co-operated in the highest possible degree with the other members of his crew.

For his splendid record, loyalty and devotion to duty, this officer is recommended for the award of the Distinguished Flying Cross (Non-Immediate).

The sortie list was as follows:

28 June 1944 - Metz (6.55)
3 July 1944 - Biennais (4.00, day)
5 July 1944 - Biennais (4.35)
7 July 1944 - Caen (4.25, day)
12 July 1944 - Thiverny (4.25)
15 July 1944 - Nucourt (4.30)
18 July 1944 - Wesseling (5.10)
1 August 1944 - Ferme de Forestel (3.45, day)
3 August 1944 - Ferme de Nieppe (3.30, day)
4 August 1944 - Bois de Casson (4.45, day)
5 August 1944 - St.Leu d'Esserent (4.55, day)
7 August 1944 - La Hogue (4.25, day)
9 August 1944 - Foret de Nieppe (3.35)
10 August 1944 - La Pallice (6.50)
12 August 1944 - Mont Richard (5.35, day)

14 August 1944 - Bons Tassily (4.25, day)
18 August 1944 - Bremen (5.25)
27 August 1944 - Mimoyecques (3.45)
28 August 1944 - Brest (3.15, day)
31 August 1944 - Ile de Cezembre (4.55, day)
6 September 1944 - Emden (3.50)
27 September 1944 - Bottrop (5.25, day)
30 September 1944 - Sterkrade (5.10, day)
6 October 1944 - Dortmund (6.25)
9 October 1944 - Bochum (6.30, day)
12 October 1944 - Wanne Eickel (5.25, day)

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WALKER, F/O Thomas Clare (J22474) - **Distinguished Flying Cross** - No.51 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 19 September 1944 and AFRO 2373/44 dated 3 November 1944. Born in Toronto, 27 April 1918. Home in Toronto (office clerk for six years). Private, Irish Regiment of Canada, 22 November to 22 December 1940. Enlisted in RCAF, Toronto, 9 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.9 AOS; graduated and commissioned 14 August 1942. To "Y" Depot, 15 August 1942; embarked from Canada, 27 October 1942 (no explanation as to why it took so long); arrived in Britain 6 November 1942. Promoted Flying Officer, 14 February 1943. To No.9 (Observer) AFU, 1 March 1943. To No.20 OTU, 30 March 1943. To No.1658 Conversion Unit, 16 June 1943. To No.158 Squadron, 24 July 1943. To No.43 Base (sick, tonsillectomy), 7 December 1943. To No.158 Squadron, 4 January 1944. To No.51 Squadron, 17 January 1944. To No.22 OTU, 3 July 1944. Promoted Flight Lieutenant, 14 August 1944. Detached to RAF Shawbury, 19 August to 24 September 1944. Service in Italy, dates uncertain until return to Britain, 1 April 1945. Repatriated 31 July 1945. To No.5 Release Centre, 9 August 1945. Retired 13 September 1945. Award sent by registered mail 12 November 1948. Died 27 March 1995 in St. Catharines, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of August 1995.

Flying Officer Walker has at all times proved himself a cool and conscientious navigator. On one occasion while returning from a flight to Nuremberg he was forced to abandon his aircraft and come down on the sea. Despite this, he continued his operational tour without interruption. On many sorties his ability and coolness have contributed much to the success attained.

Notes: On 11 August 1943 he was in Halifax II serial HR721. Crew were 1199941 Flight Sergeant W.C. Freeman (pilot, uninjured), J22474 F/O T.C. Walker (navigator, injured), 1507630 Sergeant J.H. Simpson (air bomber, missing), 1576573 Sergeant A.W. Kind (WOP/AG, missing), 1620922 Sergeant T. Rockett (mid-upper gunner, missing), R150855

Sergeant W.H. Moffat (rear gunner, missing, Edmonton) and 1395112 Sergeant L.L. Sheenan (flight engineer, missing). Aircraft abandoned near Selsey, 0510 hours. The pilot reported, "Having returned from the target and recrossed the enemy coast on track, I was informed by my Engineer that we had about 80 gallons of petrol left when we crossed the English coast at about 8,000 feet. I originated a QDM to Tangmere to which the WOP could get no reply. I then originated an emergency QDM to which the WOP could still get no answer. I then steered 180 degrees and when over the sea (Gee fix) I originated an SOS with the IFF on stud 3 and then steered 000 degrees. I came down to 300 feet over the sea but could not get below cloud and sea fog, and as petrol was getting low decided to climb and bale out. As the Gee was not giving a good performance and as we were not dead sure of our position we climbed to 8,000 feet and I ordered the crew to bale out. This they did. I put in George and baled out, the whole operation working to previous practices. I landed about half a mile inland on Selsey Hill." The Commanding Officer commented, "On reaching England, pilot had enough petrol left to carry out a safe landing if a QDM had been obtained. Unfortunately the Wireless Operator (missing) appears to have used the wrong frequency and failed to obtain assistance." Walker was retrieved from the sea off Selsey Bill at 0900 hours (nearly five hours in sea wearing Mae West). Taken to Naval Sick Quarters, Swanborough. He returned to the squadron on 20 August and then took leave.

His applications for operational wings are confusing. He appears to have flown 13 sorties (86 hours) with No.158 Squadron (24 July 1943 to 17 January 1944) and 17 sorties (91 hours) with No.51 Squadron (17 January to 25 June 1944).

Assessed 15 August 1944 on leaving No.51 Squadron, having flown 111.40 in previous six months - "An officer with a very pleasant personality, he has shown the greatest keenness in all respects. He is adaptable, loyal and zealous." (W/C G.W.M. Ling).

Assessed 8 July 1945 at No.22 OTU, having flown 540 hours (26 in past six months). "An above average officer with pleasant personality. Has drive and has shown interest and keenness in his work." (W/C J.K.M. Cooke).

On repatriation form dated 9 July 1945 he claimed 30 sorties (181 hours 45 minutes) with date of last sortie being 15 June 1944. Also 196 hours five minutes non-operational. Types in which he flew were Anson (6.25), Wellington I (88.35), Wellington X (13.35), Wellington XIII (30.30), Halifax II and V (120.30) and Halifax III (118.15).

Training: Interviewed 25 August 1941 by F/O A.B. Taylor - "Nice personality, good appearance, should do well in aircrew."

Course at No.5 ITS involved courses in Mathematics (118/150), Armament, practical and oral (35/50), Signals (144/150), Anti-Gas (31/50), Drill (74/100), Law and Discipline (83/100), Navigation (161/200) and General Studies (64/100). Placed 30th in a class of 162. "Much above average - high type who uses his head - energetic - confident - well educated."

Course at No.9 AOS was 13 April to 14 August 1942. Flew in Anson I aircraft (24.20 day as first navigator, 37.25 day as second navigator, 18.20 night as first navigator, 18.25 night as second navigator and 2.40 on bombing - total of 101 hours 30 minutes). Marks in following - Navigation, Air Work (539/700), Photography, Air Work (59/100), Elements of Navigation (417/500), Magnetism and Compasses (90/100), Instruments (41/50), Signals, practical (80/100), Signals, written (43/50), Maps and Charts (44/50), Meteorology (80/100), Photography (28/50), Reconnaissance (75/100), and Aircraft Recognition (59/100). Placed 14th in a class of 21. "Untidy in general work. Uses his head and gets quick results."

Course at No.20 OTU was 30 March to 8 June 1943. Flew 44.25 day and 40.20 night. "This pupil is very keen and tried hard. He started off badly, but the accuracy of his work improved later, although he is still slow in giving necessary alterations. His chief trouble seem to liw in slight lack of confidence and initiative - he is unwilling to rely on independent aids and was unable to practice sufficient astro owing to bad weather and short hours of darkness. Once he gains a little confidence through operational experience he should prove quite reliable, but he is not recommended for Path Finder Force - GEE, six hours ground training up to 'Homing'."

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WALKER, S/L Thomas Rennie (C1869) - **Mention in Despatches** - Overseas - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. Home in Toronto; enlisted there 12 April 1940 in Administration Branch. Promoted Flight Lieutenant, 15 June 1941. To No.4 Training Command, 26 November 1941. To "Y" Depot, 22 August 1942. Promoted Squadron Leader, 21 September 1944. Repatriated 23 October 1945. To No.2 Release Centre, 30 October 1945. Retired 1 December 1945. RCAF photo PL-31171 (ex UK-12593 dated 14 July 1944) is captioned as follows - "When F/L Tommy Walker, noted Olympic swimmer, was posted to new duties, another Torontonion succeeded him as Adjutant of the RCAF Bomber Group's Iroquois Squadron. He is F/L R.M. Mickles (pictured above). For good measure, the squadron commander, W/C H.R. Dow, also calls Toronto his home."

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WALKER, Wg/O Wilhelmina (V20005) - **Member, Order of the British Empire** - Personnel Services, Womens' Division, AFHQ - Award effective 1 January 1944 as per **Canada Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born 3 April 1913 at Montreal (RCAF Press Release 2659 announcing award). Enlisted 23 October 1941 in Administration Branch and posted to Training Depot. Commissioned 1 December 1941. To No.1 Training Command, 16 December 1941. To No.7 Manning Depot, 31 May 1942. To AFHQ, 11 March 1943. Attained rank of Wing Officer, 1 May 1943. Retired 30 December 1944. Award presented 22 April 1944. Died in St. Andrews's, New Brunswick, 4 July 2010. Photo PL-42145 (ex UK-19053) circa 24 February 1945 shows her.

This officer was one of the first to enrol in the Women's Division upon its inception. During her service career she has successfully served as Command Staff Officer, Commanding Officer of the Women's Division Manning Depot and latterly as Senior Staff Officer of the Women's Division. In each of these positions her contribution to the war effort has been to the limit of her ability and she has displayed tact, co-operation and foresight. Her present position requires enumerable contacts with Service and civilian personnel and these she has handled in an admirable manner. The example which she has set to the Women's Division officer personnel in general has been of the highest order and her arduous duties have been discharged with outstanding efficiency and devotion to duty.

The Toronto **Globe and Mail** of 31 August 2010 published the following article by Nora Ryell:

NATURAL BORN LEADER WITNESSED HISTORY WITH KEEN SOCIAL CONSCIENCE

Willa Walker was only 20 years old in 1933 when she worked her way around the world as a post mistress on an ocean liner.

It was the sort of intrepid spirit that came naturally to her generation, but her life was also an amazing combination of serendipity and ability. When she joined the armed forces in the Second World War, she had no idea she would become the Commanding Officer of the Women's Division of the Royal Canadian Air Force, nor did she know when she married Captain David H. Walker that they would be separated for five years while he was interned in a German prisoner-of-war camp. And she could never imagine she would witness one of the most important events in the history of the world, the end of British rule in India. It was no wonder then that after all that adventure, she settled in Saint Andrews, New Brunswick with the intention thereafter of living a quiet life. But by the time that Willa Walker died of natural causes on July 4, at the age of 97, she was just as well known for her achievements in Saint Andrews.

Wilhemina Magee was one of four children born in Montreal to Allan A. Magee and the former Madeline Smith of Saint John. Allan was a successful lawyer and businessman, and while the family lived in Montreal, the children enjoyed summers at the Smith cottage in Saint Andrews. Willa (she shortened her name for simplicity's sake), had an unconventional education as she attended a private school for girls in Montreal called The Study. The curriculum at the school was described as "extremely fluid and an emphasis was placed on spontaneity and stimulus." It was a curriculum that suited Willa just fine. In her teens she developed a keen social conscience and a lifelong interest in other people's welfare. She wanted to see more of the world, and was particularly impressed by anti-fascist lectures given by Dr. Norman Bethune. On one of her stops during

her time aboard the ocean liner she visited China - a fascinating country she would not visit again until well into her 70's.

In her 20's, Willa studied for a time in Paris and then took a job as private secretary to Lady Beatrice Marler, the wife of Sir Herbert Marler, then envoy extraordinary and minister plenipotentiary of Canada to the United States. The Marlers were in Washington until 1939, when they returned to Montreal.

The timing was auspicious because Willa happened to be invited to a party at Rideau Hall and met a young captain in the Black Watch named David Walker. He was serving as aide-de-camp to Canada's governor-general, Lord Tweedsmuir, the novelist John Bucan.

The couple's first meeting was far from promising. Willa asked David for a sherry and he brought her a stiff Scotch. However, soon sparks flew and after a whirlwind courtship they married on July 27, 1939 with a quick honeymoon in his native Scotland.

With the imminent threat of war on the horizon, David Walker rejoined his division in England, and in 1940 he was posted to France. He was captured by the Germans at St. Valery in June 1940, and spent the next five years in POW camps. He managed to escape three times but was recaptured each time. Eventually he was sent to the infamous Colditz Castle.

At the time he was captured, Willa could not know she would not see him for five years. She discovered she was pregnant, and in due course a baby boy named Patrick was born. Tragically, he died of crib death at only three months old. It was a loss that Willa never quite got over.

During the years David was incarcerated Willa never gave up hope that her husband would escape and return home. She developed a code for communicating important news in seemingly bland letters to her husband, which passed both Canadian and German censors. She also managed to smuggle escape maps to him in the soles of a pair of shoes contained in a Red Cross package. Canadian military officers intercepted the package and found the maps. At first they admonished her for her foolhardiness, but then the ingeniousness of the scheme appealed to them, so they repacked the shoes and sent off the package.

Willa decided she wanted to make more of a contribution to the war effort and returned to Canada in 1941 to join the legions of women who signed up for the armed forces. She finished first in her class in officer training and within six months became the commanding officer of the 17,000 Women's Division of the RCAF. Willa discovered she was a natural-born leader.

As Section Officer, she was responsible for training depots all over Canada, but it was still very much a man's world. At each of the training depots, the officers' mess was for men only. Exasperated by this state of affairs, Willa told her driver to park her car in front of one of the officers' messes. In subzero temperatures she sat in the car and ate her sandwich. The officers were shamed into inviting her inside. Thereafter she never had problems finding a table in any of the messes.

Willa left the RCAF in 1944 and returned to England to reunite with David. The couple settled briefly in Scotland, where their son Giles was born. The young family then travelled to India when David was reassigned to serve as Chief of Staff to Lord Archibald Wavell and subsequently to Lord Louis Mountbatten. The final years of British rule in India was marked by tremendous bloodshed and turmoil. After Willa witnessed street demonstrations in support of Mahatma Gandhi, she became a great believer in his non-violent campaign for Indian self-rule. In 1947, the Walkers returned to Scotland, where David retired with the rank of Major and their son Barclay was born.

The Walkers made the decision to return to Canada while David Walker pursued his dream of becoming a writer. He succeeded in establishing himself as a novelist, writing 21 books, and was twice awarded the Governor General's prize for literature, in 1952 and 1953.

Willa managed to persuade her husband to settle in Sain Andrews, New Brunswick. Later, two more sons, David and Julian, were born. Julian recalls that his mother was the social one in the family and loved occasions when she could meet new people and make life-long friends.

She was also dedicated to serving the community, joining several local committees and organizations, and writing a popular book about Sain Andrews, **No Hay Fever and a Railway**.

David Walker was a keen conservationist and sat on the Roosevelt Campobello International Park Commission until a year before his death. A life-long smoker, he died of congestive heart failure in 1992. Willa later established the David H. Walker Prize in Creative Writing at the University of New Brunswick.

While he was in Colditz Castle, David wrote extensively and managed to send some of his poetry to Willa. Her favourite poem was simply titled **Willa**. It is a stark yet tender testament to the bond between them, which endured even after five years of separation.

**Here in the dawdling night,
In the dim-lit murmuring room,
The ceiling is touched with floodlight
And memories loom.
And the west wind below the castle wall
Sweeps in the trees and the owls call.
Ah, My Love, let us fly together
Through the night
Through the cold
Through the winter.**

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WALKER, F/L William Evan (J8757) - **Distinguished Flying Cross** - No.114 Squadron - Award effective 2 June 1944 as per **London Gazette** dated 9 June 1944 and AFRO 1660/44 dated 4 August 1944. Born 19 February 1917. Home in Blubber Bay, British Columbia (student, part-time employment with British Columbia Forestry Association. Served one month in Canadian Scottish Regiment. Enlisted in RCAF, Vancouver, 6 March 1941 and posted to No.2 Manning Depot. To No.7 Equipment Depot, 9 April 1941. To No.2 ITS, 15 May 1941; graduated and promoted LAC, 7 July 1941 when posted to No.18 EFTS; graduated 18 August 1941 when posted to No.15 SFTS; graduated and commissioned 7 November 1941. To "Y" Depot, 29 November 1941. To RAF overseas, 13 December 1941. Promoted Flying Officer, 1 October 1942. Interned, 14 November 1942 in Spanish North Africa; later released. Promoted Flight Lieutenant, 7 November 1943. Repatriated at uncertain date. To Trenton and Central Flying School, 24 July 1944. To No.5 OTU, 25 September 1944. To No.2 Air Command, 8 August 1945. To No.8 Release Centre, 15 October 1945. Retired 22 October 1945. Award presented 27 November 1948.

Flight Lieutenant Walker has maintained a high standard of operational flying during his tour of duty. He has completed a large number of sorties, the majority of them by night in all types of weather in Africa, Sicily, Italy and Yugoslavia. On one occasion in March 1944 he completed an operation in the course of which two convoys of mechanized transport were effectively bombed and a main road blocked. An enemy beacon was also put out of action. Valuable information was secured on this sortie which is typical of many others completed by this officer. He has invariably displayed outstanding courage and determination.

NOTE: Public Record Office Air 2/9629 has the original recommendation dated 19 March 1944. He had flown 730 hours (175 in previous six months) including 195 operational hours (63 sorties):

Flight Lieutenant Walker has maintained a consistently high standard of operational flying and leadership during his tour on light bombers which is

nearing completion. Of his present total of 63 sorties, all but seven have been at night, in all weathers and covering army movements in North Africa, Sicily, Italy and Yugoslavia. On the night of 14th March he carried out an operation which, though one of many similar trips, serves to illustrate the courage and determination which marks this officer's leadership as outstanding.

Flight Lieutenant Walker's crew was briefed for an armed reconnaissance of the roads in the area Rome-Civitavecchia-San-Stefano-Torquinia-Vetralla-Rome. On reaching the area of Tarquinia they observed a convoy of over 20 motor transport moving through the town on which they dropped two 500-pound bombs from 3,500 feet, causing one large green explosion followed by smaller explosions and a fire, also effectively blocking the main road. They then went on to Tuscania where a convoy of 30 motor transport was moving south outside the town ; a bombing run at 3,000 feet with sixteen 40-pound bombs caused one truck to blow up and damaged others while all movement was held up. Not satisfied with this, Flight Lieutenant Walker came down and machine-gunned the convoy with armour-piercing and incendiary bullets from below 1,000 feet. On going on, a white beacon flashing "V" was sighted near Torricella which was put out of action by a machine gun attack. Having no further bombs or ammunition, Flight Lieutenant Walker then brought his crew back to base, being able to give valuable information of enemy transport movement and having inflicted casualties and caused the enemy much delay in his supplies.

The Group Captain commanding his wing concurred, writing on 24 March 1944:

Flight Lieutenant Walker has done an excellent job during his tour of operations, frequently flying on to complete his mission under the very adverse weather conditions which prevail in this theatre during the winter. The above award is recommended.

NOTE: Public Record Office WO 208/3312 has MI.9 report based on interview of 19 February 1943. This covered F/O Walker (pilot), 188719 P/O Ronald Kerr Young (observer) and 553477 Sergeant Neville Noel Welch (wireless operator). The events described began on 15 November 1942. They eventually left Gibraltar on 7 February 1943, reaching Gourock on 18 February 1943.

We comprised the entire crew of a Bisley aircraft which left Portreath for Gibraltar at about 0700 hours on 15 November 1942. On account of engine trouble we made a forced landing on the Air Post at Tangier (Spanish Morocco) at about 1445 hours.

We were immediately surrounded by Spanish soldiers, but we detonated the IFF and destroyed all documents etc before leaving the aircraft. The aircraft itself was

not destroyed. The British Military Attache at Tangier, Lieutenant-Colonel Henderson, appeared at the Air Port shortly after we had landed. We were taken by the Spaniards to their military Headquarters at Tangier, and our interrogation there was conducted through Lieutenant-Colonel Henderson. We were not asked any questions other than our name, rank, number and place of birth.

Our baggage was searched and some things removed from it. We complained about this to Lieutenant-Colonel Henderson, and he recovered some of our belongings, but not all.

We were taken to a hotel and given a meal. Next day, 16 November 1942, we were taken by car to the Spanish Military Forces in Morocco at Tetuan. Here our identity cards were taken from us. We were not interrogated, but the Spaniards were very anxious to find out why certain portions of our identity cards had been erased. That afternoon we were taken to Xauen for internment.

The remainder of our experiences, until our repatriation, are as described by P/O Whitehouse in his report (S/P/G-1079) [TRANSCRIBER'S NOTE: This appears to be in the same file - WO 208/3312). While at Xuan we heard that a Spanish Air Force pilot had spoken of trying to fly our aircraft to Spain, but apparently did not care to risk the attempt.

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WALKER, F/L William Loyed [?] Earl (J10793) - **Distinguished Flying Cross** - No.77 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 563/45 dated 29 March 1945. Home in Regina; enlisted there 22 May 1941. Trained at No.2 ITS (graduated 20 September 1941), No.19 EFTS (graduated 21 November 1941) and No.11 SFTS (graduated 24 March 1942). To "Y" Depot, 28 March 1942. To Trenton, 23 April 1942. To No.3 SFTS, 24 June 1942. Posted overseas, 20 July 1943. Repatriated 23 July 1945. To No.6 Release Centre, 27 August 1945. Retired 8 September 1945. Award presented 6 September 1947. RCAF photo PL-41565 (ex UK-18044 dated 10 January 1945) shows three members of No.77 Squadron recently screened from operations - F/L Bill Walker (pilot, Regina, formerly chief announcer on Regina radio station), P/O John Cardiff (wireless operator, Govan, Saskatchewan) and F/O Doug Milton (navigator, Regina). 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 17 November 1944 when he had flown 30 sorties (126 hours), 22 June to 6 November 1944.

22 June 1944 - Laon (4.58)
24 June 1944 - Noyelle en Chaussee (3.39)
25 June 1944 - Montorgueil (3.45)
27 June 1944 - Mont Candon (3.47)

28 June 1944 - Blainville (6.45)
1 July 1944 - St.Martin (3.34)
4 July 1944 - Domleger (4.01)
7 July 1944 - Caen (3.39)
12 July 1944 - Hauts Boissons (3.25)
23 July 1944 - Hauts Boissons (3.55)
25 July 1944 - Wann Eickel (5.00)
28 July 1944 - Foret de Nieppe (3.35)
1 August 1944 - Noyelle en Chaussee (4.00), DNCO
2 August 1944 - Foret de Nieppe (2.40)
5 August 1944 - Foret de Nieppe (3.55)
7 August 1944 - TOTALIZE (4.05)
8 August 1944 - Chapelle Notre Dame (3.30)
11 August 1944 - Somain (3.40)
14 August 1944 - TRACTABLE (4.25)
15 August 1944 - Eindhoven (3.40)
27 August 1944 - Homborg (4.35)
11 September 1944 - Nordstern (4.40)
12 September 1944 - Munster (4.20)
14 October 1944 - Duisburg (5.30)
15 October 1944 - Duisburg (5.10)
28 October 1944 - Walcheren (3.10)
31 October 1944 - Cologne (5.00)
2 November 1944 - Dusseldorf (4.50)
4 November 1944 - Bochum (4.40)
6 November 1944 - Gelsenkirchen (4.15)

As captain of aircraft, Flight Lieutenant Walker is nearing the completion of his first operational tour. He has displayed most outstanding leadership, pressing home his attacks with marked determination and thereby securing a good photographic record of his work. For a most successful series of operations he is strongly recommended for the award of the Distinguished Flying Cross.

NOTE: In the section "Remarks by Station Commander", the following has been noted on 20 November 1944:

Since the above recommendation was written a report of an incident has been received illustrating the courage and initiative of this most able captain.

On 6th November, Flight Lieutenant Walker observed another Halifax with one engine feathered, being engaged by predicted flak. He positioned himself in front of the other aircraft, discharging large quantities of "Window" in an endeavour to protect the disabled Halifax. He kept company with it until the aircraft had

exchanged Aldis lamp signals indicating that it was out of difficulty.

Flight Lieutenant Walker has shown a high sense of duty at all times and his cheerfulness and determination have inspired all with whom he comes in contact.

RCAF Press Release No. 8083 dated 4 January 1945 from "MacPherson" reads:

WITH CANADIANS FLYING IN THE RAF – F/L Bill Walker, pilot, of Regina, Saskatchewan (2321 Quebec Street), former chief announcer on the radio station in his home town, was screened recently on completion of his first tour of operations.

Walker, whose father is a Lieutenant Commander in the Royal Canadian Navy, had three other Canadians in his crew. They experienced a quiet tour, which included 16 trips to major German targets.

Their first operational sortie was 12 days after D-Day and, during the tour, they were holed several times by flak without serious damage to their Halifax and no injuries to the crew members.

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WALKER, F/L William Merle (J21276) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 15 June 1945 as per **London Gazette** of that date and AFRO 1291/45 dated 10 August 1945. Born 5 November 1914. Home in Stamford Centre, Ontario; enlisted Toronto, 16 November 1940 as "N.O." (not sure what trade this is) and posted to No.1 Manning Depot. Promoted AC1, 1 April 1941. To No.12 Equipment Depot, 11 May 1941. Promoted LAC, 1 July 1941. Promoted Corporal, 1 December 1941. Remustered to aircrew and posted to No.3 ITS, 4 January 1942; graduated about 7 February 1942 when posted to No.21 EFTS; graduated about 5 June 1942; to No.8 SFTS, 20 June 1942; graduated and commissioned 9 October 1942. To No.1 GRS, 23 October 1942. To No.2 BGS, 28 December 1942. To No.8 BGS, 27 March 1943. Promoted Flying Officer, 9 April 1943. To "Y" Depot, 19 November 1943. Taken on strength of No.3 PRC, Bournemouth, 24 November 1943. Promoted Flight Lieutenant, 9 October 1944. Repatriated 8 June 1945. To No.4 Release Centre, 20 June 1945. Retired 24 July 1945. Award sent by registered mail 28 June 1949. RCAF photo PL-43072 (ex UK-20056 dated 9 April 1945) shows G/C H.R. Low (Director of Education, AFHQ Ottawa, left), Dr. F.C. James (principal, McGill University, second from right), W/C R.M. Winter (extreme right, Director of Education, RCAF Overseas Headquarters), having tea with F/L W.M. Walker in interrogation room after raid on Hanover.

This officer has taken part in thirty-two sorties against enemy targets and has invariably displayed a high degree of skill and determination throughout. On one occasion in February 1945, whilst over Essen, his aircraft sustained extensive damage. The propeller of one of the engines was pierced. Both wings were

holed. The hydraulic system was put out of action and the tail unit was damaged. Despite this, Flight Lieutenant Walker flew the aircraft to base. On two subsequent occasions this officer's aircraft has sustained damage whilst over his target but each time Flight Lieutenant Walker has executed his attack and afterwards flown back to base. He is a fine captain whose example has greatly inspired his crew.

DHH file 181.009 D.1730 (Library and Archives Canada RG.24 Box 20607) has the original recommendation drafted by W/C E.M. Bryson, 19 April 1945 when he had flown 31 sorties (199 hours 40 minutes) as per main sheet or 32 sorties (208 hours 40 minutes) as per sortie sheet attached:

16 November 1944 - Julich (5.15, second pilot)
18 November 1944 - Munster (5.45, second pilot)
21 November 1944 - Castrop Rauxel (6.05, second pilot)
27 November 1944 - Neuss (5.40)
30 November 1944 - Duisburg (6.50)
2 December 1944 - Hagen (7.30)
4 December 1944 - Karlsruhe (6.45)
5 December 1944 - Soest (6.50)
6 December 1944 - Osnabruck (6.20)
18 December 1944 - Duisburg (6.35)
30 December 1944 - Cologne (7.25)
2 January 1945 - Ludwigshaven (6.00)
5 January 1945 - Hanover (7.55)
6 January 1945 - Hanau (6.20)
14 January 1945 - Gladback (6.40)
16 January 1945 - Magdeburg (7.00)
28 January 1945 - Stuttgart (6.35)
1 February 1945 - Mainz (6.30)
14 February 1945 - Chemnitz (8.35)
17 February 1945 - Wesel (6.15)
20 February 1945 - Monheim (7.10)
23 February 1945 - Essen (6.25)
25 February 1945 - Gardening (6.50)
3 March 1945 - Gardening (6.00)
11 March 1945 - Essen (5.50)
15 March 1945 - Hagen (6.45)
16 March 1945 - Gardening (4.35)
21 March 1945 - Hemmingstadt (5.10)
22 March 1945 - Hildershein (6.00)
25 March 1945 - Hanover (6.05)
13 April 1945 - Kiel Bay, Gardening (6.00)

16 April 1945 - Schwindorf (9.00)

This captain has completed 31 heavy operational bombing attacks against the enemy and his work in the air has been outstanding. He has been chosen to do special mining work for the squadron as he can be depended upon at all times to complete a mission in a high class manner.

While attacking Essen on March 11th, 1945, the aircraft above him dropped their bomb load all together and these bombs exploded just above Flight Lieutenant Walker's aircraft, damaging the hydraulics, front gun turret, mid-upper turret, also one propellor and the port and starboard wings were holed; the tail unit was also damaged and radio equipment smashed. Through superior airmanship Flight Lieutenant Walker was able to fly his damaged aircraft safely back to base.

On February 23rd, 1945, while attacking Essen an engine packed up over the target and this captain was again successful in bringing his aircraft back to base on three engines. On February 20th, 1945, while attacking Monheim, his aircraft was attacked by an enemy fighter while leaving the target. By good evasive action the pilot was able to get away from the enemy fighter and at the same time his mid-upper gunner was successful in destroying the enemy fighter.

This captain has exceptional qualities of leadership and coolness, setting a fine example to his crew, and in view of Flight Lieutenant Walker's splendid record, I strongly recommend that he be awarded an immediate Distinguished Flying Cross.

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WALL, F/L Percy Carleton (C15946) - **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 3 May 1920. Home in Ottawa. Posted overseas April 1942 with Canadian Army Postal Corps; enlisted in RCAF Administration Branch (Postal), London, England, 16 October 1942 with rank of Flying Officer. Promoted Flight Lieutenant, 1 September 1943. Repatriated 30 July 1945. To Base Post Office, Lachine, 1 August 1945. To No.1 Air Command, 6 September 1945. To No.3 Release Centre, 10 October 1945; retired 19 October 1945.

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WALLACE, F/L Alexander Cameron (J11946) - **Distinguished Flying Cross** - No.109 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 23 March 1945 and AFRO 721/45 dated 27 April 1945. Born 27 August 1921. Home in Woodstock, Ontario; enlisted London, 23 July 1941 and posted to No.1 Manning Depot. To No.4 BGS, 9 August 1941. To No.1 ITS, 10 October 1941; graduated and promoted LAC, 6 December 1941 when

posted to No.4 AOS; to No.4 BGS, 14 March 1942; graduated and promoted Sergeant, 25 April 1942; posted that date to No.2 ANS; graduated and commissioned 25 May 1942. To No.1 Central Navigation School, 26 May 1942. To No.5 Manning Depot, June 1942. To "Y" Depot, 21 June 1942; to RAF overseas, 19 July 1942. Promoted Flying Officer, 25 November 1942. Promoted Flight Lieutenant, 11 May 1944. Repatriated 22 January 1945; to No.4 Release Centre, 2 February 1945; retired 12 March 1945. Award sent by registered mail 6 May 1949. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office has recommendation dated 18 December 1944 when he had flown 89 sorties (275 operational hours).

* denotes daylight sortie

denotes marker sortie

4 April 1943 - Kiel
10 April 1943 - Frankfurt
14 April 1943 - Stuttgart
16 April 1943 - Mannheim
20 April 1943 - Rostock
4 May 1943 - Dortmund
12 May 1943 - Duisburg
13 May 1943 - Bochum
11 June 1943 - Dusseldorf
13 June 1943 - GARDENING, Gironde
19 June 1943 - Le Creusot
21 June 1943 - Krefeld
22 June 1943 - Maulheim
24 June 1943 - Wuppertal
25 June 1943 - Gelsenkirchen
28 June 1943 - Cologne
3 July 1943 - Cologne

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11 April 1944 - St.Trond
13 April 1944 - Duren
24 April 1944 - Dusseldorf
30 April 1944 - Duren
1 May 1944 - Chambly #
2 May 1944 - Leverkusen
7 May 1944 - St.Valery #
9 May 1944 - Berbeal #
10 May 1944 - Ghent #
14 May 1944 - Courtrai

26 May 1944 - Lison
27 May 1944 - Le Clipon #
29 May 1944 - Xanten
2 June 1944 - Laval
4 June 1944 - Sangatte #
5 June 1944 - St.Pierre du Mont #
6 June 1944 - Vire #
7 June 1944 - Versailles #
12 June 1944 - Arras #
14 June 1944 - Douai #
16 June 1944 - Renescure #
22 June 1944 - Swacourt *#
24 June 1944 - Flers #
27 June 1944 - Foret d'Eawy
6 July 1944 - Coquereaux *#
7 July 1944 - Vaires #
8 July 1944 - Scholven
14 July 1944 - Les Handes Vielle et Neuves #
16 July 1944 - St.Philibert Ferme *
19 July 1944 - Thwerny *#
20 July 1944 - Homberg #
25 July 1944 - St.Cyr #
28 July 1944 - Foret de Nieppe *
31 July 1944 - Foret de Nieppe #
1 August 1944 - Anderbelck *#
2 August 1944 - Foret de Nieppe
3 August 1944 - L'isle Adam *#
5 August 1944 - Navelle en Chausse *
8 August 1944 - Bellecroix *#
18 August 1944 - L'isle Adam *#
23 August 1944 - Castrop Rauxel
25 August 1944 - Brest #
27 August 1944 - Homberg #
28 August 1944 - Leverkusen
31 August 1944 - Lumbres *#
5 September 1944 - Le Havre *#
9 September 1944 - Le Havre *#
10 September 1944 - Le Havre *#
11 September 1944 - Le Havre *#
14 September 1944 - Wassenaer *#
17 September 1944 - Westkapelle *#
17 September 1944 - Boulogne *#
18 September 1944 - Rhine

20 September 1944 - Calais *#
25 September 1944 - Calais *#
26 September 1944 - Calais *#
5 October 1944 - Frankfurt *#
6 October 1944 - Dortmund #
11 October 1944 - Fort Fredrick #
14 October 1944 - Duisburg #
14 October 1944 - Duisburg #
23 October 1944 - Essen #
28 October 1944 - Walcheren #
29 October 1944 - Walcheren #
30 October 1944 - Cologne #
31 October 1944 - Cologne #
2 November 1944 - Hallendorf
6 November 1944 - Gelsenkirchen #
18 November 1944 - Munster #
30 November 1944 - Duisburg
4 December 1944 - Karlsruhe #
6 December 1944 - Osnabruck

This navigator will shortly finish his tour with this squadron, having now done 90 trips with Bomber Command of which 72 were with us; 53 of these have been marking trips.

Flight Lieutenant Wallace has consistently shown a high degree of reliability, the result of keenness to operate and sound knowledge of our equipment. Apart from his keen desire to fly and fight he has unstintingly given of his time in planning operations. He is a willing worker and a splendid member of aircrew.

To this the Officer Commanding, RAF Station Little Staughton, adds on 22 December 1944:

This officer has shown outstanding skill in the manipulation of the special equipment with which his aircraft is fitted. He has at all times shown very much above average ability as a Navigator, and is strongly recommended for the award of the Distinguished Flying Cross.

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WALLACE, F/O Bruce Carling (J35878) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 17 May 1921. Home in Mimico, Ontario; enlisted Toronto, 20 April 1942 and granted Leave Without Pay. To No.1 Manning Depot, 22 September 1942. To No.1 ITS, 9 January 1943; graduated and promoted LAC, 19 March 1943; to No.20 EFTS, 20

March 1943; graduated 15 May 1943 when posted to No.13 SFTS; graduated and commissioned 3 September 1943. To "Y" Depot, 17 September 1943; taken on strength of No.3 PRC, Bournemouth, 23 October 1943. Promoted Flying Officer, 3 March 1944. Repatriated 8 June 1945. To No.1 Air Command, 20 June 1945. To No.4 Release Centre, 30 September 1945. Retired 6 October 1945. Award sent by registered mail 21 December 1949. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.2818 (RG.24 Vol.20627) has recommendation dated 22 March 1945 when he had flown 31 sorties (166 hours 50 minutes) from 7 August 1944 to 5 January 1945.

Flying Officer Wallace has completed a tour of operations as a pilot against the enemy on four engined bombers. He has had many sorties deep into enemy territory and flown over such heavily defended targets as Hanover, Duisburg, Darmstadt, Kiel and Dusseldorf in a most exemplary manner. He has at all times pressed home his attacks, regardless of what the enemy had to offer, and returned with many fine photographs of enemy targets.

This officer's fine operational record and his long, outstanding service to the squadron are worthy of the highest praise.

The sortie list was as follows:

7 August 1944 - Caen (3.20)
28 August 1944 - Leney (? 3.35)
11 September 1944 - target name indistinct (5.00)
13 September 1944 - Osnabruck (4.25)
15 September 1944 - Kiel (6.05)
16 September 1944 - Boulogne (4.25)
25 September 1944 - Calais (4.10)
26 September 1944 - Calais (4.25)
27 September 1944 - Duisburg (4.50)
28 September 1944 - Cap Gris Nez (3.45)
29 September 1944 - Sterkrade (4.55)
6 October 1944 - Dortmund (5.40)
14 October 1944 - Duisburg (5.15)
14 October 1944 - Duisburg (5.35)
2 November 1944 - Dusseldorf (5.50)
4 November 1944 - Bochum (5.20)
6 November 1944 - Gelsenkirchen (4.50)
16 November 1944 - Julich (4.45)
18 November 1944 - Munster (5.30)
21 November 1944 - Castrop Rauxel (6.05)
26 November 1944 - Neuss (5.30)

30 November 1944 - Duisburg (6.10)
2 December 1944 - Hagen (7.20)
4 December 1944 - Karlsruhe (6.50)
5 December 1944 - Soest (6.15)
6 December 1944 - Osnabruck (5.35)
28 December 1944 - Opladen (5.50)
29 December 1944 - Trois Dorf (6.50)
30 December 1944 - Cologne (6.20)
2 January 1945 - Ludwigshaven (6.55)
5 January 1945 - Hanover (5.50)

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WALLACE, F/O Gordon Decker (J19363) - **Mention in Despatches** - No.280 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born 10 October 1913. Home in Simcoe, Ontario; enlisted Hamilton, 28 August 1941 and posted to No.1 Manning Depot. To No.1 BGS, 13 September 1941. To No.1 ITS, 23 November 1941; graduated and promoted LAC, 16 January 1942; to No.3 EFTS, 18 January 1942; may have graduated 27 March 1942 but not posted to No.5 SFTS until 11 April 1942; graduated and promoted Sergeant, 31 July 1942. To No.1 GRS, 21 August 1942. To "Y" Depot, 7 November 1942. To RAF overseas, date unclear. Promoted WO2, 31 July 1943. Commissioned 22 October 1943. Promoted Flying Officer, 22 April 1944. Repatriated 9 November 1944. To No.1 Training Command, 3 December 1944. To No.4 BGS, 13 December 1944. To No.4 Release Centre, 29 January 1945. Retired 5 March 1945.

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WALLACE, WO2 (now F/O) John Maurice (R76133/J14453) - **Mention in Despatches** - No.115 Squadron (Canada) - Award effective 13 August 1943 as per **Canada Gazette** dated 21 August 1943 and AFRO 2198/43 dated 29 October 1943. Born in Halifax, 11 November 1920; home there; enlisted there 25 October 1940. To No.2 BGS, 3 December 1940. To No.2 ITS, 21 February 1941; graduated and promoted LAC, 8 April 1941 when posted to No.4 EFTS; graduated 28 May 1941 when posted to No.8 SFTS; graduated and promoted Sergeant, 20 August 1941. To No.115 (F) Squadron, 21 August 1941. Promoted Flight Sergeant, 20 February 1942. Promoted WO2, 20 August 1942. Incident occurred 21 September 1942 taking off from Annette Island; Bolingbroke 9118 with crew of three others, had port engine fail on take off. Increased boost to starboard engine but was still losing height and power. Jettisoned bombs, mushed into trees, burned. Wallace and two others seriously injured. Subsequently commissioned with effect from 1 July 1942. Promoted Flying Officer, 1 January 1943. To "Y" Depot, 19 March 1944. Taken on strength of No.3 PRC, 30 March 1944. Promoted Flight Lieutenant, 1 July 1944. Repatriated May 1945; released October 1945. Obtained B.Sc. from Dalhousie University and rejoined RCAF, 27 October 1948, serving with No.103 (Search and Rescue) Flight, Greenwood.

When an aircraft piloted by Warrant Officer Wallace took off on a routine flight fully loaded with gasoline, depth charges and bombs, the port engine failed as the aircraft became airborne, despite which the pilot managed to clear the runway and jettison his bombs from a low altitude onto soft ground to lighten the load and minimize the impending danger. The aircraft soon after crashed and burst into flames. Although pinned under burning wreckage and in extreme danger he refused assistance until all his crew members had been removed to safety and then he himself was rescued. The unselfishness and total disregard for his own safety in the interests of his fellow crew members, together with his flying skill in the face of imminent danger was an inspiration and courageous example for all ranks.

NOTE: DHist file 181.009 D.2699 (National Archives RG.24 Volume 20631) has recommendation by S/L R.A. Ashman dated 26 October 1942 for an Air Force Cross. This type of award was supported up to and including the level of Western Air Command Headquarters. In addition, Charles Rex Marchant, Jack Reniss Bassett and Lorne H. Sassen (U.S. citizens, employed by Civil Aeronautics Administration, Annette Island, Alaska) were recommended for the George Medal. The original recommendation for Wallace was as follows:

On the morning of September 21st, 1942, a Bolingbroke aircraft piloted by Sergeant-Major Wallace took off on a routine flight fully loaded with gasoline, depth charges and bombs. Just as the aircraft became airborne, the port engine failed, despite which the pilot managed to maintain flight until the runway had been cleared. He then jettisoned his bombs from a low altitude on to soft ground in an effort to lighten the load and minimize the danger. However, the aircraft lost altitude and crashed about half a mile further on, bursting into flames immediately following impact. Although pinned under a piece of burning wreckage and in extreme danger from flames, exploding flares and ammunition, Sergeant-Major Wallace refused assistance from three Civil Aeronautics Administration employees who arrived at the scene, and directed rescue efforts to the other members of the crew. Only when these had been removed to safety was he himself rescued. Ten or fifteen minutes later the aircraft was completely demolished by explosions. The unselfishness and total disregard for his own safety in the interests of his fellow crew members, together with his flying skill in the face of imminent danger was an inspiration and courageous example for all ranks.

WALLACE, F/L John Maurice (J14453) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 4 May 1945 as per **London Gazette** of that date and AFRO 918/45 dated 1 June 1945. Award presented in Halifax, 27 July 1949.

This officer is a most efficient and resolute captain. He has participated in many sorties and throughout has set a fine example of devotion to duty. On one

occasion in January 1945 Flight Lieutenant Wallace piloted an aircraft detailed to attack Grevenbroitch. On the outward flight one of his engines failed. In spite of this Flight Lieutenant Wallace continued to the target and executed a good attack within a few minutes of the planned time of arrival. This officer displayed exceptional skill and his determination was in keeping with that which he has shown on all occasions.

The original recommendation, drafted 7 March 1945 when he had flown 16 sorties (101 hours, 45 minutes), was slightly more detailed:

This officer and captain of an aircraft was detailed to attack Grevenbroich on the 14th February 1945. Immediately after take off the port engine had to be feathered. With three engines it was impossible to maintain brief speeds. By cutting corners to press on, availing himself of every facility and opportunity to gain time, Flight Lieutenant Wallace reached the target with the stream and attacked three minutes after briefed time on target. With the full knowledge of the consequences if attacked by enemy fighters and despite the danger, this officer completed a successful attack.

For his courage, tenacity of purpose and for his outstanding example, this officer is strongly recommended for the award of the Distinguished Flying Cross (Immediate).

The sortie list was as follows:

21 November 1944 - Castrop Rauxel (6.00)
27 November 1944 - Neuss (5.20)
30 November 1944 - Duisburg (6.10)
2 December 1944 - Hagen (7.10)
4 December 1944 - Karlsruhe (6.45, day)
6 December 1944 - Osnabruck (6.30, day)
24 December 1944 - Dusseldorf (5.00, day)
28 December 1944 - Opladen (6.00)
29 December 1944 - Trois Dorf (6.50)
30 December 1944 - Cologne (6.40, day)
2 January 1945 - Ludwigshaven (6.55)
5 January 1945 - Hanover (5.35)
6 January 1945 - Hanau (6.40)
13 January 1945 - Saarbrucken (7.05)
14 January 1945 - Gravensbroich (6.20)
16 January 1945 - Magdeburg (6.45)

WALLACE, F/L John Maurice, DFC (J14453) - **Air Medal (United States)** - Alaska Defence Command - Awarded as per AFRO 819/46 dated 23 August 1946. Note: on 21 September 1942

while flying Bolingbroke 9118, No.115 Squadron, Annette Island, he was seriously injured in crash at base when engines failed. Alaska Defense Command General Order No.1, dated 4 January 1943, gives the following in American terms:

John Maurice Wallace (Army Serial Number R-76133), Sergeant Major, pilot, Royal Canadian Air Force. For heroism and outstanding meritorious conduct while serving with the Air Force of the United States Army in Alaska on September 21, 1942. On this date Sergeant-Major Wallace was detailed to carry out a routine flight as pilot of a Canadian Bolingbroke loaded with 250 pound depth charges and 250 pound anti-submarine bombs. When barely off the ground the port engine cut out. Sergeant-Major Wallace held the aircraft in the air with the remaining engine that still functioned. When he had cleared the runway he jettisoned the bombs, but the plane could not maintain its altitude and crashed about half a mile from where the bombs were dropped. It immediately burst into flames pinning Sergeant-Major Wallace under the wreckage. Upon being rescued, Sergeant-Major Wallace insisted that they leave him and save the three members of his crew first. Eventually all were rescued. The extreme courage and coolness, in the face of probable death, reflects credit on Sergeant-Major Wallace and the Canadian Military Services.

RCAF photo PL-42986 (29 March 1945) is captioned as follows: "Recently appointed as Commanding Officer of the Canadian Leaside Squadron, W/C K.A. France of Kelowna, British Columbia, centre, talks over the night's raid on Dortmund with two squadron members, S/L F.J. Horan of Kenora, Ontario and F/L J.M. Wallace (437 Chebucto Road) Halifax."

George Medal Recommendations: DHist file 181.009 D.2699 (National Archives RG.24 Volume 20631), in addition to the recommended AFC to Wallace, had recommendations dated 26 October 1942 by S/L Ashman for the George Medal to three American civilians, viz:

Charles Rex Marchant, employed with the Civil Aeronautics Administration, Annette Island, Alaska:

On the morning of September 21st, 1942, Charles Rexarchant, while employed in the U.S. Civil Aeronautics Administration Building at Annette Island Landing Field, Alaska, heard a crash and, running out, observed an aircraft coming down in a clump of trees a short distance away. In company with fellow employees J.R. Bassett and L.H. Sasseen, he ran towards the crash which proved to be an RCAF bomber and which burst into flames when they were about half the distance to it. On arrival at the scene, Marchant and his companions, disregarding the great heat, bursting flares and exploding ammunition, and the imminent and certain danger of the explosion of the large gasoline supply and possible bomb detonations, rescued all members of the crew including the pilot who was pinned under burning wreckage. Within 10 to 15 minutes after the rescue had been effected the aircraft

was completely demolished by explosions. Mr. Marchant displayed calmness and courage of the highest order in a most dangerous situation, thereby saving, with the assistance of Bassett and Sasseen, the lives of all crew members of the aircraft.

Lorne H. Sasseen, employed with the Civil Aeronautics Administration, Annette Island, Alaska; citation identical to above save in ordering of names.

Jack Reniss Bassett, employed with the Civil Aeronautics Administration, Annette Island, Alaska: citation identical to above save for ordering of names.

These were endorsed on 26 October 1942 (day of submission) by S/L G.G. Diamond, RCAF officer, Annette Island, and on 26 December 1942 by the Air Officer Commanding , Western Air Command. Subsequent action unknown.

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WALLACE, F/O John Stuart (J14790) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 17 October 1944 and AFRO 2637/44 dated 8 December 1944. Born in Winnipeg, 2 July 1923. Home in Niverville, Manitoba; educated there and St. James Collegiate in Winnipeg. Attempted to enlist at 16 and finally enlisted in Winnipeg, 25 September 1941. Granted Leave Without Pay until 29 December 1941 when posted to No.2 Manning Depot. To No.27 EFTS, 12 February 1942. To Rockcliffe, 3 March 1942. To No.5 ITS, 11 April 1942; graduated and promoted LAC, 6 June 1942; to No.8 AOS, 21 June 1942; graduated and commissioned 9 October 1942. To "Y" Depot, 23 October 1942. To RAF overseas, 22 November 1942. Promoted Flying Officer, 9 April 1943. Promoted Flight Lieutenant, 9 October 1944. Repatriated 23 November 1945. To No.5 Release Centre, 1 December 1945. Retired 14 December 1945. Following the war he farmed at Niverville for the rest of his life. Councillor and Reeve, Rural Municipality of Richot, 1960 to 1972 and again 1986 to 1992. Died in Niverville, 4 June 2007. Award presented by King George 30 October 1945. Photo PL-46223 shows him with wife and mother-in-law. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.3080 (RG.24 Vol.20636) has recommendation dated 22 July 1944 when he had flown 35 sorties (177 hours 35 minutes), 26 July 1943 to 20 July 1944 (102 "points").

This officer has completed a total of thirty-five operations and is one of the outstanding navigators of the squadron. He has at all times displayed the highest degree of courage and his efficiency and devotion to duty have been an example to all ranks.

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WALLACE, F/O Kenneth Thomas (J27739) - **Distinguished Flying Cross** - No.156 Squadron -

Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 22 October 1922. Enlisted 11 May 1942. Trained at No.1 ITS, No.9 EFTS and No.1 SFTS. Retired 14 September 1945. Rejoined RCAF, 16 September 1946. Served in postwar RCAF (20333), retiring 29 September 1969/ Died in Dunrobin, Ontario, 27 October 2005. **Airforce**, reporting his passing (Fall 2006) recorded him a "Major Kenneth Thomas Wallace, MBE, DFC, CD." No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". Public Records Office Air 2/9083 has recommendation dated 14 March 1945 when he had flown 34 sorties (187 hours 25 minutes), 16 September 1944 to 12 March 1945.

16 September 1944 - Rheine Hopstein
20 September 1944 - Calais
5 October 1944 - Saarbrucken
7 October 1944 - Emmerich
14 October 1944 - Duisburg
15 October 1944 - Wilhelmshaven
19 October 1944 - Stuttgart
23 October 1944 - Essen
25 October 1944 - Essen
30 October 1944 - Cologne
31 October 1944 - Cologne
4 November 1944 - Bochum
29 November 1944 - Essen
30 November 1944 - Duisburg
3 December 1944 - Urft Dam
4 December 1944 - Karlsruhe
5 December 1944 - Soest
12 December 1944 - Essen
28 December 1944 - Opladen
30 December 1944 - Osterfeld
31 December 1944 - Cologne
2 January 1945 - Nuremburg
7 January 1945 - Munich
1 February 1945 - Mainz
3 February 1945 - Bottrop
14 February 1945 - Chemnitz
17 February 1945 - Wesel
23 February 1945 - Pforzheim
14 January 1945 - Saarbrucken
2 March 1945 - Cologne
5 March 1945 - Chemnitz
7 March 1945 - Dessau

8 March 1945 - Hamburg
12 March 1945 - Dortmund

Flying Officer Wallace has completed 34 operational sorties, 22 of which have been with the Pathfinder Force.

This officer is a keen and reliable pilot. He has carried out his sorties in this squadron with great determination and zest. His good captaincy has achieved a fine crew spirit and resulted in good operational results. He has plenty of grit and presses home his attacks with great keenness.

Flying Officer Wallace has shown enthusiasm, loyalty and devotion to duty of a high order, and I recommend him for the award of the Distinguished Flying Cross.

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WALLACE, F/O Malcolm Stuart (J23796) - **Mention in Despatches** - No.10 Squadron (Canada) - Award effective 5 May 1944 as per **London Gazette** of that date and AFRO 1133/44 dated 26 May 1944. Home in Simcoe, Ontario; enlisted Hamilton, 5 May 1941. To No.3 ITS, 6 August 1941; graduated and promoted LAC, 13 September 1941 when posted to No.20 EFTS; graduated 7 November 1941 when posted to No.16 SFTS; graduated 7 March 1942 when posted to No.13 Operational Training Squadron. Postings unclear thereafter until 11 September when posted to No.9 (Transport) Group. To No.168 (Heavy Transport) Squadron, 12 September 1945. To No.3 Release Centre, 20 February 1946. Retired 1 March 1946. Photo PL-24228 shows the whole crew on their attack on a U-Boat: Back Row - WO2 F.J. Patterson; F.O A.P.V. Cheater, F/O P.C.E. Lafond, F/O M.S. Wallace, P/O J.A. Banks. Front Row - Sergeant S.S. Archer, WO2 C.S. Carter. See DFC entry for F/O A.P.V. Cheater for account of attack on **U-845**.

This officer was second pilot of a VLR Liberator which recently carried out three well executed attacks against a strongly resisting enemy submarine under conditions of very poor visibility. Flying Officer Wallace contributed largely to the success of the attacks by carrying out his duties with coolness and efficiency. He has flown many hours on anti-submarine operations and has at all times displayed ability and devotion to duty of a high order.

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WALLACE, F/O Robert Ashley (J23316) - **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 24 June 1919. Home in Port Arthur, Ontario; enlisted Edmonton, 19 March 1942. Trained at No.2 ITS (graduated 4 July 1942), No.2 or No.3 EFTS (graduated 25 September 1942) and No.11 SFTS (graduated 5 February 1943). Remained in

postwar RCAF, retiring 18 February 1969 in St. James, Manitoba..

This officer has completed many anti-shipping sorties over the Bay of Biscay and off the Dutch and Norwegian coasts. In August 1944 his aircraft was one of a formation which participated in the attack on two enemy destroyers in the mouth of the Gironde which resulted in the destruction of the two enemy vessels. Flying Officer Wallace has always displayed outstanding skill, high courage and devotion to duty.

WALLACE, F/O Robert Ashley, DFC (J23316) - **Croix de Guerre (France)** - No.404 Squadron (AFRO gives unit only as "Overseas") - Awarded as per AFRO 1672/45 dated 2 November 1945. Award presented 9 July 1949. Public Records Office Air 2/9645 has citation.

Between the 6th June and 24th August, 1944, Flying Officer Wallace participated in five anti-shipping strikes against units of the German navy along the coast of the Bay of Biscay. The targets included no less than five enemy destroyers, four mine sweepers, two armed trawlers, an 80,000 ton **Sperrbrecher** and an escort vessel. Of these enemy vessels, two of the destroyers and four of the minesweepers were known to have been sunk, and severe damage was caused to the remainder in missions in which Flying Officer Wallace participated. Flying Officer Wallace is a most determined and courageous pilot who has pressed home all his attacks in a most gallant manner and often in the face of the heaviest anti-aircraft opposition.

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WALLACE, F/O William James Lester (J29015) - **Distinguished Flying Cross** - No.12 Squadron - Award effective 22 May 1945 as per **London Gazette** of that date and AFRO 1147/45 dated 13 July 1945. Born 30 January 1918. Home in Toronto; enlisted Galt, 31 January 1942 as Aero Engine Mechanic and posted to No.1 Manning Depot. To Technical Training School, 13 March 1942. Promoted AC1 and posted to Mountain View, 17 June 1942. Promoted LAC, 17 September 1942. Remustered to aircrew and posted to No.5 ITS, 5 December 1942; graduated 20 February 1943 when posted to No.10 EFTS; graduated 16 April 1943 and posted next day to No.5 SFTS; graduated and commissioned 6 August 1943. To No.31 GRS, 20 August 1943. To "Y" Depot, 13 November 1943. Taken on strength of No.3 PRC, Bournemouth, 23 November 1943. Promoted Flying Officer, 6 February 1944. Repatriated 18 June 1945. To No.8 OTU, 19 June 1945. To Greenwood, 31 July 1945. To Release Centre, 6 September 1945. Retired 11 September 1945. Award presented in Toronto, 30 November 1949. Died in Toronto, 20 October 2008.

One night in March 1945, Flying Officer Wallace was captain of an aircraft detailed to attack Nuremburg. When nearing the target the aircraft was attacked by a fighter. Much damage was sustained and the rear gunner was wounded. The

starboard inner engine caught fire and had to be put out of action. The aircraft became difficult to control and some height was lost. Despite this, Flying Officer Wallace went on to make his bombing attack. When over the target the bomber was hit by fire from the ground defences whilst illuminated by searchlights. Nevertheless, Flying Officer Wallace completed his run. As he turned away from the target, two engines were put out of action. The aircraft was difficult to control. Undeterred, this resolute pilot set course for Allied territory. He reached an airfield in France where he effected a successful crash landing. In most harassing circumstances, Flying Officer Wallace displayed superb skill, great courage and coolness. His devotion to duty was outstanding.

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WALLER, F/L Stephen John William (J10012) - **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 3 May 1914. Home in Chatham, New Brunswick; enlisted Quebec City, 10 May 1940. To No.1 ITS, 27 May 1940; graduated and promoted LAC, 22 June 1940 when posted to No.1 EFTS; to No.1 SFTS, 16 August 1940; reclassified as Observer and posted to Trenton, 5 June 1941; to No.10 AOS, 20 July 1941; to No.6 BGS, 7 November 1941; graduated and promoted Sergeant, 20 December 1941; to No.2 ANS, 21 December 1941; graduated and commissioned 23 January 1942. To "Y" Depot, 24 January 1942. To RAF overseas, 23 February 1942. Promoted Flying Officer, 1 December 1942. Promoted Flight Lieutenant, 1 September 1943. Repatriated 2 August 1945. To No.1 Release Centre, 10 August 1945. Retired 22 September 1945.

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WALLIS, F/O Sydney Robert (J38431) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 23 November 1945 as per **London Gazette** dated 7 December 1945 and AFRO 244/46 dated 8 March 1946. Born 26 April 1916 in Lethbridge; pre-war clerk; enlisted in Calgary, 11 August 1942. To No.3 Manning Depot, 27 August 1942. To No.7 SFTS, 23 October 1942 (guard). To No.7 ITS, 29 January 1943; graduated and promoted LAC, 19 March 1943; to No.6 EFTS, 20 March 1943; ceased training and posted No.2 Manning Depot, 13 May 1943; to No.5 BGS, 15 June 1943; to No.1 ANS, 2 October 1943; graduated and commissioned, 12 November 1943. To "Y" Depot, 26 November 1943. To Aircrew Graduate Training School, 17 January 1944. Dates of posting overseas and repatriation uncertain. Promoted to Flying Officer, 11 May 1944. Served in postwar RCAF (20295). Promoted Flight Lieutenant, 1 June 1951. As of November 1951 he was with the USAF 16 Assault Squadron (Stewart Air Force Base, Smyrna. Tennessee) where he was described as having had "considerable experience in Canadian northern exercises" and was therefore qualified to compare Canadian and American troop carrier methods of Winter Indoctrination. Promoted Squadron Leader, 1 July 1956. No citation, "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009

D.2610 (RG.24 Vol.20627) has recommendation dated 22 May 1945 when he had flown 30 sorties (194 hours), 6 October 1944 to 21 March 1945.

Flying Officer Wallis has completed an exceptionally valuable tour of operations in that, besides taking part in heavy attacks on heavily defended targets, he has been the key member of a very able mining crew. His outstanding ability and determination to remain in hazardous gardening areas until precise mining could be guaranteed has set a very high example, and has enhanced the record of the squadron as a whole.

The sortie list was as follows:

6 October 1944 - Dortmund (6.15)
9 October 1944 - Bochum (6.55)
12 October 1944 - Wanne-Eickel (4.55)
14 October 1944 - Duisburg (6.00)
16 October 1944 - Wilhelmshaven (5.00)
23 October 1944 - Essen (5.30)
25 October 1944 - Hamburg (5.30)
30 October 1944 - Cologne (5.55)
16 November 1944 - Julich (5.10)
21 November 1944 - Castrop Rauxel (2.50, duty not carried out)
2 December 1944 - Hagen (7.05)
5 December 1944 - Soest (7.05)
6 December 1944 - Osnabruck (6.40)
26 December 1944 - St. Vith (6.20)
28 December 1944 - Gardening (6.30)
29 December 1944 - Oberlar (6.50)
31 December 1944 - Gardening (7.05)
5 January 1945 - Hanover (6.00)
12 January 1945 - Gardening (5.35)
14 January 1945 - Gardening (6.40)
16 January 1945 - Gardening (7.35)
1 February 1945 - Mainz (5.20, duty not carried out)
15 February 1945 - Gardening (7.15)
18 February 1945 - Gardening (6.15)
20 February 1945 - Mannheim (7.10)
23 February 1945 - Essen (6.15)
25 February 1945 - Gardening (6.15)
12 March 1945 - Dortmund (6.15)
15 March 1945 - Hagen (6.45)
16 March 1945 - Gardening (4.35)
21 March 1945 - Hemmingstadt (5.20)

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WALLIS, F/O William Herbert Cyril (J2761) - **Commended for Valuable Services in the Air** - No.13 SFTS - award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 13 July 1914. Home in Montreal; enlisted there 10 November 1941 and immediately posted to No.3 ITS; graduated and promoted LAC, 3 January 1942 when posted to No.11 EFTS; graduated 14 March 1942 when posted to No.9 SFTS; graduated and commissioned 3 July 1942. To Trenton, date uncertain; to No.13 SFTS; promoted Flying Officer, 3 January 1943. To Rockcliffe, 25 February 1944. Promoted Flight Lieutenant, 10 June 1944. To No.5 OTU, 29 November 1944. To Moncton, 24 April 1945. To No.11 Squadron, 29 April 1945. To Halifax, 20 July 1945. To No.3 Release Centre, 24 January 1946. Retired 28 January 1946. Died in Cambridge, Ohio, 10 July 1997.

As a flying instructor for the past sixteen months at this unit, this officer's work has been consistent and highly exemplary. His devotion to duty has been an outstanding example to those under him.

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WALLNUTT, F/L Thomas (J23024) - **Air Force Cross** - Central Flying School - Award effective 11 August 1945 as per **Canada Gazette** of that date and AFRO 1453/45 dated 14th September 1945 Born 22 November 1916. A native of the Yukon. Enlisted at Vancouver, 10 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.1 EFTS; graduated 28 May 1941 when posted to No.2 SFTS; graduated 8 August 1941. He received his wings from Billy Bishop during filming of "Captains of the Clouds". To Central Flying School, 9 August 1941. To No.4 Training Command, 8 November 1941. To No.32 SFTS, 9 November 1941. Promoted Flight Sergeant, 8 February 1942. Promoted WO2, 8 August 1942. Commissioned 5 October 1942. Promoted Flying Officer, 5 April 1943. To No.9 SFTS, 15 October 1943. To No.2 Flying Instructor School, 16 October 1943. To No.1 Flying Instructor School, 18 January 1944. Promoted Flight Lieutenant, date uncertain. Remained in postwar RCAF (25832). As of date of award he had flown 2,407 hour - 2,661 as instructor - 100 hours in previous six months. Award sent by registered mail 17 December 1948. Died in Colorado Springs, Colorado, 16 January 1998.

This officer, throughout a lengthy flying instructional career, has invariably displayed the utmost enthusiasm and resourcefulness. His cheerfulness and willingness to accept any task and follow it through to a successful conclusion have set a splendid example. His able leadership and great devotion to duty have long been praiseworthy contributions to the efficient standard of flying instruction at this unit.

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WALLS, F/O Gerald Moorhouse (J14570) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 24 May 1944 as per **London Gazette** dated 6 June 1944 and AFRO 1660/44 dated 4 August 1944. Born 27 October 1920. Home in Aneroid, Saskatchewan; enlisted Regina, 1 October 1941. To No.3 Manning Depot, 21 November 1941. To No.3 SFTS (guard), 31 January 1942. To No.4 ITS, 28 March 1942; graduated and promoted LAC, 22 May 1942 but not posted to No.2 AOS until 6 June 1942; graduated and commissioned 25 September 1942. To "Y" Depot, 9 October 1942. To RAF overseas, 27 October 1942. Promoted Flying Officer, 25 March 1943. Promoted Flight Lieutenant, 25 August 1944. Repatriated 14 April 1945. To No.2 Air Command, 20 April 1945. To No.6 Release Centre, 14 June 1945. Retired 19 June 1945. Award presented 9 July 1945. RCAF photo PL-26817 (e UK-7534 dated 25 January 1944) as S/L W.J. Province (chaplain) greets Porcupine Squadron personnel with coffee and cigarettes - at right, F/O G.M. Wells (navigator, Aneroid, Saskatchewan) and his captain, F/L G.W. Wolton (Calgary). 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.2909 (RG.24 Vol.20633) has recommendation dated 24 March 1944 when he had flown 21 sorties (150 hours 15 minutes).

This officer, the navigator of the crew captained by Acting Flight Lieutenant C.W. Wolton, has since July 1943 made 21 operational sorties over enemy territory, including such targets as Berlin (4), Hamburg (3), Hanover (2), and several long distance targets including Nuremburg, Milan [and] Leipzig, calling for a high degree of navigational ability.

His outstanding ability and strong sense of duty have been a constant source of encouragement to his fellow navigators and his cheerful confidence has inspired a high standard of morale in his crew.

Flying Officer Walls has at all times displayed exceptional fearlessness in the face of intensive opposition and has coolly carried out his work most efficiently.

The sortie list was as follows:

30 July 1943 - Remscheid (5.50)
2 August 1943 - Hamburg (6.00)
9 August 1943 - Mannheim (5.45)
12 August 1943 - Milan (8.50)
17 August 1943 - Peenemunde (7.30)
22 August 1943 - Leverkusen (5.15)
23 August 1943 - Berlin (7.30)
27 August 1943 - Nuremberg (8.45)
30 August 1943 - Munchen Gladbach (3.20 , duty not carried out)
31 August 1943 - Berlin (7.50)

16 September 1943 - Modane (8.15)
22 September 1943 - Hanover (2.40, duty not carried out)
23 September 1943 - Mannheim (7.25)
27 September 1943 - Hanover (6.05)
4 October 1943 - Frankfurt (7.35)
22 October 1943 - Kassel (4.30)
20 January 1944 - Kiel (4.55; briefed for Berlin; faulty petrol feed so attacked diversionary target)
21 January 1944 - Magdeburg (7.00)
30 January 1944 - Berlin (6.30)
15 February 1944 - Berlin (6.25)
19 February 1944 - Leipzig (7.05)
25 February 1944 - Augsburg (4.40, starboard inner high fuel consumption, explosion and fire)
6 March 1944 - Trappes (4.55)
7 March 1944 - Le Mans (5.05)

RCAF Press Release No.4404 dated 30 March 1944 from F/L Eggleston reads:

WITH THE RCAF. BOMBER GROUP OVERSEAS: -- A farmer at Aneroid, Saskatchewan, before he joined the RCAF, F/O G.M. "Gerry" Walls, a navigator with the Porcupine squadron of the RCAF Bomber Group in England, has completed his first tour of operations and will now see service as an instructor at some other unit.

Coming overseas in November 1942, F/O Walls was posted to the Lion squadron after his training. He saw service with this squadron on Wellington and Halifax bombers until the entire crew was transferred to the Porcupine squadron when it was formed. During this tour of operations, he has practically covered all the targets in the Ruhr Valley, has been to Berlin several times, also Stuttgart, Frankfurt and Mannheim, etc.

"Altogether it was a pretty good tour," said Walls. "We had a good skipper and all the boys worked well together. Of course we had our eventful moments the same as anyone else. Luckily, the fighters never got on our tail. Flak got us one night over Mannheim and we came out of it with two holes in the "Hally". We were also coned several times by searchlights, but the skipper always managed to get us out of them by violent evasive action. Near the end of the tour, the pilot was forced to "feather" an engine on the way to Augsburg and we had to turn back to base. When he 'unfeathered' it over the airdrome, it exploded and broke out in flames, but he had the 'kite' down on the 'deck' in no time, and the fire brigade was on hand to extinguish it. All of us stepped out of the aircraft unharmed", he said.

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WALMSLEY, WO1 Jack (Can 2464) - **Mention in Despatches** - No.62 Base Servicing Echelon - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. Born 17 September 1918. Home in Regina; enlisted Toronto, 13 June 1938 as Aero Engine Mechanic. Promoted LAC, 13 October 1939. Promoted Corporal, 1 February 1940. Promoted Sergeant, 15 October 1940. To No.1 ANS, 21 November 1940. To No.6 Repair Depot, date uncertain. Promoted Flight Sergeant, 1 October 1941. To No.2 OTU, 6 July 1942. To No.1 GRS, 10 August 1942. To "Y" Depot, 25 January 1943. To RAF overseas, 19 February 1943; promoted WO2, 25 October 1943. Repatriated 18 June 1945; to No.8OTU, 19 June 1945. To Greenwood, 31 July 1945. Remained in postwar RCAF, reverting to Flight Sergeant, 1 October 1946. Promoted WO2, 1 October 1950. Promoted WO1, 1 October 1952. AFRO gives unit only as "Overseas"; DHist file 181.009 D.1725 (PAC RG.24 Vol 20607) has list of MiDs this date with unit. Had been recommended for Canada Medal, 12 November 1943 and MiD, August 1944. DHist file 181.009 D.1722 (PAC RG.24 Vol.20606) has recommendation dated 3 February 1945, when he was Warrant Officer in charge, Base Main Servicing Section. He had then served seven years and two months in Canada, 23 months overseas.

Warrant Officer Walmsley as Warrant Officer in charge 62 Base Main Servicing Section has displayed exceptional all-round ability in his work. His leadership and devotion to duty have been of an extremely high order; his attention to detail has been meticulous.

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WALMSLEY, W/C John Locke (C2080) - **Member, Order of the British Empire** - Canadian Joint Staff, Washington - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Home in Moncton, New Brunswick; enlisted in Toronto, 30 May 1940 as Equipment Officer. Flying Officer, 26 August 1940. At AFHQ, 16 February 1941. To Dayton, Ohio, date uncertain. Promoted Flight Lieutenant, 1 February 1942. Promoted Squadron Leader, 1 December 1942. To Canadian Joint Staff, 31 May 1944. Promoted Wing Commander, 1 February 1945. To No.2 Release Centre, 12 September 1945. Retired 12 September 1945.

This officer during the past three years has performed outstanding work in the interest of the Royal Canadian Air Force and the war effort. His personality and tact have contributed in no small measure to good feeling with the American services evinced by their co-operative attitude in matters with which this officer has had to deal. He commands the respect of all who have had contact with him and his services have been a decided asset to the service.

WALMSLEY, W/C John Locke, MBE (C2080) - **Officer, Legion of Merit (United States)** - Award effective 19 March 1946 as per **Canada Gazette** dated 4 May 1946 and AFRO 473/46

dated 10 May 1946. (NOTE: had earlier been announced in AFRO 388/46 dated 12 April 1946; why republish it?). Lieutenant-Colonel Jay P. Thomas, USAAF, Air Attache at American Embassy, wrote to AFHQ, 13 March 1946 with citation; presented 22 April 1946 by Major-General E.M. Powers.

Wing Commander John L. Walmsley performed outstanding service as Assistant Equipment Officer on the Canadian Joint Staff in Washington from May 1942 to September 1945 by procuring aircraft, engines and spare parts for the Royal Canadian Air Force. He determined requirements and developed his organization to facilitate operations. His efficiency and tact insured success for his mission and strengthened the bonds of friendship between Canada and the United States.

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WALMSLEY, S/L John Patrick (C15564) - **Mention in Despatches** - East Moor - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. Born 13 March 1912. Home in Vancouver; enlisted there 6 May 1941 and posted to No.2 Manning Depot. To No.11 SFTS, 23 May 1941 (guard). To No.4 ITS, 20 June 1941. Graduated and promoted LAC, 26 July 1941; posted that date to No.8 EFTS. Ceased training and posted to Trenton, 4 September 1941. To No.3 SFTS, 2 December 1941. To No.2 ANS, 2 January 1942. To "Y" Depot, 25 January 1942. To RAF overseas, 26 February 1942. Commissioned in Flying Control Branch, 14 July 1942. Promoted Flying Officer, 14 January 1943. Promoted Flight Lieutenant. 12 October 1944. Promoted Squadron Leader, 13 November 1944. Repatriated 7 June 1945. To "K" 4 July 1945. To No.662 Wing, 1 August 1945. Retired 9 September 1945. AFRO gives unit only as "Overseas"; DHist file 181.009 D.1725 (PAC RG.24 Vol 20607) has list of MiDs this date with unit. DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation forwarded to No.6 Group Headquarters, 3 February 1945. Confirms his status as Flying Control Officer but says he enlisted 29 April 1941; served ten months in Canada, 36 months overseas.

Squadron Leader Walmsley as Senior Flying Control Officer on this station has proven himself to be an exceedingly valuable member of the service. He has won the confidence and respect of all pilots by his coolness in the face of all emergencies and by his skilful judgement in handling swiftly large numbers of aircraft. He continually and tirelessly searches for new ideas to facilitate aircraft control and he has been personally responsible for many improvements in this direction.

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WALROD, FS Donald Alan (Can 4134) - **British Empire Medal** - RCAF Detachment, Suffield - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Born in Rumsey, Alberta, 10 May 1917. Educated in Alberta including machine

shop course (1936-1937) and special course in Calgary (oil chemistry), 1938. Home in Medicine Hat, Alberta where he was a welder. Reserve service, 3 April to 12 June 1939 which he described as "Recruit Training in Preparation for King's Visit to Calgary, May 1939." Enlisted in Regular Force, Calgary, 12 June 1939 as Aero Engine Mechanic and received basic trade instruction with No.3 (Bomber) Squadron (Wapiti aircraft); from July to October 1939 he described his work as "Assisted in Basic Training, Auxiliary Personnel (No.113 Detachment). To No.1 Manning Depot, Toronto, 23 October 1939. Promoted AC1, 12 December 1939. Promoted LAC, 12 March 1940. To Trenton, 7 May 1940. While there he described his duties as "Trouble shooting engine changes, inspection, Anson I and Fleet Finch, June to November 1940", then "NCO of a crew doing night maintenance on Harvard and Lockheed Aircraft, November 1940 to April 1941", followed by "Crewman on Lockheed 12 of Categorisation Flight, April-May 1941". From August 1941 to June 1942 he was in charge of Harvard engine maintenance and "Instructor to Student Pilots on Engines and Airframes". The period July 1942 to June 1943 was described as follows - "NCO in charge Control Room and Log Book Room (Central Maintenance), NCO in charge Trade Improvement for Ground Crew trades." Promoted Corporal, 1 November 1940. Promoted Sergeant, 1 April 1941. Promoted Flight Sergeant, 1 August 1942. To No.12 SFTS, Brandon, 1 June 1943. To Detachment Suffield, 24 June 1943. He summarized his work at Suffield as follows - "NCO in charge of Flight Coordination of all sections necessary to carry out experimental bombing trials, Boston, Mitchell, Bolingbroke, Lysander, Mosquito, co-operation with Canadian Army, RAF, AAAF." To Station Winnipeg, 16 September 1946 for service with No.9402 Detachment. Reverted to Corporal, 1 October 1946. To Station Headquarters, Winnipeg, 1 March 1947. Promoted Sergeant, To 1 April 1947. To No.450 Air Observation Post Squadron (Rivers), 22 April 1947 - predesignated No.444 AOP Squadron). To Headquarters, Canadian Joint Air Training Centre, Rivers, 1 April 1949. To Station Greenwood, 15 November 1949. To No.405 Squadron, 8 May 1951. Promoted Flight Sergeant, 1 February 1952. To No.2 (Maritime) OTU, Greenwood, 29 June 1953. To No.4 (Fighter) Wing, Germany, 16 November 1953. Promoted WO2, 1 April 1956. To Station Portage, 3 November 1956. To Station Trenton, 11 January 1959. To Station Winnipeg, 1 March 1959. To No.111 Composite Unit, Winnipeg, 30 April 1959. To Station Winnipeg Headquarters, 11 December 1961. Attended CL-41 Tutor Conversion Course at Winnipeg, 1-12 February 1965. Attended Cosmopolitan Eland Engine course at Winnipeg, 7-18 February 1966. Attended Albatross Maintenance course, Winnipeg, 11-21 October 1966. Retired 30 December 1969. Award presented 13 September 1947. Died 9 July 1994 in Winnipeg as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 1994.

Flight Sergeant Walrod has always shown the utmost enthusiasm in his vigorous and whole-hearted devotion to duty. As Master Mechanic in charge of the supervision of aircraft crews and maintenance, he has been an inspiration to all men, definitely promoting harmony and good will. Through his untiring endeavours, the serviceability of aircraft has been maintained at an extremely high standard of efficiency, thus enabling projects of an experimental nature to be completed on schedule. His outstanding devotion to duty is worthy of the highest praise and commendation.

The recommendation was raised on 7 March 1946 exactly as shown above. Supported by A/V/M Ken Guthrie, 8 March 1946 and further approved up the line.

Selected Assessments: "Has a thorough theoretical knowledge of his trade. Has done very good work lecturing to both officers and airmen. Inclined to be somewhat shy and retiring." (Squadron Leader, name illegible, Station Trenton, 28 May 1943).

"Corporal Walrod has served with 444 AOP Squadron since it was first formed here; during this time he has proven himself to be an extremely capable NCO. His ability as a tradesman and as an NCO together with his great store of service knowledge as a result of long service in the RCAF makes him stand head and shoulders above his fellow workers. He is very tough and always willing to work. He is extremely interested in his work, and has been giving ground instruction in aero engines to the army aircrew classes going through this unit." (Major N.W. Reilander, No.444 AOP Squadron, 20 December 1948).

"Flight Sergeant Walrod is an excellent tradesman and NCO. He takes a keen interest in the welfare of the airmen and is respected by the personnel working under him. This NCO is loyal to the service and to his superiors, and while with this squadron worked long overtime hours without compensating time off to ensure the successful completion of assignments." (W/C J.E. Creeper, No.405 Squadron, 21 January 1954).

Commended and thanked, 10 November 1964, for a suggestion concerning a gauge to enable the Expeditor propellor de-icer nozzle to be more accurately adjusted.

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WALSH, F/O Alexander Hamilton (J14098) - **Commended for Valuable Services in the Air** - No.4 Bombing and Gunnery School - Award effective 14 November 1944 as per **Canada Gazette** of that date and AFRO 2684/44 dated 15 December 1944. Born 25 July 1923. Home in London, Ontario; enlisted there 15 September 1941. To No.31 ANS, 14 October 1941 (guard). To No.1 ITS, 4 January 1941; graduated and promoted LAC, 27 February 1942 but not posted to No.10 EFTS until 14 March 1942; graduated 22 May 1942 and posted next day to No.16 SFTS; graduated and commissioned 11 September 1942. To No.2 Flying Instructor School, 9 October 1942. To No.5 SFTS, 6 December 1942. Promoted Flying Officer, 11 March 1943. To No.4 BGS, 17 April 1943. To No.8 OTU, 27 July 1944. To "Y" Depot, 24 October 1944. Taken on strength of No.3 PRC, Bournemouth, 24 November 1944. Promoted Flight Lieutenant, 1 December 1944. Repatriated 7 August 1945. To No.4 Release Centre, 14 August 1945. Retired 6 September 1945.

This officer, as pilot instructor (armament), has administered the conversion flight efficiently and introduced an excellent training programme for the conversion of staff pilots. He has shown himself to be a keen and efficient officer at all times.

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WALSH, WO Clifford Arthur (R107273, later J19706) - **Distinguished Flying Cross** - No.77 Squadron - Award effective 30 November 1943 as per **London Gazette** dated 10 December 1943 and AFRO 297/44 dated 11 February 1944. Born 9 February 1919. Enlisted in Saskatoon, 10 June 1941 and posted to No.2A Manning Depot. To No.8 SFTS, 2 June 1941. To No.2 WS, 15 September 1941; to a BGS, 31 January 1942. To "Y" Depot, 10 March 1942. To RAF overseas, 21 March 1942. Later commissioned. Repatriated 20 October 1944. Died 30 June 2002 in St.Catharines, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2002.

Warrant Officer Walsh has completed many successful operations against the enemy in which he has displayed high skill, fortitude and devotion to duty.

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WALSH, F/L Edward Henry Michael (J5088) - **Mention in Despatches** - No.413 Squadron (AFRO says only "Overseas") - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born 15 May 1920. Home in Quebec City; enlisted there 22 August 1941. Trained at No.1 ITS (graduated 7 November 1940), No.1 AOS (graduated 1 February 1941), No.1 BGS (graduated 15 March 1941) and No.1 ANS (graduated 25 April 1941). Remained in postwar RCAF (19569). Awarded Queen's Coronation Medal, 23 October 1953 (Wing Commander, RCAF Staff College). Retired 22 February 1970 in Ottawa.. No citation in AFRO; DHist file 181.009 D.1751 (PAC RG.24 Vol.20608) has recommendation dated 12 November 1943 when he had flown 1,044 hours 15 minutes on operations:

This officer has completed over 1,000 operational hours on flying boats. He is a brilliant navigator and is senior navigator on the squadron. He has acted as navigator on the most difficult sorties.

On a recent night flight of over 1,000 miles, continuous rain was encountered over the entire route, and only two astro plots could be obtained. Flight Lieutenant Walsh reached his objective, a very small island in the Eastern Indian Ocean, at dawn, within thirteen minutes of E.T.A.

He is an excellent instructor and his high standard has furnished an excellent example for junior navigators in the squadron.

WALSH, S/L Edward Henry Michael (J5088) - **Medal of Merit, First Class (Czechoslovakia)** - No.9 (T) Group HQ - November 2nd, 1946.

A website dedicated to Diego Garcia has the following from him respecting events of 25 April 1942.

A large Japanese fleet, after having launched bombing raids on Colombo and Trincomalee in early April 1942 were still roaming somewhere on the Indian ocean. Around the 20 April wireless contact with Diego Garcia was lost and it was feared that the Japanese had raided the island. Our Catalina crew was dispatched to determine what had happened. No chart of the DG area was available but we were given the Latitude and longitude and set off. We warily circled the atoll, saw no ships or activity on the islands and so alight. A motor boat took us ashore and we found all was well except that their transmitter was on the fritz. The only strange thing to see was the large number of crabs running up and down the coconut trees!

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*WALSH, A/V/M George Victor, MBE (C41) - **Commander, Order of the British Empire** - Air Member Canadian Joint Staff - Award effective 26 May 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944. Born in Liverpool, England, 24 May 1893. Educated there and Loyola College (Montreal). Secretary to General Superintendent of CPR, 1911-1914 until he joined Canadian Expeditionary Force (twice wounded), later serving in Royal Flying Corps. Joined RCAF at Camp Borden, 1 April 1924. A writer of some merit; one of those who wrote a revue, "Aces High" presented in Montreal in May 1922. Managed concert parties at Camp Borden. AOC in Britain early in war; largely responsible for new RCAF ensign, unveiled overseas in early 1940 by Air Marshal Bishop. Air Commodore as of 30 September 1940; brought back to Canada; assigned to Washington in September 1941. Promoted Air Vice Marshal, 1 May 1942. To AFHQ, 6 August 1945. Retired 5 October 1946. Died in England, 4 June 1960. Award presented 21 November 1944. RCAF photo PL-2344 taken 1940 as Air Commodore. RCAF photo PL-28390 (ex UK-9093 dated 22 March 1944) shows A/V/M G.V. Walsh, normally in Washington, visiting No.6 Group, chatting with W/C W.P. Pleasance and Air Commodore A.D. Ross.

Air Vice-Marshal Walsh has rendered untiring and devoted service to the Royal Canadian Air Force. Since the commencement of hostilities he has served successively as Air Officer Commanding, Overseas Headquarters and Air Member, Canadian Joint Staff, Washington. This officer's display of energy, leadership and integrity, combined with a pleasing personality, is an inspiration to all those with whom he comes in contact. His knowledge and experience, combined with his good judgement, has been of an inestimable value to the Royal Canadian Air Force.

WALSH, A/V/M George Victor, CBE (C41) - **Commander, Legion of Merit (United States)** - Award effective 15 March 1946 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. Presented by American Ambassador, 29 March 1946 at Embassy Residence.

Air Vice Marshal George Victor Walsh, CBE, Royal Canadian Air Force, performed outstanding services in Washington from December 1941 to August 1945. As Air Attache and later as Air Member of the Canadian Joint Staff he was responsible for developing and supervising Royal Canadian Air Force supply procedures for the joint war effort. His skilful co-operation strengthened the bonds of friendship between the United States and Canada.

WALSH, A/V/M George Victor, CBE (C41) - **Companion, Order of the Bath** - AFHQ - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Joined RCAF at Camp Borden, 1 April 1924. Awarded CBE, 8 June 1944. Governor General's Records (RG.7 Group 26, Volume 60, file 190-I) has citation.

Air Vice-Marshal Walsh has rendered outstanding and devoted service to the Royal Canadian Air Force over a long period. Having served with distinction as Air Officer Commanding the Royal Canadian Air Force Overseas and later as Air Officer Commanding, No.3 Training Command, during the early development of the British Commonwealth Air Training Plan, he was appointed in 1942 as Air Member of the Canadian Joint Staff in Washington. In this capacity, he contributed greatly to the establishment of good-will and mutual understanding between the United States and Canadian Armed Services. Through his sincerity, diligence and tact, he enjoyed the confidence of those responsible for the exchange of information and procurement of equipment for the Royal Canadian Air Force. These efforts contributed in a large measure to the success of the Air Training Plan in Canada and the efficiency of anti U-Boat operations off the Canadian coast. At the end of hostilities, he returned to Canada where his extensive experience and sound judgement have continued to be of valuable assistance in the re-organization of Air Force establishments and the selection of senior personnel for the post-war Air Force.

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WALSH, F/O Peter Thomas (J88998) - **Distinguished Flying Cross** - No.192 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 19 January 1945 and AFRO 508/45 dated 23 March 1945. Born 2 January 1923. Home in Toronto; enlisted there 27 March 1942 and posted to No.3 Manning Depot. To No.6 ITS, 19 July 1942; graduated and promoted LAC, 11 September 1942 but not posted to No.7 EFTS until 10 October 1942; may have graduated 4 December 1942 but not posted to No.9 SFTS until 27 December 1942; graduated and promoted Sergeant, 30 April 1943. To "Y" Depot, 15 May 1943; to RAF overseas, 26 May 1943. Promoted Flight Sergeant, 30 October 1943. Promoted WO2, date uncertain. Commissioned 20 August 1944. Repatriated 9 December 1944. To No.3 Training Command, 20 December 1944. To No.16 SFTS, 16 January 1945. To No.4 Release Centre, 16 February 1945. Promoted Flying

Officer, 20 February 1945. Retired 21 February 1945. Rejoined as pilot, 16 November 1948. To Toronto that date. To No.413 Squadron, 10 January 1949. To Rockcliffe, 14 May 1950. Resigned commission, 6 June 1950. Award presented at Government House, 7 November 1949.

Throughout his tour of operational duty this officer has shown high courage and keen determination. His fine fighting spirit and enthusiasm to operate against the enemy have been most praiseworthy. When returning from an attack against Brunswick in August 1944, his aircraft was damaged by anti-aircraft fire. It was then illuminated by searchlights and attacked by enemy fighters. The rear gunner was wounded, the rear turret was rendered unserviceable and the port main plane petrol tanks and undercarriage were damaged. Despite the resultant difficulties further attacks were frustrated. Although Flying Officer Walsh was slightly wounded he flew his aircraft back safely and accomplished a masterly landing.

NOTE: Public Records Office Air 2/9038 has recommendation dated 18 October 1944 when he had flown 27½ sorties (148 hours 15 minutes), 2 December 1943 to 14 October 1944. The text differs in no substantial way from the above; the sortie list is follows; apart from the Nickling (leaflet dropping) sortie on 2 December 1943, all operations are described as "Special Duty" (the unit, as part of No.100 Group, would have been involved in radar jamming and other countermeasures:

* counted as half-sortie

2 December 1943 - Chartres, Nickling (3.45)*
9 April 1944 - Paris (4.50)
21 April 1944 - Belgian, Dutch and Danish coasts (6.00)
27 April 1944 - Montzon (3.20)
9 May 1944 - Paris (4.55)
11 May 1944 - Louvain (2.20)
12 May 1944 - Hasselt (2.25)
18 May 1944 - North coast of France (5.15)
21 May 1944 - Duisburg (3.10)
27 May 1944 - Aachen (3.55)
7 June 1944 - Paris (3.45)
17 July 1944 - Dutch coast (1.45)
6 August 1944 - Dutch coast (4.10)
8 August 1944 - Aire, Pas de Calais (2.30)
10 August 1944 - Dijon (6.15)
12 August 1944 - Brunswick (5.10)
25 August 1944 - Russelheim (8.10)
29 August 1944 - Heligoland Bay (3.00)
1 September 1944 - Lofoten Island (10.00)
2 September 1944 - Lofoten Island (9.30)

15 September 1944 - East of Saarbrucken (4.40)
17 September 1944 - Dutch coast (8.10)
22 September 1944 - Dutch coast (7.15)
23 September 1944 - Munster (4.00)
26 September 1944 - Karlsruhe (6.30)
29 September 1944 - Dutch coast (7.15)
4 October 1944 - Oslo (7.25)
9 October 1944 - Bochum (4.20)
14 October 1944 - Duisburg (4.30)

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WALTER, LAC Ferdinand Joseph (R167971) - **Mention in Despatches** - Leeming - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born 4 October 1916. Home in Regina; enlisted there, 18 June 1942 as "Tradesman". To No.1 Manning Depot, 3 July 1942. Reclassified as Armourer and posted to Mountain View, 12 September 1942. To No.5 BGS, 17 October 1942. Promoted AC1, 1 November 1942. To "Y" Depot, 3 March 1943. To RAF overseas, 27 March 1943. Repatriated 28 August 1945. To No.6 Release Centre, 4 September 1945. Discharged 12 October 1945. DHist file 181.009 D.2619 (RG.24 Vol.20628) has recommendation forwarded 1 February 1945 to No.63 Base HQ when he had served eight months in Canada, 22 months overseas. NOTE: recommendation gives name as "Walters".

This airman has been employed on periodical armament inspections of aircraft. He has constantly proven himself to be above average, conscientious and keen. He has worked under adverse and difficult conditions without complaint and has been responsible for the efficient completion of many tasks that were difficult in the extreme. Due to his energetic pursuance of his duties, he has earned the respect and confidence of all who work with him...

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WALTERS, FS Cyril Whitham (R100809) - **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. 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. Born 19 July 1912; home in Toronto; enlisted there 14 April 1941 as Radio Mechanic. To No.4A Manning Depot, 4 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, date uncertain; to RAF overseas, 19 March 1942. Promoted Corporal, 1 October 1942. Promoted Sergeant, 1 April 1943. Promoted Flight Sergeant, 1 December 1944. Repatriated with No.428 Squadron, 10

June 1945. To No.4 Release Centre, 25 August 1945. Discharged 1 September 1945. Certificate sent, 8 October 1948.

In the past year, Flight Sergeant Walters has been NCO in charge the Radar Repair and Inspection Section at RCAF Middleton St. George and during that time has proved to be a most reliable NCO as well as capably thinking for himself when called upon to solve the many intricate problems arising from Radar servicing. His attitude towards his men has constantly commanded their respect, which has to a great extent provided the impetus in achieving the high state of serviceability during this time.

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WALTON, S/L Cyril Leonard (C7721) - **Mention in Despatches** - Linton-on-Ouse - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. AFRO gives unit only as "Overseas". Home in Saskatoon; enlisted there 4 October 1942 in Administration Branch and immediately commissioned. To No.2 Manning Depot, 2 November 1942. To No.1 Manning Depot, 18 July 1942. To "Y" Depot, 3 February 1943. To RAF overseas, 8 March 1943. Promoted Flight Lieutenant, 1 May 1943. Promoted Squadron Leader, 13 May 1944. Repatriated 18 June 1945. To No.8 OTU, 19 June 1945. To Greenwood, 31 July 1945. Retired 12 September 1945. DHist file 181.009 D.1725 (PAC RG.24 Vol.20607) has list of MiDs this date with unit. DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation dated 3 February 1945 when he had served five months in Canada, 22 months overseas. Senior Intelligence Officer on station.

This officer has been employed as Senior Intelligence Officer on an important two-squadron operational station for the past nine months. During his tour of duty, and particularly prior to D Day and the subsequent months when the station was called upon for maximum efforts, this officer displayed splendid qualities of organization and by his personal example of untiring zeal far above the normal call of duty contributed in no small degree to the station's excellent record. He left no stone to ensure that crews proceeding on operations were most adequately briefed and at all times were in possession of any additional information which would assist in identifying the target, and resulted in improved bombing accuracy. Throughout the whole period he maintained a most pleasing personality and was highly regarded by his staff.

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WALTON, S/L Kenneth Walter (C2104) - **Member, Order of the British Empire** - No.7 BGS - Award effective 26 May 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944. Born 22 June 1910 in Saint John, New Brunswick; educated there including Saint John Vocational School. Enlisted as Aero Engine Mechanic, Camp Borden, 1 July 1931. Took

long Air Gunner's course at Camp Borden, 1935, graduating 27 June 1935; authorized to wear gunner's "Winged Bullet" badge. Promoted Sergeant, 1 April 1938. From June 1935 to November 1939 engaged on Air Gunner and Air Observer duties with Nos.2 and 3 (BR) Squadrons. Posted to No.11 (BR) Squadron, 3 November 1939. Promoted Flight Sergeant, 1 January 1940. Reclassified as Air Observer, 1 February 1940, Posted to Armament Officers Course, Trenton, 27 March 1940. Commissioned in Trenton, 31 May 1940. To No.7 BGS, date uncertain. Promoted Flight Lieutenant, 15 June 1941. Promoted Squadron Leader, 1 September 1942. To Mountain View, 23 April 1944. Promoted Wing Commander, 1 August 1944. To No.2 Air Command, 12 February 1945. To AFHQ, 1 April 1945. Reverted to Squadron Leader, 1 October 1946. To MCH (whatever that is), 19 June 1947. Promoted Wing Commander, 1 January 1949. To Staff College, Toronto, 7 September 1949. To Air Material Command Headquarters, 22 July 1950. Award presented 2 December 1946.

This officer, in charge of a ground instructors school, has been unceasing in his efforts to improve the standard of training. His devotion to duty has been an inspiration to all ranks. On numerous occasions he has unhesitatingly assumed responsibilities over and above that of his regular duties, displaying great initiative and forethought in carrying out his work.

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WALTON, Sergeant William John (R123425, later J51482) - **Distinguished Flying Medal** - No.431 Squadron - Award effective 21 March 1944 as per **London Gazette** dated 24 March 1944 and AFRO 921/44 dated 28 April 1944. Born 21 December 1921. Home in Toronto; enlisted there 8 August 1941 for General Duties and posted to No.1 Manning Depot. Classified 13 August 1941 as Equipment Assistant. To No.5 EFTS, 22 August 1941. To Technical Training School, 11 October 1941. To No.116 (BR) Squadron, 13 February 1942. To Halifax, 9 December 1942. To No.5 Manning Depot, 14 January 1943. Remustered to aircrew, 12 March 1943 and posted that date to Trenton. Promoted LAC, 15 March 1943 when posted to No.3 BGS; graduated and promoted Sergeant, 25 June 1943. To "Y" Depot, 9 July 1943. To RAF overseas, 13 July 1943. Repatriated 31 July 1944. Promoted WO2, 25 September 1944 and posted that date to No.1 BGS. Commissioned 9 November 1944. To No.4 Release Centre, 17 February 1945. Retired 22 March 1945. Award presented 17 June 1945. Died 9 January 1968 as per DVA letter dated 2 February 1968.

This airman was the rear gunner of an aircraft detailed to attack Berlin one night in February 1944. Before the target was reached the aircraft was attacked by a fighter and sustained damage. The inter-communication system was put out of action and the rear turret was rendered unserviceable. Although deprived of the use of oxygen and the means of heating, Sergeant Walton refused to vacate his turret. He suffered intensely on the homeward flight but maintained his vigilance and enabled his pilot to evade enemy aircraft on three occasions. This airman displayed great fortitude, determination and devotion to duty, setting a worthy

example.

DHH file 181.009 D.5526 (Library and Archives Canada RG.24 Volume 20667) has recommendation raised by W/C H.R. Dow, 21 February 1944 when he had flown four sorties (25 hours 55 minutes) as follows:

On the night of the 15th of February 1944, Sergeant Walton was the Rear Gunner in an aircraft detailed to attack Berlin. En route to the target, the aircraft was attacked by an enemy night fighter, rendering unserviceable the rear turret, intercommunication, electrical equipment, and Sergeant Walton's oxygen supply. Despite the intense pain he was suffering due to lack of oxygen and heating equipment, this airman stayed in his turret. By the use of call light, Sergeant Walton gave evasive tactics which enabled the captain to successfully evade three more attacks on the homeward journey.

By his determination and cool courage, Sergeant Walton contributed materially to the safe return of the aircraft and has set an inspiring example. I strongly recommend that his gallant conduct merits the award of the Distinguished Flying Cross.

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WALWYN, P/O Charles John (J93876) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born in Lipton, Saskatchewan, 24 August 1919 (obituary notice). Home there where he helped his father in a hardware store while finishing high school. Enlisted in Halifax, 12 November 1942 and posted to No.5 Manning Depot. To No.3 Training Command, 15 January 1943. To No.3 Flying Instructor School, 31 March 1943. To No.5 ITS, 1 May 1943; graduated and promoted LAC, 24 July 1943 but not posted to No.1 AOS until 21 August 1943; graduated and promoted Sergeant, 14 January 1944. To No.3 Aircrew Graduate Training School, 30 January 1944. To "Y" Depot, 28 February 1944. Taken on strength of No.3 PRC, Bournemouth, 30 March 1944. Commissioned 3 February 1945. Repatriated 2 August 1945. Promoted Flying Officer, 3 August 1945. To No.6 Release Centre, 12 August 1945. Retired 21 September 1945. Reported to have flown 28 sorties. Award sent by registered mail to Craven, Saskatchewan, 17 June 1951. Died in Surrey, British Columbia, 7 June 2008.

This officer has completed many sorties as navigator. During an attack on Dortmund his aircraft was damaged by enemy fighters and anti-aircraft fire but Pilot Officer Walwyn skilfully navigated it back to base on three engines. He has at all times shown courage and determination of a high order and has been an inspiration to all.

DHist file 181.009 D.2610 (RG.24 Vol.20627) has recommendation dated 17 April 1945 when

he had completed 28 sorties (195 hours 55 minutes), 27 November 1944 to 16 April 1945. The sortie list and submission were as follows:

27 November 1944 - Neuss (5.50)
30 November 1944 - Duisburg (6.25)
2 December 1944 - Hagen (7.20)
5 December 1944 - Soest (6.35)
6 December 1944 - Osnabruck (6.25)
26 December 1944 - St. Vith (6.20)
29 December 1944 - Oberlaar (6.50)
30 December 1944 - Cologne (6.35)
31 December 1944 - Oslo Fjord (7.20)
2 January 1945 - Ludwigshaven (7.30)
16 January 1945 - Magdeburg (6.30)
16 February 1945 - Pomerania Bay (7.10, mining)
18 February 1945 - Fredrichshaven (5.55, mining)
20 February 1945 - Dortmund (7.05)
21 February 1945 - Duisburg (6.45)
23 February 1945 - Fredricstad (6.50)
24 February 1945 - Sandefjord, minelaying (6.50)
2 March 1945 - Cologne (5.50)
5 March 1945 - Chemnitz (9.35)
8 March 1945 - Elbe Basin (5.15, mining)
20 March 1945 - Hemmingstadt (5.45)
22 March 1945 - Hildesheim (6.05)
25 March 1945 - Hanover (6.50)
31 March 1945 - Hamburg (5.35)
4 April 1945 - Leuna/Merseberg (9.35)
8 April 1945 - Hamburg (6.25)
10 April 1945 - Leipzig (8.20)
13 April 1945 - Kiel (6.05)
16 April 1945 - Schwandorf (8.45)

Pilot Officer Walwyn is a highly skilled and efficient Navigator whose ability has contributed in a large way to the success of many operations. He has shown courage and determination of a high order and his fine example has been an inspiration to all. During an operation on Dortmund, the aircraft was damaged by fighter attacks and flak but Pilot Officer Walwyn successfully navigated the aircraft back to base on three engines. His unfailing ability to cope with whatever circumstance arises merits the non-immediate award of the Distinguished Flying Cross.

RCAF Press Release 10811 of 19 July 1945 deals with several Saskatchewan aircrew at

Torquay, waiting for repatriation. Of Walwyn (spelled Walwin in the document) it says:

Walwin came overseas in March 1944, and served a tour of operations as navigator in the Thunderbird squadron of Canadian Bomber Group. His plane was attacked by fighters twice but each time it flew home without difficulty.

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WALZ, F/L Donald Melvin (C12586) - **Croix de Guerre (France)** - No.441 Squadron - Awarded as per AFRO 1672/45 dated 2 November 1945. Unit not given in AFRO which says only "Overseas". Born 25 December 1917. Home in Moose Jaw, Saskatchewan; enlisted Regina, 24 April 1941 as Elementary Flying Instructor. To Trenton, 24 May 1941. To No.5 EFTS, 7 July 1941. Granted rank of Sergeant, 8 July 1941. To No.1 Manning Depot, 23 March 1942. To No.6 SFTS, 25 April 1942. Commissioned 19 June 1942. To Eastern Air Command, 3 July 1942. To No.126 (Fighter) Squadron, 3 July 1942. To No.127 (Fighter) Squadron, 18 July 1942; promoted Flying Officer, 19 December 1942. Promoted Flight Lieutenant, 1 October 1943. To "Y" Depot, 12 January 1944; taken on strength, No.3 PRC, 20 January 1944, having proceeded overseas with that unit which became No.441 Squadron. Shot down a FW.190 on 25 April 1944, a Bf.109G on 16 June 1944, and a Bf.109 on 27 September 1944. Shot down by flak, 16 June 1944 but evaded capture and rejoined unit. Shot down again and taken prisoner, 24 February 1945. Safe in United Kingdom, 11 May 1945. Repatriated to Canada, 1 June 1945. To No.8 Repair Depot, 12 June 1945. Retired 18 August 1945. Died 13 May 2004.

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WANLESS, Sergeant (now F/O) Wilkie William Alexander (R130515/J17336) - **Mention in Despatches** - No.20 Operational Training Unit (now POW) - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born 28 September 1917. Home in Edmonton; enlisted there 2 September 1941. To No.3 Manning Depot, 1 October 1941. To No.15 SFTS (guard duty), 25 October 1941. To No.7 ITS, 6 December 1941. Promoted LAC, 14 February 1942 and posted that date to No.6 EFTS; ceased training, 10 March 1942 and posted to Trenton; to No.4 BGS, 9 May 1942; graduated and promoted Sergeant 8 June 1942. To RAF, 19 July 1942. Commissioned 22 March 1943. Promoted Flying Officer, 22 September 1943. Reported POW following operations with No.76 Squadron, 3 October 1943. Promoted Flight Lieutenant, 22 March 1945. Reported safe in United Kingdom, 10 May 1945. Repatriated 1 June 1945. To No.10 Repair Depot, 12 June 1945. To Release Centre, 9 October 1945. Released 13 October 1945. Died in Calgary, 14 January 2010 as per **Legion Magazine** "Last Post" column, September/October 2010.

Directorate of History and Heritage file 181.001 D.24 has his "Loss of Bomber Aircraft" questionnaire based on interview of 12 May 1945. He stated that he had flown 24 sorties as rear gunner.

Attacked by Ju.88 about 20 minutes before E.T.A. target (at Kassel); attack was made at turning point west of Hanover. Large white fighter flares were dropped

on one track. One light [lit ?] up directly behind us causing a terrific glare on perspex making search impossible. We started to alter course in the beginning of a corkscrew but at the same time were attacked from starboard astern by fighter. Cannon hits on starboard wing setting wing, engines and incendiary bombs on fire. Some hits in fuselage but location etc. not known to me. Pilot gave order to bale out one or two minutes after attack. I baled out from turret at 16,000 feet. Landed in field uninjured. Hid chute, etc in hay stack and started walking south. Weather very good. No moon but sky clear. Fighter did not press attack - and I only caught a short look at him as he went under me.

The website "Lost Bombers" records three incidents in which he was involved including the one in which he was shot down, viz:

14/15 April 1943: Halifax DT698 of No.76 Squadron, coded MP-W, target Stuttgart. Airborne at 2118 hours, 14 April 1943 from Linton-on-Ouse. Very badly shot about over France by a couple of night-fighters, one of which was claimed destroyed by Sergeant Wanless (Rear Gunner). On regaining the south coast of England, Sergeant J. Carrie crash-landed 0316 hours, wheels down but flapless, at Manston airfield, Kent. His critically injured Air Bomber (Sergeant E.L. McVitie) was rushed to hospital, but died from his wounds 25 April 1943. Other crew were Sergeant R.Huke, Sergeant G.B.Thomason, Sergeant M.F.Weir, Sergeant S.M.Davis and Sergeant W.W.A.Wanless, RCAF.

23/24 August 1943: Halifax DK241 of No.76 Squadron (MP-Q), target Berlin. Airborne at 2011 hours, 23 August 1943 from Holme-on-Spalding Moor. Crashed at 0320 hours on return to base. The two injured airmen were taken to York Military Hospital. The captain, P/O W.E. Elder, RNZAF, had crash-landed in the most hazardous circumstances on return from Hamburg on 28 July 1943 (DK188). After his release from hospital, he was screened from further operations. Other crew were Sergeant W. Berry, Sergeant A.Wood, Sergeant T.Dunn (injured and hospitalized), Sergeant P.B.Clarke, Sergeant C.H.Carter, and P/O W.W.A.Wanless, RCAF.

3/4 October 1943: Halifax DK201 of No.76 Squadron (MP-P), target Kassel. DK201 was one of four No.76 Squadron Halifaxes lost on this operation (the others were DK203, DK247, and LK904). Airborne at 1808 hours, 3 October 1943 from Holme-on-Spalding Moor. Shot down by a night-fighter, crashing at Leistrup, 4 km ESE of Detmold. Crew consisted of P/O A. Thorp (killed), Sergeant J.T. Zuidmulder (killed), Sergeant K.D.Butters (POW), Sergeant E.Luder (POW), P/O J.P.Suzor (POW), Sergeant G.P.Barrell (POW), Sergeant J.F.Perry (POW), P/O W.W.A.Wanless, RCAF, (POW). P/O J.P.Suzor was held in in Camp L3, POW number 2927 with P/O W.A.W.Wanless, POW number 3016.

Public Record Office Air 50/193 has Combat Report for 14/15 April 1943 with following:

Date and Target: 14/15 April 1943 - Stuttgart

Aircraft Number - DZ698

Place and Time of Attack - 0225 hours, 4040 North 0320 East

Height, Speed, Heading - 14,000, 180 i.a.s.
Weather - clear moonlight with slight haze below
Searchlight activity prior to attack - nil
Any previous warning of attack - nil
I.F.F. on/off - on.
Flak - none
Type of enemy aircraft, number and formation - two Ju.88s. Not in formation but working in close formation.
Was enemy aircraft carrying lights ? - yes - see notes.
Range at which first sighted - 1st, 100 yards - 2nd at 200 yards.
Direction of attack - 1st, below astern; 2nd dead astern.
Enemy aircraft opening and closing ranges - 1st att 50 yards, 2nd, 200-100 yards.
Direction of enemy aircraft breakaway - 1st up from port to starboard, 2nd from stern to port.
Bomber's opening and closing ranges - 1st, not fired at; 2nd, 200 yards.
Evasive action taken by captain - side slipping and generally violent evasion.
Searchlight activity during attack - nil.
Damage to bomber and casualties to crew - Bombardier fatally injured; WOP slightly injured; rest of crew flesh wounds. Cannon fire. Aircraft holes 19 times.

The attack was pressed home by two Ju.88s attacking in turn. The first attack was from below and the tail gunner was unable to see him. He was spotted by the blister lookout and evasive action taken. Some damage was done from this attack, but part of his burst went wide owing to the evasive action. When this attack had ceased, the second Ju.88 came in from dead astern. The tail gunner and this aircraft opened fire simultaneously at 50 yards and when he broke away the tail gunner got an excellent burst into him. When he broke away he switched on what appeared to be his navigation lights. He went into a spin, caught fire, and was well alight and spinning down when last seen by the crew.

Before breaking away, however, he got a burst into the Halifax and it was this burst which caused most of the damage to the aircraft and crew.

The first aircraft again appeared and followed astern at about 500-600 yards, but the Halifax shook him off by taking violent evasive action.

The Gunner reports that he had a stoppage in two guns during the engagement, but cleared them and had all four guns working again in the course of the engagement, which seems a very good show.

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WANLIN, F/L Alexander Camille (C46535) - **Air Force Cross** - No.435 Squadron (AFRO gives unit only as "Overseas") - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 155/46 dated 15 February 1946. Born 29 August 1921. Appears to have been a member of the RAF (1269022), commissioned 3 January 1942 (112325). Home given as Winnipeg; transferred to RCAF in Hamilton 26 June 1944, at which time he was with No.5 SFTS. Granted immediate rank of Flight Lieutenant. To No.6 OTU, 4 September 1944. To "Y" Depot, 22 February 1945; to United Kingdom, 10 March 1945. Promoted Squadron Leader, 1 February 1946. Repatriated 13 June 1946.. Released 29 July 1946. Died in Victoria, 8 September 2014. RCAF photos PL-46559 (ex UK-23997) and PL-46560 (ex UK-23998, both dated 19 February 1946) captioned as follows: "Pilots of the all-Canadian transport wing (i.e. No.120 Wing) must undergo special training in transport work and here are a group 'genning up' with the teacher, F/L A.C. Wanlin of Brandon, Manitoba at desk. Left to right, F/O E.C. Hugh (Hollywood, California), F/L W.E. Gauthier (Edmonton), F/L 'Duke' Breyenton (Vancouver), F/L T.A. Solo (Vancouver). No citation in AFRO. DHist file 181.009 D.1768 (RG.24 Vol.20610) has recommendation dated 27 October 1945 when he had flown 2,514 hours, 510 on transport duties, 350 in previous six months. Deputy Flight Commander. Presented 11 June 1949.

This officer is an exceptional transport captain of considerable flying experience. Since the beginning of this year he has been flying long range transport as captain flying freight and passengers from bases in the United Kingdom to Europe and South East Asia. With his vast experience he has been of invaluable help since joining this unit by instructing new crews with the polish expected of a transport captain. His cheerful disposition, personal conduct, and conscientious efforts are an example to all.

Public Record Office Air 2/9144, courtesy of Steve Brew, has citation as finally approved at Air Ministry.

Flight Lieutenant Wanlin is a keen and capable captain with an excellent flying record. Since the beginning of 1945 he has been engaged on long range transport duties, conveying passengers and freightage from bases in the United Kingdom to Europe and South East Asia. With his vast experience he has been of invaluable help in instructing new crews of the Unit. His exemplary conduct and conscientious work have set a fine example to all.

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WARBERG, LAC Bernard Joseph (R114957) - **Mention in Despatches** - No.420 Squadron - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born 21 June 1921. Home in Robsart, Saskatchewan; enlisted Regina, 1 August 1941 for "General Duties." To No.2 Manning Depot, Brandon on enlistment. To No.8 Repair Depot, 20 August 1941. To "Y" Depot, 2 January 1942. To RAF overseas, 9 January 1942. Promoted Corporal, 1 October 1942. Repatriated to Canada, 18 June 1945. To Debert, 19 June 1945. To Release Centre, 26 October 1945. Released 27 November 1945. Died in Medicine Hat, Alberta, 15 June 1993. AFRO gives unit only as "Overseas"; DHist file 181.009 D.1746 (PAC RG.24 Vol. 20608) has list of MiDs that places him at Tholthorpe. DHist file 181.009 D.1746 has recommendation dated 27 January 1945, originating from No.420 Squadron, which defines his trade as Clerk/GD.

LAC Warberg has during a period of three years with 420 (RCAF) Squadron proven his high sense of duty, responsibility and initiative.

This airman, when he originally came to this unit, was mustered in the trade of ACH/GD. He was not, however, content to do just general duties and took a keen interest in orderly room procedure.

When this unit proceeded to North West Africa, it involved an enormous amount of document work and in this instance LAC Warberg's knowledge which he had accumulated over a period of time was put to use, and his assistance eased greatly the strain on the remaining Orderly Room personnel.

Not only was LAC Warberg present in the move of the squadron to Africa, but he [has] participated in every move of the unit since its formation and at all times was highly spoken of.

On the return to the United Kingdom from North-West Africa and the depletion of clerks due to postings, LAC Warberg's ability to handle more than one man's job was greatly responsible for the carrying out of immediate work.

This airman was later remustered to Clerk/GD and placed in charge of the Squadron documents section which at that time was in a very bad state. A great amount of work was involved and his efforts gave excellent results.

At all times LAC Warberg has proved a conscientious and most willing worker. His conduct and character are outstanding...

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WARD, S/L Arthur Martin (C3246) - **Member, Order of the British Empire** - No.23 EFTS - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born in Acton, England, 30 November 1904. Educated at Harrow, 1909 to 1912. Attended Lorne Public School, Montreal, 1912-1919. Completed his education in Quebec and took two years of aeronautical engineering at McGill, apparently working at Canadian Vickers at the same time. Employed as Mechanical and Electrical Draughtsman, Northern Electric, 1924-1926; Mechanical Draughtsman for Charles and Walmsley Pulp and Paper, 1926-1929; design engineer for Dominion Engineering Works, 1929-1932; oil refinery engineer and designer, BA Petroleum, 1932-1935. Engineer for Price Brothers, Kenogami, 1935-1940. Enlisted in Quebec, 1 November 1940 in Aeronautical Engineering Branch with rank of Flying Officer. To No.2 Training Command Headquarters, 8 December 1940. To No.9 Repair Depot, 9 November 1941. Promoted Flight Lieutenant, 1 July 1942. To No.13 SFTS, 30 August 1943 (Officer Commanding, Repair Squadron). Promoted Squadron Leader, 1 August 1944. To No.3 ANS, 31 March 1945. To No.23 EFTS, 27 April 1945. To No.2 SFTS, 16 September 1945. To No.8 Release Centre, 21 October 1945. Retired 25 October 1945. Presented 21 February 1948.

This officer as Chief Engineering Officer has proven himself to be a man of exceptional ability and courage. By his initiative, forethought, leadership and all-out hard work he has been responsible for the organization of a Maintenance Wing far above average calibre. This Wing in turn has been responsible to a marked degree for the success of the training programme. This officer has proved himself to be outstanding in all respects.

This was based on a recommendation for an OBE raised on 21 July 1945 by W/C W.R. Millar, No.23 EFTS in almost identical words. It was changed to an MBE by Air Commodore Martin Costello, AFHQ, 19 November 1945 but otherwise went directly to approval.

Notes: The RCAF initially did not know what to do with him. As a staff officer at No.2 Training Command Headquarters, he was deemed to be "unable to fit in with the work" (G/C R.J. Grant, 15 June 1941). A letter dated 23 September 1941 (F/L G.A. Leishman, AMP Field Liaison Officer, to G/C W.A. Curtis) described him as being "a round peg in a square hole" whose staff job was better done by an Administrative Officer. "If this officer were posted to a Unit where his technical ability would be of some use (Research, Test and Development, Repair Depot) he could be of great value to the RCAF." He was thus transferred to the newly-opened No.9 Repair Depot (St. Jean, Quebec) and the first assessment there proved that the switch had been a happy one - "He has shown himself to be very apt in his work and has very good organizing ability. He is most painstaking and thorough, and has a valuable general technical background of experience. His general deportment has been very satisfactory." (W/C F.L. Trethewey, Commanding Officer, No.9 RD, 13 April 1942).

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WARD, S/L Bruce Clifford (J3718) - **Air Force Cross** - No.3 SFTS - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born in Edmonton, 12 October 1919 (RCAF press release announcing award); educated there. Worked in Edmonton for Hudson's Bay Company before the war; enlisted in Edmonton, 21 June 1940. To No.2 ITS, 30 June 1940; graduated and promoted LAC, 15 August 1940 when posted to No.5 EFTS; may have graduated 6 October 1940 but not posted to No.4 SFTS until 10 November 1940; graduated and commissioned 28 January 1941. To Trenton, 17 February 1941. To No.3 SFTS, date uncertain. Promoted Flying Officer, 29 January 1942. Promoted Flight Lieutenant, 1 October 1942. Promoted Squadron Leader, 1 June 1944. To No.1 Air Command, 14 January 1945. To No.10 Repair Depot, 13 April 1945. Retired 28 May 1945. Award sent by registered mail 22 November 1945. Postwar he was a member of the Royal Vancouver Yacht Club, Director of the Vancouver Board of Trade; Merchandise Manager of the Hudson Bay Company and General Manager of Sears. Died in Edmonton, Alberta, 7 May 2003. Governor General's Records (RG.7 Group 26 Volume 59, file 190-I, dossier 7) has citation; when recommended he had flown 1,492 hours, 926 as instructor, 71 in past six months.

This officer has been engaged in flying instructional training since April 1941 and has done excellent work throughout. He has taken a keen interest in all phases of flying training and has been particularly active in organization and administration, showing an unusual willingness to accept and discharge responsibilities. At no time during this period has he allowed his interest in training to subside. He is an exceptionally keen, conscientious and progressive officer who has at all times carried out his duties in a highly meritorious manner.

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WARD, F/L Donald Byrne (J9402) - **Mention in Despatches** - No.10 Squadron (Canada) - Award effective 1 January 1944 as per **London Gazette** and **Canada Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born 13 May 1913 at Regina, Saskatchewan (RCAF press release 2659 announcing award). Home in Toronto; enlisted in Edmonton, 27 January 1941 and posted to No.2 Manning Depot. To No.1 Manning Depot, 28 February 1941. To No.1 Equipment Depot, 27 April 1941. To No.4 WS, 5 July 1941. Promoted LAC, 7 August 1941; graduated 22 November 1941 when posted to No.1 BGS; graduated and commissioned 22 December 1941. To Eastern Air Command, 23 December 1941. To No.10 (BR) Squadron, 30 December 1941. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 1 November 1942. To Eastern Air Command Headquarters, 10 March 1944. To AFHQ, 18 September 1944. Promoted Squadron Leader, 1 December 1944. To Eastern Air Command Headquarters again, 18 July 1945. To

Station Yarmouth, 25 July 1945. To Greenwood, 1 October 1945. To No.4 Release Centre, 5 January 1946. Retired 8 January 1946.

This officer as a Wireless Leader has performed his duties in an exceptional manner. He is very capable and has shown great initiative and forethought which has contributed largely to the high degree of efficiency maintained by the Wireless Operators of his unit. His ability to organize and persistence and devotion to duty have gained a place of high respect and admiration among all his comrades.

An example of his work is found in Volume 4 of RCAF file 232-1-16, "Air Training - Wireless Operators - Air Gunners - Policy" (National Library and Archives RG.24 Volume 3259), letter from S/L D.H. Leitch (No.4 Wireless School) to AFHQ, 14 August 1944, requesting copies of books used by Eastern Air Command. Letter goes on to say:

It is also understood that F/L D.B. Ward, WAG leader in Eastern Air Command, has gone to some trouble to compile information which could be used to impress WAGS of their responsibility as a member of aircraft. It is suggested that this officer be contacted and permission given to supply this School with the material which he has found to be useful in his work. It is believed that this material includes publications and also films. The material is considered extremely important as special efforts are being made at this Unit to maintain the interest and efficiency of both instructor and trainee.

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WARD, F/O Douglas Merrill (J88115) - **Distinguished Flying Cross** - No.100 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 8 September 1922 in Regina; home in Edmonton; enlisted there 10 September 1941 and posted to No.3 Manning Depot. To Calgary, 10 October 1941. To No.4 ITS, 10 November 1941; Graduated and promoted LAC, 2 January 1942; to No.5 Manning Depot, 5 January 1942. To No.3 WS, 11 January 1942. Initially assessed as Air Gunner trainee; he was so upset with this that he went absent without leave for several days and was subsequently reduced in rank and graded for General Duties (15 May 1942). To No.3 BGS, 18 May 1942. Promoted LAC, 15 November 1942. Once it was deemed that he had learned his lesson, he was permitted to apply again for aircrew, and this time he was assessed as pilot material. Posted to No.2 ITS, 23 January 1943; to No.15 EFTS, 3 April 1943; graduated 29 May 1943 when posted to No.4 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. Posted to No.18 (Pilot) Advanced Flying unit, 1 February 1944; to No.18 Operational Training Unit, 25 April 1944; commissioned 19 June 1944; to No.100 Squadron, 14 October 1944; to

No.582 Squadron, 19 November 1944; promoted Flying Officer, 19 December 1944; to No.100 Squadron again, 1 February 1945. Last sortie flown on 18 April 1945. Repatriated to Canada, 8 July 1945. Released on 12 August 1946. Award sent by registered mail 11 March 1949. Rejoined RCAF, 15 June 1951, serving at Trenton, Calgary and Macdonald. Transferred to RCAF Auxiliary, 15 June 1954. Killed in the crash of Mitchell FW259 (No.418 Squadron), 22 January 1955 (low flying, hit a ferry cable across North Saskatchewan River).

Flying Officer Ward has completed a large number of operational sorties. On many occasions he has skilfully handled his aircraft and saved his crew in perilous situations. While returning from an attack against Kassel in March 1945, an enemy fighter was observed moving into position to attack his aircraft. He manoeuvred his aircraft so successfully that the rear gunner was able to drive the enemy fighter off. This officer has at all times shown courage and devotion to duty.

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WARD, P/O Frederick James (J88866) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 12 January 1945 as per **London Gazette** of that date and AFRO 471/45 dated 16 March 1945. Born in Toronto, 16 July 1915. Educated there. Garage mechanic (1932-1936), Printer's Assistant (1936-1938) and diamond driller, 1938 to enlistment. Enlisted Toronto, 2 April 1940 as Equipment Assistant. To Technical Training School, St. Thomas, 29 April 1940. To No.2 Equipment Depot, 10 June 1940. Promoted AC1, 3 July 1940. To No.2 BGS, 6 October 1940. To No.1 BGS, 29 April 1942. To No.2 WS, 4 November 1942 on remuster to aircrew. Promoted LAC, 9 December 1942. Failed to graduate as he could not master Morse code. Remustered to Straight Air Gunner. Posted from No.2 WS, 20 March 1943 to No.2 Air Gunner Ground Training School; to No.3 BGS, 1 May 1943; graduated and promoted Sergeant, 11 June 1943. To "Y" Depot, 20 June 1943. Embarked from Canada, 23 June 1943; disembarked in Britain 1 July 1943. To No.22 OTU, 7 July 1943. To No.1659 Conversion Unit, 9 September 1943. To Topcliffe, 1 September 1943. To No.1664 Conversion Unit, 21 September 1943. To No.62 Base, 4 November 1943. To No.408 Squadron, 16 November 1943. Commissioned 14 July 1944. To No.62 Base, 6 January 1945. Promoted Flying Officer, 14 January 1945. To Overseas Headquarters, 1 May 1945. Repatriated 13 June 1945 and posted to Yarmouth. To Greenwood, 10 August 1945. Retired 19 September 1945. Rejoined RCAF in Toronto, 10 May 1949 as Supply Technician in rank of LAC (28109). To Trenton, 11 August 1949. To Aylmer, 23 February 1950. To Trenton, 18 May 1950. Promoted Corporal, 1 April 1951. To Kingston, 4 May 1951. To Trenton, 18 August 1951. To AFHQ, 28 August 1952. To No.2 Wing, Grostenquin, 1 October 1952. To Trenton, 28 August 1953. . To No.2 Wing, Grostenquin, again, 19 April 1954. To Support Unit, Metz, 18 June 1956 where he was most often employed as a driver. To Trenton, 26 April 1959. Retired 19 December 1965. Died 11 November 1994 in Trenton, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of February 1995. RCAF photo

PL-40043 (ex UK-16348 dated 11 November 1944) is captioned as follows: "Ready to start out for a briefing, P/O F.J. Ward (left), Toronto, rear gunner and F/L Chuck Railton, Vancouver, gunnery leader of the Goose Squadron of the RCAF Bomber Group in Britain pause for a picture." RCAF photo PL-41384 (ex UK-17694 dated 11 January 1945) shows him with his sister, LAW Agnes Ward, a clerk in RCAF Overseas Headquarters; caption says he had completed tour, shot down one enemy night fighter, and survived four crash landings.

Pilot Officer Ward has consistently displayed high qualities of courage and ability. As air gunner he has taken part in numerous sorties, including attacks on such heavily defended targets as Berlin, Stuttgart and Kiel. On one occasion, whilst over Acheres, his aircraft was attacked by several enemy aircraft. Coolly and skilfully, Pilot Officer Ward directed the necessary combat manoeuvres and, in the ensuing fights, shot down one of the attackers. His excellent work contributed materially to the safe return of his aircraft to this country. Pilot Officer Ward is a most vigilant and resolute gunner.

DHH file 181.009 D.1513 (Library and Archives Canada RG.24 vol.20600) has recommendation raised by W/C J.F. Easton, 6 November 1944 when he had completed 34 sorties (171 hours 15 minutes):

On the night of June 7th, 1944, the aircraft in which Pilot Officer Ward was a gunner, over Acheres, was attacked by several enemy aircraft. He gave his pilot cool, clear directions for evasive action, and despite the fact that his aircraft was severely damaged by cannon fire, carried on with his running commentary, destroyed one of his enemy aircraft, and fought off the others.

He has successfully completed operations against such heavily defended targets as Berlin, Stuttgart, Kiel and Wesseling. At all times he has displayed the utmost in courage, and his fine offensive spirit in the face of the enemy has been an inspiration to the whole squadron. His alertness in spotting enemy aircraft and prompt directions for evasive action has on many occasions saved his crews.

Pilot Officer Ward's cheerful disregard of danger has set a fine example to all personnel and I therefore recommend him for an Immediate Distinguished Flying Cross.

Note: Application for Operational Wing dated 30 January 1945 stated he had flown 34 sorties (176 hours seven minutes) with No.408 Squadron, 20 January to 28 September 1944.

Training: His training as a gunner followed an unusual path. Phase One was at Air Gunner

Ground Training School. Subjects were Armament, oral (77/100), Armament, written (263/300), Anti-Gas (85/100), Aircraft Recognition (79/100), Mathematics (50/50), Navigation (84/100), Law, Administration and Hygiene (87/100) and Signals (65/100). Phase Two (No.3 BGS) involved 24 hours 15 minutes of flying (Anson and Battle). He also spent 15 hours in Turret Manipulation. Fired 400 rounds of Skeet shot, 745 rounds on 25-yard range, 900 rounds on 200-yard range, 400 rounds air-to-ground and 3,325 rounds air-to-air (13 percent hit record). Exposed 125 feet of film. Exams in Armament, written (93/150), Armament, practical and oral (65/100), Aircraft Recognition (68/100), Drill (66/100), Signals (80/100). Graded 79/100 in "Ability as Firer." Placed 25th in a class of 109. "This student has not shown himself to be too interested in his studies. He has made a good showing on his course, got a good mark in signals; he has a good knowledge of his trade. Volunteered to forego his normal embarkation leave to proceed overseas immediately on graduation."

RCAF Press Release No. 8140 dated 29 December 1944 from E.M. McVeity (with photo UK-17694) reads:

WITH THE RCAF BOMBER GROUP IN BRITAIN: -- At the end of a tour in the mid-under gun turret of a heavy bomber, during which he went on many attacks against hotly-defended Nazi targets, survived four crash landings and shot down an enemy night-fighter, Pilot Officer Frederick J. Ward, 530 Danforth Avenue, Toronto, Ontario, has won the Distinguished Flying Cross.

A night bombing attack on a French target just after D-Day provided the liveliest experience of his tour. Two fighters attacked and were beaten off with machine-gun fire. Then a third came in. "I could just see his shadow caused by the light of the moon on his wings," said P/O Ward. "I shouted to the skipper, 'Starboard dive - go' and if the skipper hadn't dived at that precise moment we'd have had it. We blazed away at the fighter and he returned fire and knocked the hell out of our wing. Then I saw my tracers entering his cockpit, then his petrol tanks - and then he blew up in a thousand burning fragments. It all happened in about 15 seconds."

P/O Ward's chief rooter on this side of the ocean is his dark-haired, green-eyed sister, Leading Airwoman Agnes Ward, who does clerical work at RCAF Headquarters and formerly sang in a dance band at No.5 SFTS, at Brantford, Ontario. When he scored against the enemy night fighter, when he won his DFC, no one was more thrilled than she. "Sure, I'm helping to win the war too," says LAW Ward. "I lick stamps, lug in the mail and kept the file on awards and decorations up to date." The Wards are a patriotic family. A brother John in the Canadian Army was wounded at Dieppe, subsequently discharged on medical

grounds and now sails with the Merchant Marine. Their father served with the 35th Canadian Battalion in the last war and died of his wounds.

One of the best-liked fliers on his station, P/O Ward has a Mickey Rooneyish smile that lights up his whole face. He was a diamond driller in Northern Ontario before he entered the Service in 1940. P/O Ward has a year-old son he knows only from photographs and a pretty wife waiting at North Portal, Saskatchewan. Now that his operational tour is complete, he is remaining with the Goose Squadron as instructor in aircraft recognition. He looks forward to reunion with his wife and child at the end of his instructional stint. "Seconds are everything in the air," said P/O Ward. "You haven't time to look at an approaching kite, then look at a book and see what it is. Anything I can do to help Goose Squadron boys in the direction of aircraft recognition will be worthwhile from my point of view.

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WARD, FS (now P/O) George Latimer (Can 2590/C48203) - **Mention in Despatches** - No.160 Squadron (Canada) - Award effective 14 November 1944 as per **Canada Gazette** of that date and AFRO 2684/44 dated 15 December 1944. Born 4 August 1918. Home in Kingston, Ontario; enlisted Toronto 16 May 1939 as Aero Engine Mechanic. Promoted LAC, 29 February 1940. Promoted Corporal, 15 October 1940. Promoted Sergeant, 1 February 1941. To No.7 BGS, 15 June 1941. To No.133 Squadron, 5 October 1942. Promoted Flight Sergeant, 1 November 1942. To No.9 BGS, 5 July 1943. Reclassified as Flight Engineer, 3 September 1943. To Halifax, 4 September 1943. To No.160 (BR) Squadron, 23 September 1943. To WO2, 3 March 1944. Commissioned 7 June 1944. Promoted Flying Officer, 7 December 1944. To Eastern Air Command Headquarters, 27 February 1945. To No.161 (BR) Squadron, 3 March 1945. To Halifax, 1 June 1945. Remained in postwar RCAF as Flight Engineer. Died in Ottawa, 1990 as per **Airforce Magazine** of October-November-December 1990.

This NCO is an outstanding flight engineer who has displayed great enthusiasm and untiring efforts at all times in the execution of his duties.

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WARD, F/L George Oliver (J26105) - **Distinguished Flying Cross** - No.192 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 508/45 dated 23 March 1945. Born 5 February 1919. Home in Cranbrook, British Columbia; enlisted Edmonton, 27 February 1942. To No.3 Manning Depot, 29 April 1942. To No.4 ITS, 15 August 1942; graduated and promoted LAC, 23 October 1942; No.5 EFTS, 7 November 1942; may have

graduated 30 December 1942 but not posted to No.3 SFTS until 9 January 1943; graduated and commissioned 30 April 1943. To "Y" Depot, date uncertain; to RAF overseas, 22 June 1943. Promoted Flying Officer, 30 October 1943. Promoted Flight Lieutenant, date uncertain. Repatriated 8 December 1944. To Western Air Command, 20 December 1944. To No.7 Release Centre, 27 February 1945. Retired 9 March 1945. Rejoined RCAF as Supply Officer, 9 July 1952 (43544) in rank of Flying Officer; promoted Flight Lieutenant, 1 January 1957. Presented 27 May 1950. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/9038 has recommendation dated 18 October 1944 when he had flown 27 ½ sorties (139 hours 50 minutes), 1 July to 14 October 1944. All operations are described as "Special Duty" (the unit, as part of No.100 Group, would have been involved in radar jamming and other countermeasures:

* counted as ½ sortie

7 June 1944 - Paris (3.40)
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 (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 (daylight, 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 - Dutch, German and Danish coasts (3.55)
29 August 1944 - Stettin (8.30)
2 September 1944 - Lofoten Islands (9.05)
9 September 1944 - Gladbach (3.00)
11 September 1944 - Darmstadt (4.40)
13 September 1944 - Dutch coast (7.10)
15 September 1944 - East of Saarbrücken (4.25)
17 September 1944 - Dutch coast (7.10)
27 September 1944 - Kaiserlautern (6.00)
28 September 1944 - North of Zwolle (2.35)
5 October 1944 - Saarbrücken (5.30)

6 October 1944 - Bremen (4.10)

9 October 1944 - Bochum (4.35)

14 October 1944 - Brunswick (6.35)

This officer has nearly completed a tour of operations on heavy bombers. He has attacked heavily defended targets in Germany and the occupied territories. His keenness for operations has been exceptional and he has at all times carried out whatever task has been allotted to him with cheerful courage and in a highly efficient manner.

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WARD, LAC Herbert George (R123387) - **Mention in Despatches** - No.420 Squadron (No.62 Base) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 20 April 1923. Home in Carey's Hill, Bonaventure County, Quebec; enlisted Toronto, 8 August 1941 for General Duties and posted to No.1 Manning Depot. To No.119 (BR) Squadron, 16 August 1941. Promoted AC1, 8 November 1941. To "Y" Depot, 11 January 1943. To RAF overseas, 2 February 1943. Promoted LAC, 8 February 1943. Repatriated 14 May 1945. To Bella Bella, 29 May 1945. To No.2 Release Centre, 2 September 1945. Discharged 10 September 1945. No citation in AFRO. DHist file 181.009 D.1745 (RG.24 Vol.20608) states that he was an Armourer (Bombs) who enlisted 8 August 1941 and remained in Canada until 3 February 1943. Arrived overseas 13 February 1943. Recommended for MiD by Commanding Officer, No.420 Squadron, 22 July 1944. Recommendation read:

LAC Ward has contributed to the service through his loyalty to duty and his untiring efforts in the face of very tiring difficulties. His enthusiasm and cheerfulness when called upon to do arduous tasks has been an outstanding example to others. The service has gained much from his unhesitating devotion to duty, and it is strongly recommended that Leading Aircraftman Ward be awarded a Mention in Despatches.

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WARD, P/O John Gordon (J86721) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 17 November 1944 and AFRO 239/45 dated 9 February 1945. Born 9 January 1921. Home in Winnipeg; enlisted Regina 5 December 1941. To No.2 Manning Depot, 9 January 1942. To No.2 BGS, 27 March 1942. To No.2 ITS, 11 April 1942; graduated and promoted LAC, 18 July 1942 but not posted to No.19 EFTS until 15 August 1942; graduated 9 October 1942 and posted next day to No.15 SFTS; graduated and promoted Sergeant, 5 February 1943. To "Y" Depot, 19 February 1943; to RAF overseas, 8

March 1943. Promoted Flight Sergeant, 5 August 1943. Commissioned 30 April 1944. Promoted Flying Officer 30 October 1944. Repatriated 22 July 1946. To No.5 Release Centre, 30 July 1946. Release date uncertain. Rejoined 21 April 1951 as pilot in rank of Flying Officer (39613). Presented 17 May 1948. See Martin Middlebrook, **The Nuremburg Raid**, page 243.

This officer's determination and skilful ability in handling his aircraft have largely contributed to the successful completion of many operational sorties. On two occasions it was due to Pilot Officer Ward's excellent airmanship and imperturbable courage that his crew and aircraft were extricated from perilous situations. His fine fighting spirit in the face of the fiercest enemy opposition and his unfailing devotion to duty merit high commendations.

The original recommendation by W/C H. McKenna is in DHH file 181.009 D.1730 (Library and Archives Canada RG.24 Volume 20607); drafted 23 August 1944 when he had flown 38 sorties (192 hours 40 minutes) as follows:

25 February 1944 - Berlin (7.30)
22 March 1944 - Frankfurt (6.10)
24 March 1944 - Berlin (8.45)
28 March 1944 - Essen (5.25)
30 March 1944 - Nuremberg (8.20)
9 April 1944 - Villeneuve St. Georges (5.45)
10 April 1944 - Ghent (3.50)
18 April 1944 - Noisy-le-Sec (5.15)
20 April 1944 - Lens (4.45)
22 April 1944 - Dusseldorf (5.00)
24 April 1944 - Karlsruhe (6.55)
27 April 1944 - Aulnoye (4.35)
30 April 1944 - Somain (4.30)
1 May 1944 - St. Ghislain (4.50)
12 May 1944 - Louvain (4.40)
19 May 1944 - Merville Franceville (4.45)
22 May 1944 - Le Mans (3.35)
27 May 1944 - Bourg Leopold (5.20)
31 May 1944 - Querqueville (4.20)
2 June 1944 - Neufchatel (4.00)
5 June 1944 - Houlgate (5.00)
6 June 1944 - Coutrances (4.20)
9 June 1944 - Le Mans (5.35)
12 June 1944 - Cambrai (2.40, duty not carried out)

14 June 1944 - St. Pol (4.15)
15 June 1944 - Boulogne (3.25)
17 June 1944 - Rouen area (4.00)
21 June 1944 - St. Martin (4.25)
23 June 1944 - Bientique (4.10)
12 July 1944 - Thiverney (4.10)
17 July 1944 - Caen area, A.1 (4.05)
20 July 1944 - Ferme de Forestel (4.00)
25 July 1944 - Stuttgart (8.15)
29 July 1944 - Amye sur Seulles (4.25)
31 July 1944 - Oeuf en Ternois (4.15)
3 August 1944 - Foret de Nieppe (4.00)
4 August 1944 - Bois de Casson (4.30)
5 August 1944 - St. Leu d'Esserent (4.55)
7 August 1944 - La Hogue (4.30)
9 August 1944 - Foret de Nieppe (3.30)

Pilot Officer Ward during his tour of operations has carried out many very successful attacks on enemy positions and has at all times shown a high degree of courage, skill and initiative. On two occasions, once when very short of fuel when returning from operations, and again after a collision with another aircraft over the target, Pilot Officer Ward's skillful pilotage, cool judgement and ability to make instant decisions in emergency, extricated his crew from these perilous situations.

This officer's fine offensive spirit and his complete disregard for enemy opposition have set a fine example to all, and it is strongly recommended that he be awarded the Distinguished Flying Cross.

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WARD, F/O John Shrapnel (J27414) - **Distinguished Flying Cross** - No.77 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 17 April 1945 and AFRO 918/45 dated 1 June 1945. Born 20 October 1915. Home in Westmount; enlisted Montreal 6 June 1942. To No.5 Manning Depot, 12 July 1942. To No.8 SFTS, 19 August 1942 (guard); to No.1 ITS, 24 October 1942; graduated and promoted LAC, 30 December 1942 to No.4 AOS, date uncertain; 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 5 August 1945. To No.5 Release Centre, 9 August 1945. Retired 12 September 1945. Presented in Montreal 25 November 1949. Photo PL-48238 shows him after investiture.

Throughout his operational tour this officer has maintained a very high standard of navigation which has played a large part in the successes achieved by his crew. Twice during the course of his tour his aircraft has been severely damaged by anti-aircraft fire. On one occasion during a mission against Homburg in August 1944, heavy anti-aircraft fire was encountered and the flight engineer was seriously wounded. Despite these hazards Flying Officer Ward continued with his allotted duties with the greatest skill and courage. His devotion to duty at all times has been most noteworthy.

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WARD, Sergeant Ronald James (R61019) - **Mention in Despatches** - No.21 Staging Unit - Award effective 14 November 1944 as per **Canada Gazette** of that date and AFRO 2684/44 dated 15 December 1944. Born 23 April 1921. Enlisted in Edmonton for General Duty, 12 August 1940 (home in Edmonton). To No.2 WS, 2 September 1940. Granted Leave Without Pay, 21 October 1940. Granted Acting Corporal, 23 November 1940 and reclassified as Service Police. To No.10 Repair Depot, 26 November 1940. Reverted to AC1, 15 January 1941. Promoted LAC, 12 February 1941. To No.34 EFTS, 3 May 1942. To No.14 Explosives Depot, 22 July 1942. To Prince Rupert, 15 August 1942. To No.32 OTU, 29 September 1942. Promoted Sergeant, 1 November 1942. To Patricia Bay, 25 November 1942. To No.7 Repair Depot, 30 November 1942; to No.9 Repair Depot, 15 December 1942. To Boundary Bay, date uncertain. To No.3 Repair Depot, 2 June 1943. To PTH (Port Hardy ?), 21 March 1944. To No.21 Staging Unit, 31 March 1944. To No.8 Radio Detachment, 20 September 1944. To Western Air Command Headquarters, 5 December 1944. To No.5 OTU, 22 January 1945. To Western Air Command Headquarters, 24 February 1945. To No.8 Release Centre, 3 September 1945. Retired 14 September 1945. Cited with Sergeant Edward Howard Baker (which see), Sergeant Felix Londeau, Sergeant Henry Arnold Joseph Rosko, Sergeant Larus Scheving, Sergeant Michael George Svos, and Sergeant Frederick John Wells for a rescue of occupants of a crashed aircraft.

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WARD, Sergeant Russell James (R7706, later J87058) - **Mention in Despatches** - Award effective 1 January 1942 as per **London Gazette** of that date and AFRO 142/42 dated 30 January 1942. Born 12 March 1920. Home in Lachine; enlisted in Montreal, 2 October 1940. To No.2 BGS, 28 October 1940 (guard). To No.2 ITS, 29 November 1940; graduated and promoted LAC, 3 January 1941 when posted to No.2 EFTS; ceased training 19 January 1941 and posted to No.2 Manning Depot; to No.2 BGS, 17 February 1941; graduated and promoted Sergeant, 26 March 1941. Posted to Embarkation Depot, 27 March 1941. To RAF overseas, 5 April 1941. Promoted WO2, 1 November 1942. Promoted WO1, 1 May 1943. Commissioned 20 May 1944.

Repatriated 10 October 1944. To No.3 Training Command, 17 November 1944. Promoted Flying Officer, 21 November 1944. To No.1 Air Command, 15 January 1945. To No.3 Release Centre, 2 March 1945; retired 16 March 1945.

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WARDELL, P/O William Harold (J87565) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 3 October 1944 as per **London Gazette** of that date and AFRO 2637/44 dated 8 December 1944. Born 24 February 1919 (obituary notice) . Home in Calgary. Enlisted there, 18 July 1941 when he was in line to be recruited by baseball scouts. To No.15SFTS (guard), 9 September 1941. To No.3 WS, 26 October 1941. Promoted LAC, 27 November 1941; to No.5 BGS, 6 June 1942; graduated and promoted Sergeant, 6 July 1942; to No.3 AOS, 20 July 1942; promoted Flight Sergeant, 6 January 1943. To No.3 AOS Detachment, 7 January 1943. To "Y" Depot, 6 April 1943. To RAF overseas, 15 May 1943. Promoted WO2, 6 July 1943. Commissioned 17 June 1944. Repatriated 15 November 1944. Promoted Flying Officer, 17 December 1944. To Western Air Command, 11 January 1945. To Patricia Bay, 14 January 1945. To Halifax, 18 May 1945. To Patricia Bay, 26 May 1945. To No.6 OTU, 10 December 1945. To No.8 Release Centre, 21 January 1946. Retired 1 February 1946. Obituary stated he had flown 32 sorties and was shot down twice. Moved to Vancouver Island after the war and was a Lieutenant in the Militia. Businessman and hotel manager. Award presented 5 March 1949. Died in Victoria, 15 October 2002 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 2003. Cited with P/O William R. Stewart (RCAF, pilot, awarded DFC, which see for citation). RCAF photo PL-33720 (ex UK-15642, 7 October 1944) shows him; caption states that on a mission to Hamburg, flak damaged his wireless equipment but he made repairs which enabled the bomber to get back to England. DHH file 181.009 D.2611 (Library and Archives Canada RG.24 Volume 20627 has original recommendation drafted by S/L M. Bryson, 15 August 1944 when he had flown 29 sorties (150 hours 50 minutes).

This officer has completed 29 sorties against the enemy, including the German capital and many of the heavily defended targets of the Ruhr. Throughout his tour he has shown a devotion to duty and a keenness for operations above the ordinary. He has been a great assistance to his captain in the air and to the Signals Leader on the ground. On the night of 28/29th July 1944, whilst returning from operations against the enemy, the aircraft in which he was wireless operator was engaged by enemy anti-aircraft fire some seventy miles from the enemy coast. The pilot, mid-upper gunner and navigator were wounded and the aircraft was very badly damaged and practically out of control. The inter-com and wireless were put out of action but, undismayed, Pilot Officer Wardell worked at his set and was eventually able to contact an aerodrome. He rendered assistance to the other members of the crew and did everything within

his power to help to bring the aircraft safely back to base.

It is considered that this officer's fine operational record which shows throughout a determination to come to grips with and destroy the enemy, combined with his coolness and courage on this occasion, fully merits the immediate award of the Distinguished Flying Cross.

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WARFIELD, F/O William (J19095) - **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 1923 in New York City. Had served in Royal Bermuda Cadet Corps (1934-36) and American ROTC, Staunton Military Academy, Virginia (1936-40). Enlisted in Montreal, 18 June 1941 (service number R.108287). At No.1 Manning Depot, Toronto, 18 June to 10 October 1941; No.6 Initial Training School, Toronto, 11 October 1941 to 14 February 1942 (promoted Leading Aircraftman, 19 December 1941); at No.20 Elementary Flying Training School, Oshawa, 15 February to 11 April 1942; at No.13 Service Flying Training School, Montreal, 12 April to 9 October 1942 (awarded wings and promoted Sergeant, 25 September 1942). To "Y" Depot, 3 October 1942. Embarked for overseas, 27 October 1942, arriving at No.3 Personnel Reception Centre, Bournemouth, 6 November 1942. Further trained at No.5 (Pilots) Advanced Flying Unit, 24 November to 28 December 1942 and No.59 Operation Training Unit, 29 December 1942 to 2 March 1943. Posted to No.421 Squadron, 2 March 1943. Sent to Gibraltar for unspecified duties, 4 May 1943, arriving there on 17 May 1943; attached to Air Headquarters, Gibraltar, 17 May 1943; detached to North Africa in July 1943; promoted WO2, 25 July 1943; returned to Britain on 6 August 1943 and reposted to No.421 Squadron; commissioned 3 September 1943 (service number changed to J.19095). Promoted Flying Officer, 4 March 1944. Killed in action with that unit, 3 December 1944 (Spitfire MK232). Buried in Belgium. Long diary in DHist files. Aerial victories as follows: **15 June 1944**: two Bf.109s destroyed, Caen area (Spitfire MK199); **26 August 1944**, one FW.190 destroyed, Gournay area (Spitfire MJ114)

NOTE: Excerpt of a letter dated 10 December 1944, S/L J.D Browne to Mrs. W. Warfield (mother):

Bill took off with the squadron on the afternoon of December 3, on an offensive patrol over enemy lines. On the way home very bad weather was encountered and the squadron was split up. Bill was heard to ask for a homing onto the airfield and it was given to him. He later called up again and said that he was short of gas and was going to bail out. Nothing more was heard of him. His aircraft was seen to crash into a hill by an Allied ground unit, who rushed to the scene, but Bill was already dead. He had been killed instantly on impact. As he

had evidently made no attempt to bail out it is assumed that he had decided to try to crash land the plane, and due to the poor visibility had not seen the hill in his path.

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WARING, FS Edgar Morris (Can 4003) - **Mention in Despatches** - Overseas - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. Born 26 August 1919. Home in Victoria; enlisted Vancouver 12 January 1939 as Equipment Assistant and posted to Trenton. Promoted AC1, 15 September 1939. To Rockcliffe, 20 January 1940. Promoted LAC, 29 February 1940. Promoted Corporal, 1 September 1940. Promoted Sergeant, 15 November 1940. To No.10 SFTS, 30 January 1941. Promoted Flight Sergeant, 1 October 1941. To Boundary Bay, 1 October 1942. To Patricia Bay, 9 January 1944. To "Y" Depot, 23 August 1944. Taken on strength of No.3 PRC, 24 August 1944. Promoted WO2, 1 September 1945. Served in Burma theatre with either No.435 or No.436 Squadron. RCAF photo PL-60459 (ex UK-20652 dated 12 April 1945) is captioned as follows - "These Victoria, B.C. boys are with a Burma-based RCAF squadron - left to right (kneeling), LAC A.E. Nunns (R210628), FS E.M. Waring, Corporal R.E. Warner (R110468), LAC L.J. Van Nes (R157701), and Corporal H..H.M. Price (R97932) with Cheeko, a pet monkey." RCAF photo PL-60521 (ex UK-21210 dated 5 May 1945) shows members of No.436 Squadron in Burma - bottom row, Flight Sergeant E.M. Waring (Victoria), Corporal D.H. Miller (Victoria), second row, LAC D.L. McIntosh (Victoria), LAC W.F. Minnie (Victoria), LAC A.E. Nunns (Cumberland, British Columbia), F/O H.H/ Perry (Sydney, British Columbia) and AC1 Kenneth Bennett (Courtney, British Columbia). Returning to United Kingdom, 7 March 1946. Repatriated 17 June 1946. Reverts to Sergeant in postwar RCAF, 1 October 1946. Classified as Supply Technician, 25 November 1948. Promoted Flight Sergeant, 1 October 1949. Promoted WO2 in 1952. Further details uncertain.

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WARK, F/O George Arthur (J88101) - **Distinguished Flying Cross** - No.514 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1127/45 dated 6 July 1945. Born 11 April 1915. Home in Calgary; enlisted Galt, Ontario, 14 February 1941 as Aero Engine Mechanic and posted to No.1 Manning Depot. To No.10 Repair Depot, 7 April 1941. Promoted AC1, 14 May 1941. Promoted LAC, 1 October 1941. Promoted Corporal, 1 July 1942. Remustered to aircrew and posted to No.4 ITS, 5 December 1942; graduated 19 February 1943 and posted next day to No.5 EFTS; graduated 16 April 1943 and posted next day to No.7 SFTS; graduated and promoted Sergeant, 6 August 1943. To "Y" Depot, 20 August 1943. To United Kingdom, 12 September 1943. Commissioned 15 July 1944. Promoted Flying Officer, 15 January 1945. Repatriated 7 February 1945. To No.2 Air Command, 18 February 1945. To No.7 Release Centre, 9 April 1945. Retired 11 April 1945. Presented 1 February 1946. No citation

other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/9051 has recommendation dated 17 December 1944 when he had flown 30 sorties (122 hours 15 minutes), 9 August to 3 December 1944.

9 August 1944 - Lille (2.30)
12 August 1944 - Russelheim (4.45)
14 August 1944 - Falaise (3.30)
25 August 1944 - Russelheim (8.00)
31 August 1944 - Pont Remy (3.30)
3 September 1944 - Eindhoven (3.40)
6 September 1944 - Le Havre (3.10)
8 September 1944 - Le Havre (3.35)
11 September 1944 - Kamen (4.15)
14 September 1944 - Wessenaar (2.50)
20 September 1944 - Pas de Calais (2.50)
25 September 1944 - Pas de Calais (2.45)
27 September 1944 - Pas de Calais (2.45)
3 October 1944 - Walcheren (2.30)
5 October 1944 - Saarbrucken (5.05)
14 October 1944 - Duisburg (4.25)
14 October 1944 - Duisburg (5.10)
19 October 1944 - Stuttgart (6.20)
21 October 1944 - Flushing (2.50)
23 October 1944 - Essen (5.35)
25 October 1944 - Essen (4.00)
28 October 1944 - Flushing (2.30)
30 October 1944 - Wesseling (4.15)
31 October 1944 - Bottrop (4.40)
6 November 1944 - Coblenz (5.00)
15 November 1944 - Dortmund (4.45)
16 November 1944 - Heinsberg (4.35)
20 November 1944 - Homburg (4.30)
21 November 1944 - Homburg (4.05)
3 December 1944 - Oberhausen (4.20)

Flying Officer Wark has completed thirty operational sorties as pilot and captain of four-engined bomber aircraft. These include attacks by day and by night against some of the most heavily defended targets in Germany. This officer has at all times displayed outstanding courage and devotion to duty

and throughout his tour of operations has set a fine example to his many comrades in the squadron.

Flying Officer Wark is recommended for the award of the Distinguished Flying Cross in recognition of his constant devotion to duty.

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WARMAN, Gerald Burton, F/L (J18540) - **Mention in Despatches** - Overseas -Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 1 July 1915. Home in Marysville, New Brunswick; enlisted in Chatham, 17 September 1940 and posted to No.4 Manning Depot. To No.1A Manning Depot, 27 February 1941. To No.31 SFTS, 17 March 1941 (guard); to No.3 ITS, 4 May 1941; graduated and promoted LAC, 21 June 1941 when posted to No.4 EFTS; graduated 8 August 1941 when posted to No.9 SFTS; graduated and promoted Sergeant, 24 October 1941 To "Y" Depot, 25 October 1941. To RAF overseas, 11 November 1941. Promoted Flight Sergeant, 24 April 1942. Promoted WO2, 24 October 1942. Promoted WO1, 24 April 1943. Commissioned 12 August 1943. Promoted Flying Officer, 12 February 1944. Repatriated 5 September 1945. Retired 19 October 1945. Certificate sent to Toronto, 27 April 1951. RCAF photo PL-45777 (ex UK-24158 dated 12 September 1945) taken at Torquay repatriation centre; LAC I.A. LeBlanc of Moncton preparing to cut the hair of F/L G.B. Warman (Bathurst and Marysville, New Brunswick).

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WARNE, WO David Earl (R109093, later J19294) - **Distinguished Flying Cross** - No.227 Squadron - Award effective 7 December 1943 as per **London Gazette** of that date and AFRO 410/44 dated 25 February 1944. Born 17 January 1919 in Kennedy, Saskatchewan. Home in Kennedy, Saskatchewan; enlisted in Regina, 3 May 1941 and posted to No.2A Manning Depot. To No.37 SFTS as guard, 9 June 1941. To No.4 ITS, 15 July 1941; graduated and promoted LAC, 19 August 1941 when posted to No.18 EFTS; graduated 10 October 1941 and posted next day to No.15 SFTS; graduated and promoted Sergeant, 2 January 1942. To "Y" Depot, 3 January 1942; to RAF overseas, 23 January 1942; promoted Flight Sergeant, 2 July 1942; promoted WO2, 2 January 1943; commissioned 12 August 1943 (J19294); promoted Flying Officer, 12 February 1944. Repatriated 23 April 1945; to No.2 Air Command, 8 May 1945; to No.1 CNS, 10 June 1945; to Release Centre, 15 September 1945; released 25 September 1945. Died in Vancouver, 22 October 2003. Award sent by registered mail 11 March 1949.

Warrant Officer Warne has completed a very large number of sorties, including several successful attacks on shipping. He has invariably pressed home his attacks with great determination, often in the face of heavy opposition, and his

achievements have been worthy of high praise.

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WARNER, Sergeant Charles William (R96284) - **Mention in Despatches** - No.62 Base - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. AFRO gives unit only as "Overseas". Home in Pembroke, Ontario; enlisted in Ottawa, 26 May 1941. To TTS, 4 July 1941. To "Y" Depot, 18 December 1941. To RAF overseas, 7 January 1942. DHist file 181.009 D.1725 (PAC RG.24 Vol.20607) has list of MiDs this date with unit. No citation in AFRO. DHist file 181.009 D.1722 (PAC RG.24 Vol.20606) has recommendation dated 3 February 1945. Electrician in No.62 Base Daily Servicing Section. Recommendation says he had served eight months in Canada, overseas 37 months.

This NCO has been outstanding in his devotion to duty, leadership, co-operation and loyalty. Due to his superior knowledge which he has gained by diligent study and application of his abilities he is frequently called out on his off-duty hours by his superiors and men. He responds cheerfully to such calls and has been responsible in many cases for getting aircraft serviceable for operations. His men are inspired by his uncomplaining willingness to work long hours under trying and difficult conditions and by his ability and knowledge. He always gives full co-operation and displays outstanding loyalty to his superiors.

WARNER, Sergeant Charles William (R96284) - **Mention in Despatches** - Tholthorpe - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. AFRO gives unit only as "Overseas"; unit found in McEwen Papers list of recommendations for MiD. DHist file 181.009 D.1725 (PAC RG.24 Vol.20607) has recommendation forwarded to No.6 Group Headquarters, 5 May 1945. Electrician who had been overseas about three years.

He has shown at all times outstanding qualities of leadership and devotion to duty. At all hours of the day or night he shows the utmost keenness in the performance of his duties, maintaining a cheerful and optimistic outlook under the most adverse conditions. His unswerving loyalty, his eagerness to improve his trade knowledge, and his whole-hearted co-operation with all those whom he comes in contact with, is an inspiration to his men.

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WARNER, F/O Earl Eugene (J96344) - **Mention in Despatches** - Overseas - Award effective 10 January 1947 as per **London Gazette** of that date and AFRO 70/47 dated 7 February 1947.

American in the RCAF; born 1 November 1920; home in Payson, Utah; enlisted Vancouver 22 September 1941 and posted to No.3 Manning Depot. To Calgary, 4 November 1941. To No.4 ITS, 21 November 1941. To Trenton, 22 February 1942. To No.7 BGS, 28 March 1942; graduated and promoted Sergeant, 11 May 1942. To "Y" Depot, 12 May 1942. To RAF overseas, 31 May 1942. Reported missing, 14 May 1943 while in Stirling BK704 of No.15 Squadron. Commissioned 11 November 1944. Reported safe, 5 May 1945. Promoted Flying Officer, 11 May 1945. Repatriated 8 July 1945; released 10 October 1945. Air Gunner. Certificate sent 20 January 1949.

The following information on his captivity is from volume 3 of RCAF file 45-19-15A, "Prisoners of War - Escape of - Interrogations" (National Archives of Canada RG. 24 Volume 5373).

Baled out on May 13, two o'clock in the morning. Hid parachute and harness in ditch under bushes. Threw flying jacket and pants out into wheat field. Walked most of the night; stayed hidden in woods that day. Stopped civilian about ten at night, was directed to go through fields and stay off road on my right and left. He then reported me to German military. Captured 14 May 1943.

He was subsequently held at Stalag Luft I, 29 May to 1 September 1943; Stalag Luft VIIA, 3-5 September 1943; Stalag IVB, 12 September 1943 to 3 January 1944 (when Jack Myers was Camp Leader), Stalag IVD, 4-29 January 1944, Stalag IVF, 1-7 February 1944, and Stalag Luft IID, February 1944 to 30 January 1945.. He described his escape attempts as follows (in longhand, some words unclear):

First Attempt: Stalag VIIA, September 4th. We cut the wire on windows through a double wire fence, crossed one compound, another fence and working on outside fence when caught.

Second Attempt: Stalag IVB - Changed identity discs with British Private and was taken to working party at Bitterfield. Found out the way and times trains left going south. Four of us fixed the single strands of fence, the window shutters and metal strips on inside of windows. Escaped about 10.30 on the night of January 29, 1944. Travelled by train to south-west of Leipzig, was captured at small town of Gnossen (?), February 1, 1944.

Third Attempt: I had covered a French fellow since coming out of the cells and escaped from the camp May 1st 1944, dressed as a Frenchman. I went out on a work party to German Canteen and since no count was taken the French in charge said it was all set. I walked to the cemetery and remained hidden there until the fellows working at the cemetery had brought all my things such as food, compass and clothes out; then I walked to nearest train junction, caught train

going East. Then one west and was caught out in fields near Erfurt, May 15, 1944.

Fourth Attempt: I changed identity discs with American Staff Sergeant Thomas Vaughn, # POW 80-652 and proceeded to Stalag IID, January 23, 1945. Left there January 30, marched out to IIA February 7. Left Stalag IIA February 20, arrived XB February 21st. Left marching for XC on April 15, arrived there same day. Liberated April 28th before escape was carried out.

The website "Lost Bombers" provides the following respecting his being shot down and captured. Stirling BK704 (LS-Z) of No.15 Squadron, 13/14 May 1943, target Pilsen. It had been delivered to No.15 Squadron on 2 March 1943. It was airborne at 0014 hours, 14 May 1943 from Mildenhall. Coned by searchlights at 11,000 feet and hit by flak. Exploded and crashed at 0130 hours at Barlo, six kilometres north-northeast of Bocholt. Crew consisted of S/L C.C.J.Bowyer (killed; at 21, one of the youngest Squadron Leader pilots killed on Bomber Command operation), P/O D.C.Smith (POW), Sergeant H.C.Cooper (POW), F/O W.G.M.Olivier, RCAF (POW), Sergeant J.B.Craggs (POW), Sergeant T.P.Hanrahan (POW), Sergeant E.E.Warner, RCAF (POW) and Sergeant C.E.Keik (POW).

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WARNER, F/O Kenneth William (J27369) - **Commended for Valuable Services in the Air** - No.231 Squadron (AFRO says No.232 Squadron, but recommendation is from No.231 Squadron) - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1219/45 dated 28 July 1945. Born in Regina, Saskatchewan, 12 February 1923 (RCAF press release announcing award). Truck and motorcycle driver for two years. Enlisted in Regina, 8 July 1941 and posted to No.2 Manning Depot. To No.10 SFTS (guard), 15 August 1941. To No.2 ITS, 13 September 1941; graduated and promoted LAC, 21 November 1941 when posted to No.12 EFTS; graduated 31 January 1942 when posted to No.5 SFTS; graduated and promoted Sergeant, 5 June 1942. To No.31 OTU, 20 June 1942. To No.45 Group, Ferry Command, 30 June 1942. Commissioned 8 April 1943. Promoted Flying Officer, 8 October 1943. To United Kingdom, 1 March 1945. To No.45 (Ferry) Group, 19 March 1945. Promoted Flight Lieutenant, 8 April 1945. Repatriated 17 January 1946. To No.5 Release Centre, 4 March 1946. Released 12 March 1946. Public Records Office Air 2/8771 has citation drafted when he had flown 1,600 hours, 534 in previous six months).

Flying Officer Warner was co-pilot of the Liberator aircraft which took Lord Reith's mission on Imperial Telecommunications on its Empire flight, covering a distance of approximately 44,500 miles in 234 flying hours. The diligent and co-operative manner in which this officer carried out his duties played an important

part in the successful completion of this outstanding flight.

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WARREN, F/L Bruce (J9286) - **Distinguished Flying Cross** - No.66 Squadron - Award effective 18 December 1944 as per **London Gazette** dated 29 December 1944 and AFRO 379/45 dated 2 March 1945. Born 28 May 1922 in Nanton, Alberta. Home in Ponoka, Alberta; enlisted Edmonton, 14 March 1941 and posted to No.2 Manning Depot. To No.2 BGS (guard), 4 May 1941. To No.2 ITS, 9 June 1941; graduated and promoted LAC, 14 July 1941 when posted to No.5 EFTS; may have graduated 1 September 1941 but not posted to No.3 SFTS until 12 September 1941; to No.34 SFTS, 24 September 1941; graduated and commissioned, 19 December 1941. To "Y" Depot, 20 December 1941. Posted to UK, 7 January 1942. To No.165 Squadron, June 1942 (promoted Flying Officer, 1 October 1942; appointed Deputy Flight Commander, November 1942). To No.2 Tactical Exercise Unit, January 1944 as instructor; to No.1687 Bomber Defence Training Flight, Ingkham, Lincolnshire, March 1944 (promoted Flight Lieutenant, 19 March 1944); to No.66 Squadron soon after. Operated on Continent to March 1945; repatriated 14 April 1945. To No.2 Air Command, 27 April 1945. Remained in postwar RCAF (19664). To Central Flying School, 3 September 1947 to No.9406 Unit, 9 November 1947; to uncertain unit, 13 February 1949; to Winter Experimental Establishment (Edmonton), 17 December 1949; to Empire Test Pilot School at Farnborough, early 1950; test pilot assigned to CF-100 development. As of 1950 described as having flown 28 types of aircraft and logged over 2,200 hours. Killed in the crash of CF-100 18102 on 5 April 1951. Presented by King George 20 March 1945. Credited with the following victories with No.165 Squadron: 19 August 1942, one Do.217 destroyed (shared with three others including his twin brother); **26 January 1943**, one FW. destroyed; **10 February 1943**, one FW.190 damaged; **30 July 1943**, one FW.190 destroyed. RCAF photo PL-41478 (ex UK-18422 dated 22 January 1945) shows Bruce and Duke Warren, known in squadron as "Duke" and "Duke II". RCAF photo PL-430049 (ex UK-19678 dated 22 March 1945) is captioned as follows: "The King pinned the DFC on twin brothers from Ponoka, Alberta. Flight Lieutenants Bruce and Douglas Warren, 22-year old Spitfire pilots who have completed two tours, being together on the same squadron the whole time. The two completed their matriculation at Wetaskiwin High School, Alberta, and then worked on their father's farm until they were 18 and old enough to enlist in the RCAF on March 14, 1941. They trained together with the RAF in Canada and came overseas to join the RAF squadron flying Spitfire fighter-bombers. During their two tours they had many sorties against Jerry's lines of communication. At Dieppe they teamed together to shoot down a Ju.88 when they were supporting the Canadian Army. Since the invasion they have been supporting the Canadian Army until their screening from operations a short time ago. They have to their credit two enemy aircraft each. Bruce on right." Photo PL-43050 (ex UK-19679) shows F/L Bruce Warren (left), FL/ Gordon Low (Edmonton, middle) and F/L Douglas Warren (right), all from Edmonton.

This officer has led his flight with much skill and determination in attacks on ground targets. More than twenty vehicles have been damaged and many probably destroyed. During his numerous sorties he has destroyed two enemy fighters and participated in the destruction of a hostile bomber. His fine fighting spirit and zeal have set an excellent example to all.

WARREN, F/L Bruce, DFC (J9286) - **Air Medal (United States)** - No.66 Squadron (AFRO gives unit only as 2nd Tactical Air Force) - Effective 24 July 1945 as per **London Gazette** of that date and AFRO 602/46 dated 14 June 1946. DHist file 181.009 D.1630 (RG.24 Vol.20603) has letter from AFHQ to No.2 Air Command Headquarters, 27 November 1945, forwarding his and his brother's award. It says, in part, "There is no citation available for these awards but it is known they were granted in recognition of valuable services rendered whilst serving with the 2nd Tactical Air Force." Public Records Office Air 2/9090 has recommended citation drafted when he had flown 189 sorties (357 operational hours).

Flight Lieutenant Warren has participated in a large number of sorties and has displayed great determination in pressing home his attacks in the face of heavy anti-aircraft fire. During the Ardennes battle, this officer completed a number of missions in direct support of the United States forces, and his cool courage as flight commander has been an inspiration to the rest of his flight. During the course of his tour he has destroyed two enemy fighters and inflicted damage on others.

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WARREN, F/L Douglas (J9735) - **Distinguished Flying Cross** - No.66 Squadron - Award effective 18 December 1944 as per **London Gazette** dated 29 December 1944 and AFRO 379/45 dated 2 March 1945. Identical twin brother of Bruce Warren; born in Nanton, Alberta, 28 May 1922; home in Ponoka; enlisted Edmonton 14 March 1941. Trained at No.2 ITS (graduated 9 July 1941), No.5 EFTS (graduated 1 September 1941) and No.34 SFTS (graduated 19 December 1941). Presented by King George 20 March 1945. Rejoined postwar RCAF (26257). Commanded No.410 Squadron (Sabres), 27 May 1952 to 3 August 1954 with attachment to USAF in Korea in 1953 (no combat). Subsequently chief flight instructor at the Operational Training Unit, Chatham, New Brunswick and then served in a similar role in Germany, assisting the post-war Luftwaffe in forming their Sabre Operational Training Unit at Oldenberg as part of a Canadian Aid Team. In 1970, he was posted to CFB Comox, accepting his final posting as operations officer. Retired in 1973. Invested with Legion of Honour in Victoria, 1 February 2007. See his articles, "Christmas in Buzzbomb Alley", **Airforce**, January-March 1986, "Falaise" in **Airforce**, July-September 1987, and "Dieppe" in **Airforce**, August-September 1992. Credited with the following victories with No.165 Squadron: **19 August 1942**, one Do.217 destroyed

(shared with three other pilots including his twin brother); **31 December 1943**, one Bf.109 destroyed; **18 December 1944**, one Bf.109 damaged. Died in Comox, British Columbia, 27 August 2011. RCAF photo PL-41478 (ex UK-18422 dated 22 January 1945) shows Bruce and Duke Warren, known in squadron as "Duke" and "Duke II". RCAF photo PL-430049 (ex UK-19678 dated 22 March 1945) is captioned as follows: "The King pinned the DFC on twin brothers from Ponoka, Alberta. Flight Lieutenants Bruce and Douglas Warren, 22-year old Spitfire pilots who have completed two tours, being together on the same squadron the whole time. The two completed their matriculation at Wetaskiwin High School, Alberta, and then worked on their father's farm until they were 18 and old enough to enlist in the RCAF on March 14, 1941. They trained together with the RAF in Canada and came overseas to join the RAF squadron flying Spitfire fighter-bombers. During their two tours they had many sorties against Jerry's lines of communication. At Dieppe they teamed together to shoot down a Ju.88 when they were supporting the Canadian Army. Since the invasion they have been supporting the Canadian Army until their screening from operations a short time ago. They have to their credit two enemy aircraft each. Bruce on right." Photo PL-43050 (ex UK-19679) shows F/L Bruce Warren (left), F/L Gordon Low (Edmonton, middle) and F/L Douglas Warren (right), all from Edmonton.

Flight Lieutenant Warren during two tours of operational duties has shown outstanding skill and courage. His determination to engage and destroy the enemy in the air and on the ground is worthy of high praise. He has completed numerous varied missions on heavily defended ground targets and enemy shipping. He has participated in the destruction by cannon fire of twenty enemy vehicles and the explosion of the magazine of a large enemy strong point. By accurate bombing he has destroyed one enemy aircraft and shared in the destruction of another. On another occasion his accurate bombing severed an important rail link in Germany.

WARREN, F/L Douglas, DFC (J9735) - **Air Medal (United States)** - No.66 Squadron (AFRO gives unit only as 2nd Tactical Air Force) - Award effective 3 July 1945 as per **London Gazette** of that date and AFRO 602/46 dated 14 June 1946. Trained at No.2 ITS, No.5 EFTS, and No.34 SFTS. DHist file 181.009 D.1630 (RG.24 Vol.20603) has letter from AFHQ to No.2 Air Command Headquarters, 27 November 1945, forwarding his and his brother's award. It says, in part, "There is no citation available for these awards but it is known they were granted in recognition of valuable services rendered whilst serving with the 2nd Tactical Air Force." Public Records Office Air 2/9090 has citation as published in USAAF Orders; described as having flown 198 sorties (366 operational hours).

Flight Lieutenant Warren has completed numerous sorties and has displayed outstanding skill and initiative. He has at all times displayed great courage and

determination in pressing home his attacks and on numerous missions has operated in immediate support of the United States Forces. His personal example has been an inspiration to the members of his flight.

Note: The following is excerpted from an obituary that appeared in the **Comox Valley Record** of 30 August 2011:

Active with Royal Canadian Legion Branch 160 in Comox, Warren served as Branch Padre for 24 years, and he served in the same capacity with 888 Wing of the Air Force Association of Canada and the Korean Veterans Association.

Retired colonel Jon Ambler first met Warren when Ambler was wing commander at 19 Wing Comox.

"His story is like so many Canadians during the Second World War," said Ambler, who is now the volunteer co-ordinator/program manager of the Comox Air Force Museum. "Kids from the Prairies joined the Air Force, became Spitfire pilots.

"What made Duke's story unique from hundreds of other Canadians was that he did it with his twin brother. I've never heard of anyone else doing this — they flew together, and when he was flying with his twin, they were naturally called the Gemini Flight."

Ambler speaks highly of Warren.

"He was one of those guys that if you asked him to come around and talk to people about being in the Air Force and his experiences, he would always come and talk to people, and he was always happy and proud of it," he said. "He was a lovely man, very engaging."

Ambler saw Warren a lot at the Comox Air Force Museum.

"He was always a very affable and chatty person," he said. "He'd come to the museum and hang out and look at pictures of the Spitfires. He was always happy to be with people. He was a gentleman.

"He was very much part of the Air Force fabric of the Valley. We'll miss him for sure."

Bud Wilds, immediate past president of 888 (Comox) RCAF Wing of the Air Force

Association of Canada, knew Warren socially, as he believes Warren was a member of 888 Wing for at least 25 years.

"He was a fine gentleman who did many things for other people," he said. "He was quite involved in Legion events and the Air Force Association and doing things for cadets and children in school.

"He loved to go to schools and speak to young people, not about his exploits, but about World War Two and about why it happened and why they should go out of their way to remember it and make sure it didn't happen again."

James Francis (Stocky) Edwards, who also flew Spitfires in the Second World War, considers Warren a role model for young people.

"He was a good pilot," he said. "He was a good husband and father and a very good officer, an example to all the young people. He was always a gentleman.

"He was a good-living man, and particularly, he was an example to the young officers and young people and the cadets."

Warren received many honours in recognition of his accomplishments and his service to his country and his community.

He was recognized for his community work when he was awarded the Governor General's Caring Canadian Award in 2002.

In 2006, he was awarded the Minister of Veterans Affairs Commendation and was accorded the Freedom of the Town of Comox. Warren was also awarded the Legion of Honour by the president of France.

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WARREN, FS Earl Freeman (R114511, later J17093) - **Distinguished Flying Medal** - 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 23 January 1923. Home in Regina; enlisted there 8 July 1941 and posted to No.2 Manning Depot. To No.3 SFTS (guard), 14 August 1941. To No.4 ITS, 13 September 1941; graduated and promoted LAC, 26 October 1941 when posted to No.5 EFTS; to No.32 SFTS, 27 December 1941; ceased training and posted to Trenton, 27 February 1942; to No.6 BGS, 11 April 1942; graduated and promoted Sergeant, 11 May 1942. To "Y" Depot that date. To RAF overseas, 4 June 1942. Arrived in No.15 Squadron, 10 October

1942. Commissioned 10 March 1943. Promoted Flying Officer, 10 September 1943. Killed in action, 7 May 1944 with No.156 Squadron (Lancaster ND449). Cited with FS William D. MacMonagle (which see for citation). Photo PL-15728 taken in courtyard of Buckingham Palace after investiture. Photo PL-15734, also taken after investiture, shows (front row) Flight Sergeant W.H.C. Leavitt, DFM, P/O Earle F. Warren of Regina, 2nd Lieutenant W.D. McMonaglean (ex-RCAF, now USAAF), F/L Gordon F. Goodall (Brantford) and in back row, Warrant Officer Desmond McCabe, F/O H.H. Wright (RAF with Canadians), P/O Frank F. Hamilton (Mazewood, Saskatchewan) and Flight Sergeant W.E. Egri (Abbotsford, British Columbia). Photo PL-15737, taken after investiture, shows (front row) P/O Earle F. Warren of Regina, 2nd Lieutenant W.D. McMonaglean (ex-RCAF, now USAAF), F/L Gordon F. Goodall (Brantford) and in back row, F/O H.H. Wright (RAF with Canadians), P/O Frank F. Hamilton (Mazewood, Saskatchewan) and Flight Sergeant W.E. Egri (Abbotsford, British Columbia).

The website "Lost Bombers" has the following of his last sortie. Lancaster ND449, No.156 Squadron (GT-M), target Nantes-la-Jolie, 6/7 May 1944. ND449 was delivered to No.156 Squadron in January 1944 and took part in the following operations: Leipzig, 19/20 February 1944; Stuttgart, 20/21 February 1944; Nuremburg, 30/31 March 1944; Dusseldorf, 22/23 April 1944; Nantes 6/7 May 1944 (lost). When lost this aircraft had a total of 81 hours. Airborne at 0048 hours, 7 May 1944 from Upwood to bomb railway installations. Crashed at le Fidelaire (Eure), 9 km WSW of the small town of Conches-en-Ouche. Crew were F/L H.D.Churchill, DFC and Bar (killed); Flight Sergeant G.M.G.Meer, DFM (evaded); F/O J.D.Foster, DFC (killed); F/O P.V.Jones, evaded); Sergeant R.Maile (evaded); Sergeant D.F.Hayward, DFM (evaded); F/O E.F.Warren, DFM, RCAF (killed).

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WARREN, Sergeant (now P/O) Jean Louis Nazaire (R136975/J96294) - **British Empire Medal** - No.434 Squadron - Award effective 2 July 1946 as per **London Gazette** of that date and AFRO 781/46 dated 9 August 1946. Born 14 July 1914 (birth date on MI.9 report) or 15 July 1914 (pay card). Home in Pointe-au-Pic and Murray Bay, Quebec (colonization inspector, store keeper); enlisted in Quebec City, 25 June 1942. To No.1 Manning Depot, 19 August 1942. To No.3 ITS, 18 December 1942. To No.9 BGS, 20 February 1943; promoted LAC, 3 April 1943; graduated and promoted Sergeant, 14 May 1943. To "Y" Depot, 28 May 1943. To RAF overseas, 15 June 1943. Shot down, POW, 19 November 1943. Safe in United Kingdom, 17 April 1945. Commissioned 19 April 1945. Repatriated 1 June 1945. To Lachine, 12 June 1945. To No.2 Release Centre, 24 September 1945. Released 1 October 1945. Presented 24 April 1948. Died in St.Fidele (Charlevoix), Quebec, 30 March 1987 as per **Airforce Magazine** of July-August-September 1988. RCAF photo PL-44037 (ex UK-21420 dated 16 May 1945) shows him picking up Red Cross parcels at RCAF Released POW Depot, Bournemouth; Mrs. W.S. Hunt from Notre Dame de Grace hands out the bundle which includes shaving kit, soap, socks, Canadian chocolate and

pajamas.

Sergeant Warren was a member of the crew of a Halifax bomber which was shot down over Cologne in November 1943. He got clear of the burning wreckage and hid in a haystack for the night. In the morning he left his hiding place and walked across fields most of the day, sleeping in the woods at night. He was so weak as a result of wounds and bruises sustained when the aircraft crashed that he eventually went to a farm and gave himself up. He was imprisoned in Dulag Luft at Wetzlar and sent to Stalag Luft IVB at Nuhlberg. On 17th March 1944, Sergeant Warren made his first attempt to escape by joining a party of French prisoners going out for supplies. When the party reached the stores he broke away and went to a cemetery where, by pre-arrangement, he was to have met a Canadian airman who had previously escaped. On arrival, Sergeant Warren learned that the other airman had been recaptured and the guards had been reinforced. As he had neither food nor maps, Sergeant Warren decided to return to the camp and await a more favourable opportunity. He regained the camp undetected. On 1st May 1944, Sergeant Warren made a further attempt, using the same method as before. He met an RAF officer and both successfully evaded the search parties and guards for five days. Four other escapers soon joined them and all managed to get on a train carrying rolls of paper to Holland. On arrival in Holland the party split up, and Sergeant Warren and one companion travelled north until they made contact with the Dutch underground movement in Borne. They stayed for five weeks and then moved on to Nijverdal, owing to the activities of the Germans. Early in August 1944, Sergeant Warren moved to Zwolle and hid in a boat until the end of the month when he was given shelter in a castle near Hattem. The German search parties were very active, but he successfully evaded them and eventually reached Gossel, where he remained for eight weeks. Of the period, six weeks were spent hiding in a cave under a pigsty, in company with two Poles and a Dutchman. The Germans made a surprise search and the members of the party were ultimately arrested. After brutal treatment, they were taken to the Landwach prison. Although Sergeant Warren produced his RAF identity discs, he was treated as a "terrorist" and badly manhandled during interrogation, after which he was put in a cell measuring 12 feet by 6 feet with thirteen others. For three weeks they remained in the cell, no one being allowed out for any purpose. Later he was taken to an empty house for interrogation and further brutal treatment was carried out. Eventually Sergeant Warren was moved to Oxelhoft, where conditions were even worse. On 1st February 1945, he and ninety-three others were put into two box cars and sent to Germany. During the journey some of the party pried open a window of the truck and made an attempt to escape, but the guards saw them

and opened fire. Sergeant Warren succeeded in getting away and evading capture by walking all night through water waist-high. The next evening he made contact with an underground organization and was taken to Lobith. The next night an attempt to cross the Rhine was made, but those who tried had to return to the starting point owing to strong enemy opposition. The party was then taken to a farm by a Dutch nurse and given shelter. On the 22nd February 1945, the Germans ordered all farms to be evacuated, so Sergeant Warren and some others posed as members of the farmer's family and moved with them. Later he posed as a Dutch policeman in order to prevent being taken again. he continued to evade capture until liberated by British forces in April 1945.

Public Record Office WO 208/3326 has his MI.9 report of his escape based on interview of 21 April 1945.

1. CAPTURE

We left Tholthorpe in a Halifax on 17 November 1943 to bomb Cologne. We bombed our target and on the way out were hit by a night fighter. The machine was on fire and started to spin and we dropped from 20,000 feet to 9,000 feet before the pilot got control and straightened it out. The intercom was shot away and I thought that we were flying back to England.

After a few minutes I went into the plane and flashed a light on the altimeter and found we were between 900 - 1,000 feet. I went back to the turret, got my parachute, but before I could bale out the plane hit the ground and burst into flames. I got out and started to go back to see if I could find any of the crew but bullets were exploding and I was hit in the lip and wrist. I was also badly bruised and hurt my knee, so that I could not run; I hobbled to a tree about 50 yards away and lay down. Just as I did so a bomb in the plane went off. It is my belief that the rest of the crew baled out.

I hid in a haystack that night, and the next morning it took me about an hour to start moving. I walked across fields most of the day and slept in the woods till 0500 the following morning. By this time I was feeling so sick that I went to a farmhouse and gave myself up.

2. CAMPS IN WHICH IMPRISONED

Dulag Luft (Wetzlar) and
Stalag Luft IVB (Muhlberg) - 19 November 1943 - 1 May 1944

3. ESCAPES

(a) **First Attempt** On 17 March 1944 I managed to join a party of French prisoners who were going out for supplies. When we arrived at the stores, I broke away and went to a cemetery where I had arranged to meet Sergeant Poirier, RCAF, who had escaped four days before. Our idea had been to go to Esterverda and catch a goods train to Switzerland.

On arrival at the cemetery I learned from some French prisoners who were working there that Poirier had been recaptured by the Germans and that they had a special guard on the trains, and that it was impossible to escape that way.

As I had no food or maps, I decided it was best to go back to the camp and await a better chance. So I stayed in the cemetery the night, then joined the supply party and got back to camp unquestioned.

On arrival back in camp the Man of Confidence, Warrant Officer Mayers, RCAF, asked if I would cover for a man that had escaped, and from then until I made my escape on 1 May 1944 I was covering for different men.

(b) **Second Attempt** On 1 May 1944 I escaped in the same way as above, with P/O J. Brandford, RAF. We hid in the cemetery for three days, the French working party bringing us food supplied by the Escape Committee.

On the third day we heard that the Germans were going to search the cemetery so we made for a wood on the outskirts of Esterverda where we were joined by Sergeant Thorne, RAF and a Private in the British Army and two Frenchmen.

We stayed in the woods for four days, going down to the railway yards daily to see if there was a train for Switzerland. I also went into town to make contact with a Frenchman who was to seal the goods wagon of the train in which we travelled.

On the fourth day our supplies were running short, so we decided to catch the first goods train going West. The morning of the fifth day we got on a car loaded with rolls of paper that was going to Holland. It took us five days to get to Holland. We had enough biscuits to last out, but no water for the last two days.

When we were close to Holland we started to make a hole in the box car with a

small pocket knife and managed to make it large enough by the time we arrived at Hengelo, Holland (Germany 1:250,000, Sheet K.53, V 30). We dropped off the train and split up in twos, Brandford and I going together. We went to a house on the outskirts of town, obtained some food and water, and started walking North.

We slept the first day and night in a haystack and at five o'clock the first morning started North again. We made contact with a farmer who gave us food and water and advised us to hide in a wood till night. We went to the wood and decided to split up, as food was very hard to get. I stayed in the wood and Brandford went away.

Later in the day five or six members of the Underground came and took me to another farm where I stayed for three days. Then I was taken to a house on the outskirts of Borne (Malmelo V.31) where I stayed for five weeks. There I met Brandford again.

After five weeks the German search got close and we were moved to Nijverdal (North West Europe 1:250,000, Sheet 2A, V.11) where I stayed for five more weeks.

At the beginning of August I was taken by another organisation to Zwolle (Z.83) and stayed there for two nights and from there was taken to a boat in the canal where I stayed for ten days. After this I was taken back to Zwolle where I stayed until 28 August 1944. Brandford stayed on the boat and I have not seen him since.

I was sent to a castle owned by a Baron near Hattem (Z.83) and stayed one night in a hut in the woods. The next morning the Baron's son came and told me that the Germans had searched the castle and arrested nine of the inmates.

I stayed in the woods all day and night and the next day the Baroness came with a bicycle and took me to a village close by where I made contact with another organisation. I then cycled to a farm outside Gorssel (Z.90) where I stayed for eight weeks.

The first two weeks I worked on the farm but for the last six weeks I had to remain hidden in a small cave underneath the pigsty, coming up at night for a meal. There were two Poles, five Dutch and myself.

One morning we heard German voices and the door was opened and we were arrested. The Germans knocked us around with rifle butts and made us stand against a wall with our hands over our heads for 4-5 hours. They arrested the farmer and nine members of the organisation and burnt the farm.

We were then marched to Deventer (Z.90) and put in the Landwach prison, section one. Despite the fact I told the Germans that I was an RCAF escaped POW and showed them my POW identity disc. They persisted in calling me a "terrorist" and treating me as one.

For the first two or three days we were five to a cell 12 feet by six feet, then they put in nine more, making the total fourteen and we remained that number for three weeks. We were not allowed out and had to do our ablutions in a pail in the corner of the room.

There I met Sergeant Thorne again and also a Sergeant Whittaker, RAF who had broken his arm, but the Germans refused him medical aid. All this time we were prisoners of the S.D. (Gestapo in occupied countries).

One morning two members of the S.D. came for me in a car and, picking up five other S.D. on the way, took me to an empty house on the outskirts of the town. There an S.D. officer interrogated me while the rest stood round the room with drawn revolvers.

He started off by telling me that I was a "terrorist" and asking questions about the Underground. I told him I was not a "terrorist", I was a member of the RCAF, whereupon he knocked me down and kicked me in the body, head and face for 15-20 minutes. He then pulled me to my feet and asked more questions. The interrogation lasted from 1000 hours till 1600 hours. When I got back to prison my body was all black and blue (especially my back), my head and face were cut, and my head was swollen all over.

We stayed in this prison for one month and were then moved to Oxelhoft, near Deventer, where we stayed in prison for about a month.

On 14 December we were moved to Doetinchem (A.07) to an S.D. special prison for transients going to Germany. Conditions were very bad in this prison. Our daily ration consisted of ½ litre of soup (so-called) and 200 grammes of black bread. We lay on straw, had two cotton blankets, and the place was infested with vermin. I had no coat or shirt, only a pair of overall pants, and summer

underwear. No soap or towels were provided and one washed under a tap in the cell. We were allowed out in the yard for five minutes per day but after the first week all prisoners were so weak that they could only go out every other day. Some were too weak to go out at all.

The cruelty of the guards was awful. Every day and all day cries and screams of people were heard who were being tortured for information, and prisoners who looked all right one day would appear with black eyes, bruised heads and marks on their backs where they had been flogged.

I managed to help two Dutch Underground men to escape and the next day another Dutchman, aged 57, who had been in a cellar with them was flogged and a German guard hit him in the ear so badly that he had to be sent to hospital and subsequently died.

On 1 February we were to move to Germany - a six day trip. We were given one loaf of bread each as rations for the trip. Ninety-four were loaded into two box cars.

4. ESCAPE

We knew that if we got to Germany there was no hope for us, so we were determined to try to escape en route. We ate our full ration immediately we got on the train to help us get back a little strength and set to work prying open a small window in the car. We got the window open and in the night five of us dropped off the train. There were guards along the line and they immediately started firing, so everybody ran. I heard later that Sergeant P. Thorne, RAF (home address Liverpool Hill, Kingston, Surrey) had been wounded and sent back to prison at Doetinchen, and Sergeant Whittaker, RAF had gone on with the train to Germany.

I left the train at 0200 hours and walked all night through water up to my waist. The next day I hid in a wood and towards evening contacted two Dutch farm hands outside Eft (Sheet 3B, Z.18) where I was given food and clothing. They then contacted the Underground who sent me to a doctor's house at Didah (E.87) where I stayed until 5 February.

On 5 February two members of the organisation came and brought a bicycles and were to take me to Lobith, near Elten (Sheet 3A, E.96). We started off, but after a few miles I got so weak and sick that I could not ride any longer, so one of

the men took me on the panier of his bicycle to Lobith where I stayed on a barge all night.

The next night 23 civilians and I were to cross the Rhine in two boats, eight in one boat and 16 in the other. We started off but 15 minutes after leaving the bank Germans opened fire with rifles, machine guns and, I think, small calibre guns.

I was in the smaller boat which got a hole punctured in the bottom and started to sink slowly. We managed to get to the larger boat and everybody scrambled into it. There were too many in the large boat and we could not row so four of us got back into the small boat and managed to get back to the shore, landing between Doornenburg and Pannerdeh. We walked back to our starting point and a Dutch nurse, who had been in the boat with us, took us to the farm where she had been staying. I met Colonel Duncan, USAAF and we stayed there until 22 February.

On 22 February the Germans gave orders that all farms were to be evacuated, so we posed as members of the family, loaded up to horse wagons, and started to move. We were stopped by the Dutch police twice, but managed to get through and finally arrived at Angerlo (E.97) where we stayed at a farm for eight days.

Then, dressed as Dutch police, we went with a member of the Dutch police to his home in Doesburh (E.98) and stayed for five days. From there we went to Hunnelo (E.97) to a house next to a castle.

On 23 March we bicycled to a village close to Rhenden (E.87) where we met F/L Richards, RCAF. The next day Colonel Duncan and F/L Richards (who were billeted together) were moved and I was taken across the Ijssel over to Velp (E.55).

I stayed there until 16 April when the British troops arrived on the outskirts of the town and I joined them. I was finally sent home, landing in UK on 19 April 1945.

The website "Lost Bombers" has the following on his being shot down. Halifax EB254, No.434 Squadron (IP-D), target Leverkusen, 19/20 November 1943. EB254 was one of two No.434 Squadron Halifaxes lost on this operation; the other was LK990. Airborne at 1638 hours, 19 November 1943 from Tholthorpe. Shot down by a night-fighter whose first burst of fire killed Sergeant H.D. Newey. The order to bale out was given and the Halifax crashed near

Munchengladbach. Others in crew were Sergeant R.E.Hukes, RCAF (POW), Sergeant A.V.McIntosh, RCAF (injured), F/O R.C.C.Hodgson, RCAF (POW), Flight Sergeant L.E.Smith, RCAF (POW), Flight Sergeant R.H.Gairns, RCAF (POW), Sergeant J.L.N.Warren, RCAF (POW). Warren was interned in Camp 4B, POW number 263635 but he escaped on 1 May 1944 and remained hidden in Holland until liberated 16 April 1945. Awarded BEM.

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WARREN, Sergeant Margaret Elizabeth (W309252) - **British Empire Medal** - No.4 RC - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Home in Toronto; enlisted there 3 December 1942 as "Tradesman". To No.7 Manning Depot, 7 January 1943. To No.2 Composite Training School, 4 February 1943. To Recruiting Centre, 4 March 1943. Promoted AW1, 8 April 1943. Promoted LAW, 8 July 1943. To No..1 Training Command, 16 March 1944. Promoted Corporal, 1 September 1944. To No.1 Manning Depot, 11 October 1944. To No.4 Release Centre, 22 October 1944. Promoted Sergeant, 1 January 1946. To No.2 Release Centre, 16 April 1946. Retired 19 April 1946. Presented 14 February 1948.

This non-commissioned officer has been at this unit for approximately eighteen months and has been a tower of strength to her superiors and an outstanding example to those working with her. She has unusual organizing ability, has coordinated the activities of the Women's Division staff, and has been outstanding in her assistance in maintaining proper discipline and service spirit.

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WARREN, P/O Milton Wilfred (J18398) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 10 January 1944 as per **London Gazette** dated 21 January 1944 and AFRO 410/44 dated 25 February 1944. Home in Geraldton, Ontario; enlisted in Winnipeg, 6 June 1941 and posted to No.2A Manning Depot. To No.2 WS, 19 September 1941. Promoted LAC, 15 October 1941. To No.7 BGS, 2 March 1942; graduated and promoted Sergeant, 30 March 1942. To "Y" Depot, 31 March 1942. To RAF overseas, 3 April 1942. All else on pay card unreadable. Presented by King George 11 August 1944. Photo PL-32547 (ex UK-13876) 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 18 November 1943 when he had flown 24 ½ sorties (149 hours six minutes) between 10 September 1942 and 18 October 1943 (the half-sortie was an ASR search).

This officer has participated in 24½ operational sorties including attacks against

some of the most heavily defended areas in Germany and several mine laying operations. Recent targets included raids on Peenemunde, Berlin and Hanover, where intense fighter opposition was encountered. He has at all times displayed a coolness and courage under fire which is worthy of the highest praise. The fine record of achievement held by this officer has in no small measure contributed to the operational efficiency of his crew, and I recommend that the keenness with which he has undertaken any type of operation be recognized with the award of the DFC.

A Wireless Operator/Air Gunner, the sortie list was as follows:

10 September 1942 - Dusseldorf (5.40)
21 January 1943 - Gardening (4.51)
29 January 1943 - Lorient (6.20)
7 February 1943 - Lorient (6.35)
24 February 1943 - Wilhelmshaven (5.20)
3 March 1943 - Hamburg (4.45)
4 March 1943 - Lorient (7.00)
5 March 1943 - Essen (5.45)
8 March 1943 - Gardening (5.10)
10 April 1943 - Frankfurt (7.50)
22 April 1943 - Gardening (7.15)
4 May 1943 - Dortmund (5.20)
12 May 1943 - Duisburg (4.55)
13 May 1943 - Bochum (5.50)
16 May 1943 - Gardening (3.05)
23 May 1943 - Air-Sea Rescue (8.05, counted as one-half sortie)
25 May 1943 - Dusseldorf (4.55)
3 June 1943 - Gardening (6.00)
17 August 1943 - Peenemunde (7.20)
22 August 1943 - Leverkusen (4.55)
27 August 1943 - Nuremburg (7.30)
30 August 1943 - Munchen-Gladbach (4.40)
31 August 1943 - Berlin (6.50)
7 October 1943 - Stuttgart (7.15)
18 October 1943 - Hanover (5.55)

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WARREN, Sergeant Robert Charles (R63774) - **Mention in Despatches** - Linton-on-Ouse - Award

effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Identified in AFRO as "Overseas". McEwen papers (CWM) with list of recommendations with MiD recommendations for 1 February to 31 July 1945 identifies unit. Born 23 March 1920. Home in Chatham, Ontario; enlisted London, Ontario, 10 June 1940 in Armament trade. To "K", 16 August 1940. To Trenton, 28 September 1940. Promoted AC1, 23 December 1940; to No.4 BGS, 26 December 1940. To No.9 BGS, 13 February 1941. Promoted LAC, 1 July 1941. To "S", 28 May 1942. To No.128 Squadron, 28 June 1942. Promoted Corporal, 1 September 1942. To "Y" Depot, 11 January 1943. To RAF overseas, 2 February 1943. Promoted Sergeant, 1 November 1944. Repatriated 18 June 1945. To No.8 OTU, 19 June 1945. To Greenwood, 31 July 1945. To Halifax, 6 September 1945. Retired 11 September 1945. Certificate sent 28 September 1948. RCAF photo PL-40570 (ex UK-17271 dated 28 December 1944) shows three airmen of Beaver Bomber Base - LAC R.J. Norris (carpenter), Corporal Jack Godfrey (general duties) and Sergeant Robert Warren (armourer).

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WARREN, LAC Robert Ellis (R145450) - **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 21 August 1920. Home in Sandwich East, Ontario; enlisted in Winnipeg as "Tradesman", 18 March 1942 and posted to No.1 Manning Depot. To Technical Training School, 5 June 1942. Classified as Instrument Repair Technician, 1 July 1942. Promoted AC1, 21 August 1942 and posted that date to Newfoundland. Promoted LAC, 1 January 1943. To Torbay, 30 April 1943. To No.5 Flight, Torbay, 26 May 1943. To No.1 Communications Detachment, Torbay, 14 July 1943. To No.4 BGS, 9 October 1943. To "Y" Depot, 24 April 1944. Taken on strength of No.3 PRC, Bournemouth, 3 May 1944. Repatriated 23 December 1945. To No.4 Release Centre, 31 December 1945. Retired 4 February 1946. DHist file 181.009 D.2619 (RG.24 Vol.20628) has recommendation forwarded 1 February 1945 to No.63 Base HQ when he had served 34 months in Canada, nine months overseas.

This airman has been employed in the Repair and Inspection Squadron as an Instrument Mechanic. He has proved to be hard and efficient worker. Since his arrival overseas he has quickly improved his wide knowledge and become familiar with the additional specialist instruments peculiar to Bomber Command. While in charge of a party of airmen rendering the nitrogen system in Halifax aircraft serviceable, he has done particularly good work. By its nature, this was an arduous and discouraging task. Despite this, by persistent hard work and good organization, the job was completed in a comparatively short time.

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WARREN, F/L William Arnold (C12589) - **Air Force Cross** - No.1 CFS - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born in Woodstock, Ontario, 9 October 1908 (RCAF press release announcing award). Attended Colbourne Public School, Colbourne High School and Shaw's Business College. Owner and manager of Warren Business College. Home in Toronto; enlisted there 5 June 1940 and posted to Tremton. To No.7 EFTS, 26 June 1940. Ranked as Sergeant (paid), 8 July 1940. Granted Leave Without Pay, date uncertain and posted to No.20 EFTS. Recalled to service status, 23 March 1942, still at No.23 EFTS. To No.1 Manning Depot, 24 March 1942. To No.6 SFTS, 25 April 1942. Commissioned 9 June 1942. To Trenton, 20 June 1942. To No.3 Flying Instructor School, 3 August 1942. Promoted Flying Officer, 19 December 1942. Promoted Flight Lieutenant, 1 June 1943. To No.1 Flying Instructor School, 28 January 1944. To No.13 EFTS, 22 June 1944. To Trenton, 26 August 1944. To No.4 Release Centre, 18 May 1945. Retired 22 May 1945. Award sent by registered mail 11 January 1946. No citation in AFRO or biographical file. DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation dated 23 December 1944 when he was Examining Officer, Central Examining Flight; he had flown 2,360 hours 55 minutes, 2,096 hours 55 minutes instructional, 101 hours in past six months:

Flight Lieutenant Warren has been an instructor since July 1940 when he helped start the BCATP by instructing at an Elementary Flying Training School as a civilian instructor. Since then he has held a variety of jobs, all of which have called for a man of outstanding ability. Since coming to Central Flying School in June 1944 he has proven himself an exceptional officer in all respects. He has assisted in two vital training experiments and the wealth of knowledge gained from them have been directly attributable to this officer's ability and resourcefulness.

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WARRINER, F/L Lloyd Hubert (J5337) - **Air Force Cross** - No.112 Wing - Award effective 1 September 1944 as per **London Gazette** of that date and AFRO 2637/44 dated 8 December 1944. Born 27 March 1917. Home in Toronto; enlisted there 16 October 1940. To No.1 ANS, 7 November 1940. To No.2 ITS, 30 November 1940; graduated and promoted LAC, 2 January 1941 when posted to No.12 EFTS; graduated 21 February 1941; to No.1A Manning Depot, 24 February 1941; to No.1 SFTS, 4 March 1941; graduated and promoted Sergeant, 16 May 1941. Commissioned 17 May 1941; posted that date to Embarkation Depot. To RAF, 20 June 1941 and Ferry Command duty. Promoted Flying Officer, 17 May 1942. Promoted Flight Lieutenant, 17 May 1943. To No.301 Communications Unit, Dorval, 30 April 1944. To Lachine, 17 July 1945. To Repatriation Depot, 13 September 1945. To No.4 Release Centre, 8 November 1945. Retired 12 November 1945. Award sent by registered mail 1 September 1944. No citation in Canadian sources. Public Records Office Air 2/9019 has recommendation drafted when he had flown

1,932 hours of which 295 were in previous six months.

This officer is an excellent instructor on the various types of aircraft used for training. His work has always been of a high order.

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WARRINGTON, FS Edward George (R80373) - **Mention in Despatches** - Croft (AFRO gives unit only as "Overseas" - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. Born 3 May 1910. Home in Vancouver. Enlisted in Winnipeg, 27 November 1940 as cook and posted to No1 Manning Depot. To Technical Training School, St. Thomas, 27 December 1940. To No.10 SFTS, 11 February 1941. Promoted AC1, 2 March 1941. Promoted LAC, 1 July 1941. Promoted Corporal, 1 October 1941. To "Y" Depot, 14 May 1942. To RAF overseas, 13 June 1942. Promoted Sergeant, 1 July 1942. Promoted Flight Sergeant, date uncertain. Repatriated 23 November 1945. To No.8 Release Centre, 1 December 1945. Retired 5 January 1946. DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation submitted 2 February 1945. Noted he had spent 18 months in Canada, 31 months overseas.

This NCO's devotion to duty and untiring co-operation has contributed in a large measure to the efficient operation of his section. His outstanding ability and strong sense of duty under long hours of work are highly commendable. He has been in charge of all messes on this station for the past 18 months. It has been necessary for him to be on duty day and night in many cases, supervising operational meals to ensure that air crews are properly fed, also keeping constant watch of the Other Ranks' mess hall to make sure that they also get well cooked, hot food.

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WARRINGTON, F/L Gilbert Rex (J20446) - **Air Medal (United States)** - No.437 Squadron - Award effective 27 April 1945 as per **London Gazette** of that date and AFRO 1100/46 dated 29 November 1946. Born in Plato, Saskatchewan, 17 April 1918. Home in Mervin, Saskatchewan (farmer); enlisted Saskatoon, 26 August 1941 and posted to No.2 Manning Depot. To No.5 Personnel Holding Unit, 10 October 1941. To No.4 ITS, Edmonton, 4 January 1942; graduated and promoted LAC, 27 February 1942; posted next day to No.5 EFTS, High River; may have graduated 24 April 1942 but posted to No.7 SFTS, McLeod, Alberta, 9 May 1942; graduated and commissioned, 28 August 1942. To No.1 General Reconnaissance School, Summerside, 18 September 1942; to No.31 Operational Training Unit, Debart, 20 November 1942. Promoted Flying Officer, 28 February 1943. To "Y" Depot, Halifax, 4 March 1943; to RAF Overseas, 8

March 1943; to No.1 (Coastal) Operational Training Unit, 15 June 1943; with that unit until 4 September 1943; to No.48 Squadron, 22 September 1943; while with that unit he appears to have delivered aircraft to Gibraltar; to No.437 Squadron, 14 September 1944; taken on strength of No.45 Group Headquarters, Dorval, 14 January 1945; with that formation until 17 July 1945 (although with No.313 Flying Training Unit, North Bay, 18 February to 8 April 1945) when sent to No.1 Repatriation Depot; to No.2 Air Command Headquarters, Winnipeg, 20 July 1945; to No.6 Release Centre, 5 September 1945; released 15 September 1945. Died in Turtleford, Saskatchewan, 22 November 2007 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 2008. RCAF Photo PL-33816 (ex-UK-16162, 25 October 1944) shows a game of checkers in Knights of Columbus Recreation Room at base; left to right are F/L G.R. Warrington of Mervin, Saskatchewan, F.O W.J. Danstan of Tottenham, Ontario, and F/O G.E. Jones of Montreal. Public Records Office Air 2/9644 has recommendation.

As captain of aircraft Flight Lieutenant Warrington towed a glider aircraft into the Arnhem area on the 17th and 18th September 1944. Despite concentrated and accurate anti-aircraft fire he participated in another sortie on the 21st September and successfully dropped supplies to our beleaguered troops. Flight Lieutenant Warrington's skill, determination and devotion to duty have set an inspiring example.

NOTE: On applying for RAF Operational Wings, 24 December 1944, he stated that he had flown 29 sorties on Coastal Command duties with No.48 Squadron, 4 September 1943 to 28 February 1944 (183 hours 45 minutes). The squadron then converted to transport duties. In that role he flew 45 sorties with Nos.48 and 437 Squadrons (198 hours 25 minutes), commencing 28 February 1944 and concluding 24 December 1944. However, another form, dated 17 July 1945, states his last sortie was 20 December 1944. It estimates his flying time at 700 hours overseas plus 350 non-operational hours.

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WARWICK, F/L William Albert (C16470) - **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 13 May 1916. Home in Toronto; enlisted there 20 November 1937 as Airframe Mechanic. To Rockcliffe, 11 January 1940. Promoted AC1, 29 February 1940. Promoted LAC, 29 May 1940. Promoted Corporal, 1 November 1940. To No.6 SFTS, 16 December 1940. Promoted Corporal, 1 November 1940. Promoted Sergeant, 15 March 1941. To "Y" Depot, 21 February 1942. To RAF overseas, 13 March 1942. Promoted Flight Sergeant, 1 July 1942. Commissioned 7 January 1943. Promoted Flying Officer, 6 June 1943. Promoted Flight Lieutenant, 15 May 1944. Repatriated with No.408 Squadron, 17 June 1945. To No.664 Wing, 18 August 1945. To Greenwood, 1 October 1945. To Northwest Air Command, 8 February 1946. To Whitehorse, 28

February 1946. To No.2 Release Centre, 8 September 1946. Retired 14 September 1946. Died 23 February 1973 in Ottawa. Photo PL-28196 (ex UK-9264 dated 27 March 1944) show five Flying Control Officers in No.6 Group - F/O W.A. Warwick (Toronto), F/L Frederick Cleland (Westmount), S/L Frank Stanley (Toronto), F/O Louis Justason (Pennfield, New Brunswick) and F/O B.T. O'Beirn (Toronto).

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WATERBURY, P/O David John Cunningham (J29457) - **Distinguished Flying Cross** - No.162 (Bomber Reconnaissance) Squadron - Award effective 11 August 1944 as per **London Gazette** dated 22 August 1944 and AFRO 2231/44 dated 13 October 1944. Born 2 March 1921. Home in Wolfville, Nova Scotia; enlisted Halifax 15 July 1941. To No.1 Manning Depot, 13 August 1941. To No.4 BGS, 20 Aug 1941 (guard). To No.6 ITS, 27 October 1941; graduated and promoted LAC, 19 December 1941; to No.7 EFTS, 20 December 1941; ceased training 2 February 1942 and posted to Trenton; to No.4 AOS, 14 March 1942; graduated 20 June 1942 when posted to No.4 BGS; may have graduated 31 Jul 1942 but not posted to No.1 ANS until 15 August 1942; graduated and promoted Sergeant, 21 September 1942. To No.4 AOS, 5 October 1942. To No.1 GRS, 29 December 1942. To No.3 OTU, 5 February 1943. Promoted Flight Sergeant, 21 March 1943. To Eastern Air Command, 1 May 1943. To No.162 Squadron, 4 May 1943, accompanying it to Iceland, 31 December 1943. Commissioned 26 September 1943. Promoted Flying Officer, 30 March 1944. To Moncton, 21 November 1944. To "K", 20 January 1945. To No.7 Release Centre, 21 June 1945. Retired 22 June 1945. Presented 16 October 1946. RCAF photo PL-33828 (ex UK-16170 dated 31 October 1944) is captioned as follows: "At the RCAF Coastal Command Squadron Base in Iceland every Thursday night in the officer's mess is 'Srukka' - Icelandic for 'young unmarried woman.' Here are seven Stulkas and their escorts; left to right are Dave Waterbury, DFC, of Wolfville, Nova Scotia, P/O J.A. Smith of Yarmouth, Nova Scotia, Pilot Officer Bud Conday of Springhill, Nova Scotia, F/O George Campbell, DFC, Vancouver, and (caption card indicates a Flying Officer from Clarence Avenue North, North Vancouver, but fails to provide name). The caption is confusing in that "George Campbell. DFC" appears to be Graham Campbell.

This officer has invariably performed his duties as navigator in a most skilful and efficient manner. While on an anti-U-boat patrol his aircraft attacked an enemy submarine. During this encounter the aircraft was seriously damaged by anti-aircraft fire and later was forced to alight in the sea. As eight crew members occupied one dinghy the situation was difficult. After three hours an air/sea rescue aircraft dropped a lifeboat which unfortunately drifted away from the survivors. Stripping off all his clothing, Pilot Officer Waterbury swam after it and secured it and with considerable difficulty paddled it back to the remainder of the crew who were eventually rescued. But for this officer's determination and

courage all would undoubtedly have been lost.

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WATERBURY, P/O Orville Ray (J7520) - **Distinguished Flying Cross** - No.83 Squadron - Award effective 29 September 1942 as per **London Gazette** dated 16 October 1942 and AFRO 1731/42 dated 30 October 1942. Born 12 June 1920 in Virden, Manitoba. Educated in Saskatchewan. Pharmacist's assistant, 1938-1940. Home in Birtle, Manitoba; enlisted Saskatoon, 10 September 1940. No.1 Manning Depot, 13 September 1940. To No.6 SFTS, Dunnville for guard duty, 16 October 1940. To No.1 ITS, Toronto, 16 November 1940. Graduated and promoted LAC, 21 December 1940. To No.14 EFTS, Portage le Prairie, 22 December 1940. Ceased training and posted to No.2 Manning Depot, Brandon, 11 February 1941. To No.3 AOS, Regina, 1 April 1941; graduated 23 June 1941 and posted next day to No.2 BGS, Mossbank; graduated 4 August 1941 and promoted Sergeant; posted next day to No.1 ANS, Rivers; graduated and commissioned 15 September 1941. To "Y" Depot, 15 September 1941. To RAF overseas, 2 October 1941. Posted from No.3 PRC to No.25 OTU, 4 November 1941. To No.83 Squadron, 20 March 1942. To RAF Station Wyton, 15 August 1942 but then returned to No.83 Squadron. Promoted Flying Officer, 15 September 1942. Subsequently promoted Flight Lieutenant, with effect from 12 August 1942. Presented by King George 9 February 1943. Killed in action, 13 March 1943 (Lancaster W4928); buried in Germany.

On two occasions, despite the most adverse weather conditions, in daylight attacks on Germany, Pilot Officer Waterbury has displayed skilful navigation and as a result has successfully carried out his mission and brought his aircraft safely back to base. One night in September, when returning from an operational sortie on Wilhelmshaven, his aircraft was fired on by hostile aeroplanes and the wireless operator was severely wounded. Pilot Officer Waterbury successfully administered first aid, thereby saving the life of his colleague. He has completed numerous operational sorties, including attacks on the enemy's most heavily defended targets, and by his exceptional keenness and efficiency has set a fine example.

Note: The website "Lost Bombers" gives the following on his loss. Lancaster W4928, No.83 Squadron (OL-S), target Essen, 12/13 March 1943. This aircraft was delivered to No.83 Squadron on 7 March 1943 and was lost on its first operation. Airborne 1917 hours, 12 March 1943 from Wyton. Crashed in the target area. Crew (all killed) were S/L D.A.J. McLure, DFC, Sergeant J.MacFarlane, F/L O.R.Waterbury, DFC, RCAF, P/O D.G.Lovell, Flight Sergeant F.J.Musk, DFM, F/L A.F.Macqueen, DFC and P/O L.E.Warren.

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WATERFIELD, F/L Leslie (J23061) - **Distinguished Flying Cross** - No.160 Squadron - Award effective 22 May 1945 as per **London Gazette** of that date and AFRO 1147/45 dated 13 July 1945. Born 15 November 1916. Home in Toronto; enlisted there 9 December 1940 and posted to No.1 Manning Depot. To No.1A Manning Depot, 28 December 1940. To No.3 ITS23 March 1941; graduated and promoted LAC, 3 May 1941 when posted to No.1 EFTS; graduated 21 June 1941 when posted to No.5 SFTS; graduated and promoted Sergeant, 1 September 1941. To No.31 GRS, 5 September 1941. Promoted Flight Sergeant, 1 March 1942; commissioned 5 November 1942. Promoted Flying Officer, 5 May 1943. To No.5 Manning Depot, 8 January 1944. To No.111 OTU, 25 January 1944. To No.45 Group, Ferry Command, 5 May 1944. To United Kingdom, 21 June 1944. Promoted Flight Lieutenant, 5 November 1944. Repatriated 16 November 1945. To No.4 Release Centre, 23 November 1945. Retired 18 December 1945. Presented 19 December 1952. Cited with F/O James D.A. Robertson (see above for citation). Obituary stated he had flown over 70 missions against Japanese land and sea targets. Served in postwar RCAF Auxiliary (No.2400 Aircraft Control and Warning Squadron), being promoted Squadron Leader in 1958 to command the unit (to 1960). As a member of the Royal Canadian Legion, he was Liaison Officer to No.172 Air Cadet Squadron and for many years took the salute on ceremonial march-pasts. Died in Toronto, 5 November 2015.

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WATERMAN, F/O Frederick Charles Ernest (J6362) - **Distinguished Flying Cross** - No.40 Squadron - Award effective 1 December 1942 as per **London Gazette** dated 4 December 1942 and AFRO 2069/42 dated 18 December 1942. Born at Princetown, British Columbia, 8 October 1914. Educated there; fruit worker (1933-35), mining (1936), B.C. roads (1936-1937) and reporter for Kelowna Courier (1936-1940). Enlisted in Vancouver, 12 September 1940 and posted to No.2 Manning Depot, Brandon. To No.2 ITS, date uncertain; graduated and promoted LAC, 15 November 1940 when posted to No.10 EFTS, Hamilton; ceased training and posted to No.1 Manning Depot, 11 December 1940; to No.5 AOS, Winnipeg, 31 January 1941; graduated 26 April 1941 when posted to No.4 BGS, Fingal; graduated and promoted Sergeant, 9 June 1941 when posted to No.1 CNS, Rivers; graduated and commissioned 22 July 1941. To Halifax, 5 August 1941. Embarked for overseas, 11 September 1941, arriving via Ferry Command, 13 September 1941. To No.22 OTU, 15 September 1941. To No.15 OTU, 15 February 1942. To Middle East, 27 February 1942. Promoted Flying Officer, 23 April 1942. To No.40 Squadron, 10 May 1942 (but another form suggests 15 March 1942). To No.23 Personnel Transit Centre, 23 November 1942. To United Kingdom, 18 December 1942. To No.15 OTU, 14 March 1943. Promoted Flight Lieutenant, 23 July 1943. Special Leave in Canada, 19 January 1944. Embarked from Canada, 10 April 1944; arrived Britain 19 April 1944. To No.61 Base, 3 May 1944. Attended Dalton Battle School, 3-23 May 1944. To No.1655 Mosquito Training Unit, 23 May 1944. To No.109 Squadron, 6 July 1944. On 31 August 1944 he was airborne in Mosquito ML985 (HS-B) at 2110 from Little Staughton, one of six crews detailed for a mission to

Leverkusen. His navigator was F/G G.H.A. Court, DFC. Aircraft lost (circumstances not clear) but both men baled out near Arromanches, evaded capture. Posted to Staughton (non-effective), 2 November 1944. Reposted to No.109 Squadron, 21 December 1944. Repatriated to Canada, 30 April 1945. To Western Air Command, 20 June 1945. To No.5 OTU, 24 July 1945. To No.4 Release Centre, 19 September 1945. Retired same day. Presented by King George 29 June 1943. Photo PL-23756 is a portrait. Died in Kelowna, British Columbia, November 1982 as per **Legion Magazine** of April 1983. His pilot in the incident of 9 August 1942 was FS G.P.A. Yates, RCAF, later awarded DFC.

In August 1942, when engaged in an attack on shipping at Tobruk, this pilot [sic] had serious trouble with his engines. Evasive action was almost impossible but with great determination he proceeded to the target. Despite these difficulties, heavy gun fire and concentrations of searchlights, Flying Officer Waterman, with perfect calmness, released his bombs along the jetties at Tobruk. Flying Officer Waterman has at all times shown a sense of duty which has been an inspiration to his colleagues.

NOTE: Public Records Office Air 2/9606 has recommendation as transmitted from Middle East to Air Ministry, 4 November 1942.

This Canadian officer observer joined No.40 Squadron on the 12th of May 1942 having been posted from No.2 Middle East Training School and was the first commissioned officer to report for duty with the recently reformed No.40 Squadron.

The work of this navigator has been of a very high order, and he has on several occasions displayed much courage in carrying out his navigational duties during operations. For example, on the 9th of August 1942, when flying in an attack on shipping at Tobruk, his pilot had serious trouble with his engines which in many cases would have caused the abandonment of the task. Instead of returning to base, however, the aircraft proceeded to the target where because of the manner in which the pilot had to go in, evasive action was almost impossible. Despite this and despite heavy flak and concentrations of searchlights, three runs were made over the target and the bombs were dropped along the jetties at Tobruk, where a large explosion was observed. Throughout this operation, Pilot Officer Waterman with perfect calmness, carried on with his task and aimed his bombs in spite of the dangers to which the aircraft was subject. On the return journey from the target, Pilot Officer Waterman continues his duties until ordered by the captain to bale out which he did with the rest of the crew, landing behind enemy lines. Although some members of the crew were shaken

by this experience, Pilot Officer Waterman expressed a desire to fly operationally on the first possible occasion and the whole crew is now continuing to operate in a normal manner.

It is considered that this officer's example and high courage were the means of saving a crew which otherwise would probably have lost confidence from an operational point of view. This officer has at all times shown a sense of duty and he has set an example of the highest order to the rest of the squadron.

Notes: Form signed on repatriation, dated 16 March 1945, stated he had flown 73 sorties (361 hours ten minutes) plus 304.10 non-operational (last sortie was 22 January 1945). Types and hours listed as Hudson (16.10), Wellington (391.45), Anson (17.05), Dakota (23.50), Oxford (46.10), Mosquito IX and XVI (167.50), Hampden (1.10), Blenheim (1.10).

Application for Operational Wingy dated 17 January 1944 claimed 36 sorties (257 hours 45 minutes), 20 April 1942 to 23 November 1942 with No.40 Squadron (Wellingtons).

Application for Bar to Operational Wing dated 7 April 1945 stated that on his second tour he had flown 37 sorties (115 hours), June 1944 to February 1945.

Counsellor's Report dated 17 September 1945 at Release Centre read as follows: "Age 31. Married. Senior matriculation. Attended university one term. Worked his way through school. Spent two years on farm in Okanagan. One and one-half years as miner. Two years doing surveying and drafting. Navigator in the service. Brilliant career. Five trips short of three operational tours. Awarded Distinguished Flying Cross and Operational Wing and Bar. With Pathfinder Force. Is considered to have outstanding ability to learn. Very conscientious, level-headed type. Wishes to take one year Agriculture course and then take up full time farming. Would like to take degree course, but feels that age is strong factor. Should be given every opportunity to carry out his plan."

Training: Interviewed 20 June 1940 - "An exceptionally keen, smart, clean-cut, alert man. Okanagan ski jump champion. Reactions very quick and qualified in every way for pilot. Has a good knowledge of photography."

Course at No.2 ITS was 14 October to 12 November 1940. Courses in Mathematics (88/100), Armament, practical and oral (83/100), Visual Link ("C"), Drill (56/100), Law and Discipline (48/100). Placed 71st in a class of 95. "Keen and willing". (W/C H.J. Burden, 12 November 1940).

Course at No.5 AOS was 2 March to 28 April 1941. Flew in Anson aircraft (25.30 as first navigator by day, 25.05 as second navigator by day, 4.05 as first navigator by night, 4.05 as

second navigator by night). "Careful and accurate." Ground courses in DR Plotting (124/150), DR and DF (129/200), Compasses and Instruments (128/150), Signals (94/100), Maps and Charts (65/100), Meteorology (66/100), Photography (86/100), Reconnaissance (72/100). "Keen student, quick thinker." Placed tenth in a class of 42. "Neat and respectful. Would make a good officer."

Course at No.4 BGS was 28 April to 6 June 1941. Flew in Battle aircraft (12.10 bombing and 7.25 gunnery plus 3.15 as passenger). Gunnery tests remarkable - 5.8 percent in Beam Test, 2.5 percent in Beam Relative Speed Test and 7.5 percent in Under Tail Test. Graduated 15th in a class of 44.

Course at No.1 ANS was 25 June to 22 July 1941. Flew 6.15 as first navigator by day, 8.50 as second navigator by day, 11.40 as first navigator by night, 18.25 as second navigator by night. "Average work in the air. Would profit by additional night trips." Marked on Astronomical Plotting (75/150) and Astronomical Navigation, written (47/100). Placed fourth in a class of 45. "This lad after two additional weeks on this station has shown up extremely well and is keenly interested."

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WATERMAN, F/O Thomas John Davies (J5689) - **Distinguished Flying Cross** - No.207 Squadron - Award effective 16 June 1942 as per **London Gazette** dated 22 September 1942 and AFRO 1659/42 dated 16 October 1942. Born 11 April 1920 in Vancouver. Home in Vancouver (bank clerk, Royal Bank); enlisted there 13 August 1940 and posted to No.2 Manning Depot, Brandon. To Vancouver, 23 September 1940; to No.2 ITS, Regina, 27 November 1940. Graduated and promoted LAC, 6 January 1941; taken on strength of No.3 AOS, Regina on 7 January 1941; to No.2 BGS, Mossbank, 1 April 1941; promoted Sergeant, 12 May 1941; to No.1 ANS, Rivers, 13 May 1941. Commissioned 10 June 1941. To "Y" Depot, Halifax, 11 June 1941; left Halifax, 4 July 1941. Taken on strength of No.3 PRC, 19 July 1941. To No.23 OTU, 26 July 1941. To No.207 Squadron, 9 September 1941. Promoted Flying Officer, 10 June 1942. To No.207 Conversion Flight, 1 August 1942. To No.1660 Conversion Unit, 27 October 1942. To No.1654 Conversion Unit, 1 February 1943. To No.207 Squadron, 2 April 1943. Promoted Flight Lieutenant, 10 June 1943. Killed in action 3 September 1943 (Lancaster ED832); name on Runnymede Memorial.

This officer is employed as air observer and navigator. He has completed numerous sorties, a large proportion of which have been against heavily defended targets such as Cologne, Essen, Wilhelmshaven, Brest, Bremen, and Hamburg. On one occasion whilst over Bremen his aircraft was hit by anti-aircraft fire and Flying Officer Waterman was struck by fragments of shrapnel just above both eyes. Despite this he continued his work and navigated the

aircraft safely back to base without even mentioning that he had been slightly wounded. In July 1942 he took part in a daylight raid on Danzig. This officer has always displayed great keenness, determination and courage and his work has contributed materially to the successes achieved.

NOTE: Public Records Office Air 2/9598 has recommendation dated 26 July 1942 when he had flown 31 sorties (172 hours 25 minutes) which gives much more detail:

10 October 1941 - Essen (5.00)
12 October 1941 - Huls (5.10, unsuccessful, bombed Nijmegen aerodrome)
21 October 1941 - Bremen (6.25)
7 November 1941 - Cologne (5.05)
27 November 1941 - Dusseldorf (6.00)
7 December 1941 - Aachen (5.15, target not located; Dunkirk bombed as alternative)
2 January 1942 - St. Nazaire (6.15, bad visibility, unsuccessful)
5 January 1942 - Brest (5.45, visibility bad, bombs brought back)
8 January 1942 - Brest (5.25, **Scharnhorst** and **Gneisenau**, not successful, docks bombed).
10 January 1942 - Wilhelmshaven (6.35)
14 January 1942 - Hamburg (7.05)
25 January 1942 - Brest (5.00, **Scharnhorst** and **Gneisenau**, not successful, docks attacked)
16 February 1942 - GARDENING, 10/10 cloud at sea level, unsuccessful
23 February 1942 - Kiel (6.45)
3 March 1942 - Paris (5.40)
9 March 1942 - Essen (4.35)
26 May 1942 - GARDENING, Pumpkins (6.00, unsuccessful, bad visibility)
30 May 1942 - Cologne (5.10)
1 June 1942 - Essen (4.00)
5 June 1942 - Essen (5.40)
9 June 1942 - GARDENING (7.20, Nasturtiums)
20 June 1942 - Emden (4.10)
25 June 1942 - Bremen (4.20)
29 June 1942 - Bremen (5.50)
2 July 1942 - Bremen (4.35)
8 July 1942 - Wilhelmshaven (4.45)
11 July 1942 - Danzig (10.40, day raid)
19 July 1942 - Vegasack (4.50, 10/10 cloud, TR u/s; unsuccessful)
21 July 1942 - Duisburg (4.30)
23 July 1942 - Duisburg (4.30)
26 July 1942 - Hamburg (5.00)

Since this officer joined No.207 Squadron in September 1941, he has completed 31 operational sorties, a large proportion of which have been against heavily defended targets such as Cologne, Essen, Wilhelmshaven, Brest, Bremen and Hamburg.

On one occasion his aircraft was hit by ack-ack fire when over Bremen. Flying Officer Waterman was himself struck by fragments of shrapnel just above both his eyes; notwithstanding, he continued his work and navigated the aircraft safely back to base without even mentioning that he had been slightly wounded. It was not until he arrived in the Operations Room with his face covered in blood that the fact was known.

During a daylight raid on the submarine yards at Danzig on the 11th July 1942, Flying Officer Waterman, despite the very difficult adverse weather conditions, navigated his aircraft successfully to the target, which was bombed from a height of 2,500 feet, direct hits being scored. This officer has always displayed outstanding keenness, determination and courage on operations, and his work has contributed considerably to the success of the operational sorties in which he has taken part.

An application for Operational Wings on his behalf confirms sortie list and adds the following sorties:

31 July 1942 - Dusseldorf (4.10)
9 April 1943 - Duisburg (5.25)
10 April 1943 - Frankfort (6.05)
13 April 1943 - Spezia (10.00)
14 April 1943 - Stuttgart (6.30)
26 April 1943 - Duisburg (5.05)
12 May 1943 - Duisburg (4.25)
13 May 1943 - Pilsen (7.40)
23 May 1943 - Dortmund (5.00)
25 May 1943 - Dusseldorf (5.00)
29 May 1943 - Wuppertal (5.30)
11 June 1943 - Dusseldorf (5.20)
16 June 1943 - Cigliagio (9.45, landed Blida)
20 June 1943 - Fredrichshaven (10.00, landed Blida)
23 June 1943 - Spezia (9.00)
24 June 1943 - Leghorn (8.30)
17 August 1943 - Peenemunde (7.00)

31 August 1943 - Berlin (7.35)

3 September 1943 - Missing.

Assessment dated 24 September 1942 (No.207 Conversion Flight) - 493 hours flown (170 9in past six months) - "A good sound average officer. Has a most charming personality and is very popular with all ranks. His work has been entirely satisfactory."

Assessment dated 23 June 1943 by W/C P. Jennings; had flown 687.35 hours (165.05 in past six months): "A very reliable navigator who us now halfway through his second tour of operations. He is very conscientious and on occasion acts as Squadron Navigation officer which duty he performs extremely well." To which G/C A.F. McKenna adds (28 June 1943), "A first class operational navigator and an excellent officer in every respect. Quiet and unassuming he can be relied upon to pull his weight at all times. An asset to the squadron and the station."

The website "Lost Bombers" gives the following on his last flight. Lancaster ED832, No.207 Squadron (EM-X), target Berlin, 3/4 September 1944. This machine was delivered to No.207 Squadron on 11 April 1943. It took part in the following operations: Stettin, 20/21 April 1943; Dortmund, 23/24 May 1943; Dusseldorf, 25/26 May 1943; Dusseldorf, 11/12 June 1943; Bochum, 12/13 June 1943; Hamburg, 2/3 August 1943; Peenemunde, 17/18 August 1943; Berlin, 3/4 September 1943 (lost). When lost this aircraft had a total of 129 hours. Airborne at 1954 hours, 3 September 1943 from Langar. Lost without trace. All are commemorated on the Runnymede memorial. Crew were G/C A.F. McKenna (co-pilot; Station Commander at Langar), S/L I.McA. Huntley-Wood, DFC, F/L T.J.D. Waterman, DFC, RCAF, F/O F.G.C.Spanner, DFC, RCAF, F/O J.L.Young, DFM, Flight Sergeant A.J.C.Whitehead, F/O K.J.Knight, DFC.

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WATERS, F/L Alfred Henry Hillman (J10628) - **Commended for Valuable Services in the Air** - No.435 Squadron (AFRO gives unit only as "Overseas") - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 418/46 dated 18 April 1946. Home in Calgary; enrolled there 23 May 1941 and posted to No.3 Manning Depot. To No.34 SFTS, 21 June 1941. To No.2 ITS, 11 August 1941; graduated and promoted LAC, 24 September 1941 when posted to No.19 EFTS; graduated 21 November 1941 when posted to No.12 SFTS; graduated 13 March 1942. Attended No.31 OTU before overseas posting. Details including postings overseas and back missing until 31 March 1946 when posted to No.2 Air Command. To No.5 Release Centre, 14 March 1946. Retired 21 March 1946. Living in Calgary in 1950. Certificate sent 30 December 1948. No citation in AFRO or biographical file. DHist file 181.009 D.1768 (RG.24 Vol.20610) has recommendation for an AFC dated 27 October 1945 when he had flown 1,744 hours, 1,100 on transport duties, 350 in previous six months.

Flight Lieutenant Waters has been continuously on long range transport as Captain of aircraft, operating from the United Kingdom to destinations as far as India, Russia and Canada, for the past two years. Due to his overwhelming keenness to fly irrespective of weather, he has been an inspiration to all who have served with him and has won him the distinction of being an exceptional transport captain.

Since joining this unit he has been instructing new crews and by his devotion to his work he has produced results that would be hard to surpass. He is strongly recommended for the Air Force Cross.

NOTE: Public Record Office Air 2/9144 has the recommendation as it went to the Air Ministry Awards Committee; it has a slightly different text from the above:

Flight Lieutenant Waters is a deputy flight commander in his squadron. He has been continuously employed on long range transport as Captain of aircraft for the past two years. He has operated on the routes from the United Kingdom to India, Russia and Canada during this time. His keenness to fly in all weathers has been an inspiration to all who have served with him and he has won the distinction of being an exceptional transport captain. During his present tour of duty he has been instructing new recruits; his devotion to this work has produced results that would be hard to surpass.

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WATERS, F/O Samuel John (J25267) - **Commended for Valuable Services in the Air** - No.7 SFTS - Award effective 2 September 1944 as per **Canada Gazette** of that date and AFRO 2101/44 dated 29 September 1944. Born 22 May 1924. Home in Morrin, Alberta; enlisted in Calgary, 9 April 1942. To No.3 Manning Depot, 23 April 1942. To No.15 SFTS (guard), 15 June 1942. To No.7 ITS, 1 August 1942; graduated and promoted LAC, 25 September 1942, but not posted to No.19 EFTS until 24 October 1942; may have graduated 18 December 1942 but posted to No.14 SFTS until 24 December 1942; graduated and commissioned 16 April 1943. To No.2 Flying Instructor School, 30 April 1943. To No.7 SFTS, 25 June 1943. Promoted Flying Officer, 16 October 1943. To No.8 OTU, 18 September 1944. To No.31 Personnel Depot, 31 December 1944. To "Y" Depot, same date. Taken on strength of No.3 PRC, Bournemouth, 9 January 1945. Repatriated 12 March 1946. To No.5 Release Centre, 20 March 1946. Retired 24 April 1946. Promoted Flight Lieutenant, 16 April 1945.. Incident described took place at 1400 hours, 12 June 1944, three miles east of secondary field R2 near Standoff, Alberta. Anson 11528 with F/O G.W. Brereton (RCAF instructor) and LAC M. Zuback (RCAF pupil) hit Anson 11456 flown by Waters, whose pupil was Corporal T.M. Hunt (RAF) with passenger AW1 B. Pool (RCAF WD).

Anson 11528 went out of control, hit ground, exploded and burned out. Waters (who had 970 solo hours and 172 dual hours, including 785 and 31 respectively on type) was able to make wheels up landing after loss and regaining of control.

This officer was captain of an Anson aircraft recently and was giving instruction on beam approach flying when his aircraft collided with another at an altitude of approximately 1,000 feet. This officer had practically no opportunity to see the aircraft he struck as it came down through the overcast immediately in front of his aircraft. The complete tail unit and about fifteen feet of fuselage from the other aircraft were lodged on his right wing, held there by the controls of the other aircraft, which completely disabled his right engine and caused his aircraft to be almost unmanageable. Despite this, Flying Officer Waters righted his aircraft after the collision and made a successful crash landing without injury to any of the occupants. The clear thinking and skilful handling of the aircraft by this officer is most praiseworthy.

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WATKINS, F/O Albert Allen (J26919) - **Distinguished Flying Cross** - No.440 Squadron - Award effective 20 October 1944 as per **London Gazette** of that date and AFRO 2637/44 dated 8 December 1944. Born 11 August 1920 in Regina (obituary notice) ; home in Aylesbury, Saskatchewan. Following high school, he apprenticed in the aviation trades at the Regina Flying Club and on enlistment described himself as an Apprentice Engineer. Enlisted in Regina, 7 July 1941 and posted to No.2 Manning Depot. To No.10 SFTS, 15 August 1941 (guard). To No.2 ITS, 13 September 1941; graduated and promoted LAC, 26 October 1941 when posted to No.19 EFTS; graduated 19 December 1941 when posted to No.2 SFTS; graduated and promoted Sergeant, 10 April 1942. To Rockcliffe, 18 April 1942. To No.132 (Fighter) Squadron, 3 June 1942. To No.111 (Fighter) Squadron, 23 June 1942; served in Alaska. Promoted Flight Sergeant, 10 October 1942. Commissioned 14 March 1943. Promoted Flying Officer, 14 September 1943. To "Y" Depot, 5 January 1944. Taken on strength of No.3 PRC, 20 January 1944. Following his ordeal in the Channel (described below), he spent many months of recuperation in England. Repatriated 9 November 1944. To No.2 Training Command, 5 December 1944. To No.6 Release Centre, 10 April 1945. Released 12 April 1945. On his return from overseas, he farmed and ranched with Watkins Brothers Ltd. in Aylesbury. He also purchased a small aircraft and operated a crop spraying business in the United States and in Saskatchewan. He married Agnes Hicks (nee Forbes) in 1952. In the mid 1950s, he moved to Saskatoon, enrolled in the University of Saskatchewan and obtained his degree in Agriculture, all the while working summers as a bush pilot in northern Saskatchewan and the Northwest Territories to support his wife and family. Following his graduation in 1959, he joined the Manitoba Department of Agriculture as a district Agricultural Representative and moved his family to Ashern in the interlake area. He

relocated in 1964 to work with the department in Winnipeg and, in 1970, returned to the interlake as Regional Director, based in Arborg and living in Glen Bay on Lake Winnipeg. After taking early retirement from the department in 1978, he moved with his wife to Victoria, but subsequently returned to extension work as Agricultural Representative in Quesnel and Vanderhoof in the British Columbia interior, until his full retirement in 1985. He later relocated with Pat to Qualicum Beach in 1997. Died at Qualicum Beach, 18 March 2010. Award presented 19 July 1945. Photo PL-34154 is a portrait. RCAF photo PL-29004 (ex UK-8679 dated 18 March 1944) also shows him, but caption gives date of birth as 11 August 1921 and states that he was educated in Moose Jaw and Aylsbury.

This officer has displayed courage, endurance and devotion to duty of the highest order.

NOTE: Public Record Office Air 2/9160 has original recommendation (for a Mention in Despatches) drafted by S/L WH. Pentland (no date) when he had flown 14 sorties (15 hours 40 minutes).

On May 22, 1944, Flying Officer Watkins was part of a formation acting as anti-flak fighters for a Radar Station Ramrod at Arromanches. Due to his Commanding Officer having trouble with his aircraft, Flying Officer Watkins led the squadron down in the dive on the target and pressed home his attack on a giant Wuerzburg in the face of intense anti-aircraft fire. He later claimed extensive damage to the Wuerzburg as a direct result of his cannon fire.

Just before pulling out of the dive he was hit by flak in the port wing petrol tank, and his port wing also suffered extensive damage. His aircraft was almost uncontrollable, and flames were appearing from the petrol tank. He managed to pull up to 1,200 feet and at 2130 hours baled out approximately five miles off the French coast. He came down into the water safely and climbed into his dinghy. Due to the lateness of the hour search patrols could not locate him, and in the early morning they failed also. Four days later (on the evening of the 26th) he had drifted eastwards and was 200 yards off the coast near le Havre. He considered paddling in to shore due to the fact that he was becoming very weak and his thirst was intolerable. He was determined not to be taken prisoner and deliberately chose the risk of death on the chance that he might still be picked up.

On the evening of the 27th his thirst had become so bad that he couldn't hold having several mouthfuls of sea water. At 1030 hours on the 28th he was picked by ASR [Air Sea Rescue] and was taken in a semi-conscious condition to the

hospital at Shoreham. Here he was questioned by the Medical Officers as to what squadron he was a member of, who his Commanding Officer was, and as to where he was stationed. Flying Officer Watkins refused to divulge any information other than his name, rank and number since he thought he was in enemy hands, and thus displayed great security consciousness although he was in an extremely weak physical condition.

He had spent five days and 13 hours in his dinghy and it is considered that he showed exceptional determination and devotion to duty.

On 24 July 1944 a Wing Commander (name illegible) wrote:

Intelligence reports state that cannon fire was responsible for most of the damage to the Wuerzburg at Arromanches. It is probable that Flying Officer Watkins was responsible for this. I consider that his feat of endurance and his determination to return to our lines set an inspiring example to his fellow pilots.

The same day, G/C Paul David further supported a Mention in Despatches. However, on 14 August 1944, Air Marshal Sir Arthur Conningham wrote, "Strongly recommended for DFC" and this was approved on 2 September 1944 by Air Marshal Sir Trafford Leigh-Malloy.

RCAF Press Release No. 5403 dated 29 May 1944, transcribed by Huguette Oates, reads:

His last emergency flare was the one that saved the life of F/O Albert Allen Watkins, Aylesbury, Saskatchewan, Typhoon pilot who was rescued from the Channel May 28 after drifting in his dinghy for 5 ½ days. Haggard after the ordeal, the sunburned pilot revealed this today from the hospital bed where he is regaining his strength. There were six flares to begin with and as his companions shuttled back and forth over the Channel for several days, he tried one after another, but all had been wetted when he hit the water.

One of his squadron friends, F/O Ronald W. Doidge, LaSalle, Ontario, flew within 100 feet of Watkins' dinghy during the second day's search, but Doidge's Typhoon was travelling so fast that he didn't spot the dinghy. "I stared right into his face and I felt I could grab his wingtips." said Watkins.

The morning of the 6th day, he fitted his release ring with another flare and when a squadron appeared, he signalled despairingly. This time it worked! The flare star bloomed in the sky ahead of the rescue planes, and the whole squadron circled overhead. But Watkins was so lethargic from privation and

exposure that he couldn't believe it. "The first day in the dinghy was the worst," he said yesterday. "It was not the emergency rations I wanted but water --- I couldn't help thinking of cool, fresh water."

"I was terribly depressed that they couldn't see me and the sea was rough that night. I would look back and see the great waves coming and expecting them to come down on me, but somehow I would end up on top of them and this went on all night." With each new day, Watkins recalled, his hopes would rise. As the days passed however, and hopes of rescue faded, he toyed with the idea of making for the enemy coast. Once he drifted so close to the shore that he could hear the almost continuous air raids warnings as Allied bombers smashed at the coast.

When he finally felt his rescuers' hands lifting him into a Rescue Walrus --- the morning of May 28 -- he was dazed and thought they might be Germans. Later, in hospital, they asked him his squadron number and Watkins flatly refused to give it, whispering only his rank, name and number. "I couldn't trust my own mind then, -- I thought I might give away something to help the enemy," he recalled. "Eventually, on the fourth day, foolishly and contrary to the instructions, my thirst became so sharp that I decided nothing could be worse and drank some sea-water. Luckily I was rescued before its consequences of this action took effect." Watkins' last words to his hospital visitors today were: "I hope to be back with the squadron in a week."

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WATKINS, W/C Francis Hubert (J7690) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 15 September 1944 and AFRO 2373/44 dated 3 November 1944. Born in Winnipeg, 13 August 1915; enlisted there 9 January 1941 and posted to No.2 Manning Depot To No.10 SFTS, 12 February 1942 (guard). To No.2 ITS, 9 April 1942; graduated and promoted LAC, 15 May 1942 when posted to No.16 EFTS; to No.4 SFTS, 2 July 1942. Graduated and commissioned, 13 September 1942. To Trenton, 14 September 1942. To No.16 SFTS, date uncertain. Promoted Flying Officer, 1 August 1942. To No.45 Group, Ferry Command, 23 May 1943. To RCAF overseas, 15 May 1943. Promoted Flight Lieutenant, 13 September 1943. Promoted Squadron Leader, 21 March 1944. Promoted Wing Commander, 11 June 1944. Repatriated 25 September 1944. In postwar RCAF (19612), attaining rank of Group Captain. Commanded Station Rockcliffe, 1954-1958 and Station Namao (Edmonton), 1964-1967. Retired March 1967. Died in Ottawa, December 2005. RCAF photo PL-31134 (ex UK-12610 dated 21 July 1944) shows him alone. RCAF photo PL-31135 (ex UK-12611 dated 21 July 1944) shows W/C F.H. Watkins of Winnipeg (left) and F/L Murray

Flewelling, DFC, of Calgary; behind is "The Queen", a squadron Halifax. No citation other than "completed...many successful operations during which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/7276 has recommendation dated 20 June 1944 when he had flown 22 sorties (134 hours five minutes), 22 October 1943 to 15 June 1944. Squadron Leader when recommended.

No.428 Squadron

22 October 1943 - Kassel (7.40)
3 November 1943 - Dusseldorf (7.05)
18 November 1943 - Mannheim (7.00)
26 November 1943 - Stuttgart (7.35)
20 January 1944 - Berlin (8.05)
2 February 1944 - Kiel (6.25)
3 February 1944 - La Rochelle (8.05)
15 February 1944 - Berlin (6.50)
21 February 1944 - La Rochelle (7.00)
25 February 1944 - Fokre Bay (7.30)
3 March 1944 - Bordeaux (7.50)
6 March 1944 - Trappes (5.45)
11 March 1944 - Brest (5.55)
22 March 1944 - Femern Belt (7.40)
25 March 1944 - Aulnoye (6.10)

No.434 Squadron

9 April 1944 - Lille (5.25)
26 April 1944 - Villeneuve St.George (6.00)
29 April 1944 - Terschelling (3.25)
1 May 1944 - Ghislain (5.00)
7 May 1944 - East Frisians (3.15)
27 May 1944 - Le Clipon (4.25)
16 June 1944 - Boulogne (4.30)

This officer is an extremely efficient captain and leader whose example of courage, skill and resolution has been an inspiration to the members of his squadron. He has completed sorties against such well defended targets as Kassel, Dusseldorf, Mannheim, Stuttgart, and Berlin on which he pressed home his attack with great determination.

Squadron Leader Watkins' untiring efforts and high standard of efficiency has been reflected in the success of the squadron he now commands. He is a skilled leader and his achievements have won him admiration and praise.

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WATKINS, Section Officer Joan (V30337) - **Mention in Despatches** - No.62 Base - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Home in Victoria; enlisted in Vancouver 22 July 1942 as Wireless Operator (Ground) and posted to No.7 Manning Depot. To AFHQ, 22 August 1942. To No.1 WS, 13 September 1942. Commissioned as Assistant Section Officer, Signals Branch, 16 November 1942. To No.6 Manning Depot, 17 November 1942. To No.3 WS, 3 December 1942. To Eastern Air Command, 1 May 1943. To No.1 Group Headquarters, 9 May 1943. Promoted Section Officer, 16 May 1943. To "Y" Depot, 12 September 1943. Taken on strength of No.3 PRC, Bournemouth, 8 October 1943. Promoted Flight Officer, 16 December 1944. Repatriated 2 August 1945. To No.3 Repair Depot, 13 August 1945. To No.8 Release Centre, 26 September 1945. Retired 1 October 1945. RCAF photos PL-32485 (ex UK-14495) and PL-32485 (ex UK-14496), both dated 1 September 1944) shows her; caption says she had been overseas one year and was a Signals Officer at an RCAF bomber base. Photo PL-44485 (ex UK-21542 dated 23 May 1945) shows three RCAF WD officers attending service of thanksgiving, Knaresborough - Flight Officer M.F. Satterly (Toronto), Squadron Officer J. Watkins (Victoria) and Squadron Officer K.L. Ball (Richmond Hill, Ontario). Photo PL-45460 (ex UK-24033 dated 3 August 1945) shows Section Officer Joan Watkins (in civies) and Nursing Sister Louise Dawson (West Summerland, British Columbia) having packed bags, wait for train to Southampton and boat home.

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WATKINS, Corporal John Percival (R151632) - **Mention in Despatches** -No.6 (BR) Squadron - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 12 May 1912. Home in Vancouver; enlisted there 26 January 1942 as Clerk (Stenoographer) and posted to No.5 Manning Depot. To Trenton, 11 March 1942. To No.36 EFTS, 2 May 1942; promoted AC1, 5 May 1942; to No.3 AOS, 21 September 1942; promoted LAC, 1 January 1943; promoted Corporal, 1 March 1943; to No.3 Manning Depot, 6 June 1943; to Alliford Bay, 27 July 1943. Reclassified Clerk (Admin), 24 October 1944. To No.6 (BR) Squadron, 3 November 1944. To Coal Harbour, 8 August 1945. To No.21 CSU (whatever that is), 13 August 1945. To No.18 Aeronautical Inspection Detachment, 28 October 1945. To No.8 Release Centre, 30 November 1945. Retired 3 December 1945. Died 16 July 1987 in Richmond, British Columbia as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of December 1987/January 1988.

This non-commissioned officer has given diligent and conscientious service during two years on isolated stations. When confronted with a great increase of work and a staff that was below establishment he worked untiringly for long hours overtime to keep the orderly room routine up to date and in doing so he was able to maintain an exceptionally high degree of efficiency. He works with a speed and ingenuity that show he has an excellent knowledge of his trade, which has led to a high state of efficiency in his section.

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WATLINGTON, FS Hubert Fortescue (R66150, later J16165) - **Distinguished Flying Medal** - No.39 Squadron - Award effective 17 September 1942 as per **London Gazette** dated 2 October 1942 and AFRO 1653/42 dated 16 October 1942. Born 12 January 1921 in Bermuda; home in Hamilton, Bermuda. Enlisted in Niagara Falls, 16 August 1940. To No.1 BGS (guard), 31 August 1940. To No.1 ITS, 8 November 1940; graduated and promoted LAC, 8 December 1940 when posted to No.10 EFTS; to No.5 SFTS, 28 January 1941. Graduated and promoted Sergeant, 10 April 1941. To RAF overseas, 20 April 1941. Promoted WO2, 1 May 1942. Commissioned 15 November 1942/ Promoted Flying Officer, 15 May 1943. Repatriated via No.31 Personnel Depot, 6 July 1943. To Rockcliffe, 17 July 1943. To No.31 GRS, 18 August 1943. To No.1 GRS, 18 February 1944. To "Y" Depot, 23 August 1944. To United Kingdom, 22 September 1944. Promoted Flight Lieutenant, 15 November 1944. Served in No.6 (Bomber) Group. Award presented by King George, 13 March 1945. Repatriated via Debert, 23 July 1945. To No.2 Release Centre, 1 September 1945. Retired 13 September 1945. 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). RCAF photo PL-42932 (ex UK-19840 dated 30 March 1945) has following caption: "F/L R.F. [sic] Watlington, DFM, pilot, Hamilton, Bermuda and F/O R.J. Henderson, navigator, Strathroy, Ontario." RCAF photo PL-45092 (ex UK-22875 dated 20 July 1945) shows him sitting near a British beach; caption reads in part, "Operating from Malta, Watlington won the DFM for a torpedo attack on a German convoy bound for Rommel's forces. The convoy was made up of four merchant vessels, 11 destroyers and had 22 fighters covering it. Not one of the supply ships reached Rommel." RCAF photo PL-40769 (ex UK-16760 dated 2 December 1944) shows him with No.404 Squadron on second tour.

This airman has displayed exceptional ability and his courage has been an example to his fellow pilots. In September 1942, he was the pilot of an aircraft in the leading flight of a force detailed to attack an enemy convoy with a formidable escort of destroyers and fighter aircraft. Despite this opposition, Flight Sergeant Watlington pressed home his attack from short range and

although both of his air gunners were wounded during attacks by fighters, this airman succeeded in evading the attackers and flew his aircraft back to base safely.

Public Record Office Air 2/4900 has original recommendation drafted 15 September 1942, reproduced in Ian Tavender, **The Distinguished Flying Medal Register for the Second World War** (Savannah, 2000):

On 6th September 1942, this Non-Commissioned Officer was a member of the leading flight of a Beaufort force which attacked an enemy convoy of four merchant vessels, eleven destroyers, one anti-aircraft ship, escorted by enemy aircraft. He carried out his attack at very short range in spite of intense opposition. He was attacked by Me.109s and a Ju.88 and in the combat, both his gunners were wounded. In spite of this, he evaded his pursuers and flew his badly damaged aircraft back to base. He had completed 40 operational hours on Beauforts prior to arriving in Malta including an attack on shipping off Jutland in which he scored a direct hit with a torpedo. He has carried out five torpedo attacks from Malta, exhibiting great ability, intelligence, anticipation and initiative. His accurate aiming and dropping at close range have resulted in several hits being credited to him. A most courageous pilot who sets an example to his fellows.

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WATSON, FS Alan Douglas (R94261) - **British Empire Medal** - Radar and Communications School - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Born 16 September 1918. Enlisted in Montreal, 15 April 1941 as Radio Mechanic. To No.4A Manning Depot, 5 May 1941. To McGill University, 31 May 1941. Promoted LAC, 6 September 1941. To No.31 Radio School, 21 September 1941. Promoted Corporal, 1 June 1942. Reclassified as Radar Mechanic, 1 September 1942. To AFHQ, 21 April 1943. To RAF Delegation, 30 April 1943. To No.31 Radio School, 12 June 1943. Promoted Sergeant, 1 May 1944. To No.3 Radio and Communications School, 21 October 1945. To No.2 Release Centre, 2 June 1946. Discharged 4 June 1946. Taken on strength again, 15 April 1947 as Radar Technician in rank of Flight Sergeant (120544). Still serving in 1949. Presented in Montreal, 21 March 1947.

This non-commissioned officer has been employed as an instructor in Radar micro-wave theory. He has been at this unit since its opening and during that time has been directly charged with the preparation of many of the precis, assignments and manuals required for instruction on this particular subject. This required considerable research both in reading and practical work. His efforts

have at all times been an example and inspiration to those working with him.

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WATSON, F/O Albert Vernon (J26311) - **Distinguished Flying Cross** - No.138 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 17 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 11 May 1919. Home in Plumas, Manitoba. Enlisted in Winnipeg, 6 November 1941. To No.2 Manning Depot, 3 December 1941. To No.5 Personnel Holding Unit, 31 January 1942. To No.3 BGS, 13 February 1942. To No.7 ITS, 28 March 1942; graduated and promoted LAC, 22 May 1942; to No.19 EFTS, 6 June 1942; to No.6 EFTS, 4 July 1942; to No.10 SFTS, 29 August 1942. Ceased training and posted to No.1 Composite Training School, 4 November 1942; to No.5 BGS, 20 November 1942; to No.5 AOS, 6 February 1943. Commissioned 14 May 1943; to No.1 BGS, 19 May 1943. To "Y" Depot, 15 July 1943 and immediately posted to United Kingdom. Promoted Flying Officer, 14 November 1943. Repatriated 28 October 1944. To No.2 Training Command, 6 December 1944. To No.7 BGS, 8 December 1944. To No.5 Release Centre, 8 March 1945. Retired 9 March 1945. Medal sent by registered mail, 3 July 1951. No citation other than "completed ...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". Public Records Office Air 2/9026 has recommendation dated 16 July 1944 when he had flown 30 sorties (173 hours 45 minutes on operations). Sortie list gives no objectives; times only as the mission is described only as ""Operations as ordered", and names only 29 operational flights.

31 March 1944 - (5.20)
9 April 1944 - (5.25)
12 April 1944 - (5.45)
26 April 1944 - (7.15)
27 April 1944 - (6.35)
29 April 1944 - (7.35)
30 April 1944 - (8.00)
3 May 1944 - (4.50)
6 May 1944 - (6.35)
8 May 1944 - (6.55)
9 May 1944 - (6.45)
15 May 1944 - (6.20)
23 May 1944 - (6.50)
28 May 1944 - (6.40)
1 June 1944 - (4.25)
2 June 1944 - (6.20)
4 June 1944 - (6.15)

5 June 1944 - (2.55)
7 June 1944 - (4.20)
21 June 1944 - (4.45)
22 June 1944 - (5.50)
24 June 1944 - (5.10)
27 June 1944 - (6.25)
29 June 1944 - (4.45)
3 July 1944 - (5.20)
5 July 1944 - (4.50)
7 July 1944 - (5.30)
9 July 1944 - (7.50)
11 July 1944 - (8.15)

This officer has now completed 30 operations with the squadron and has proved to be a very reliable and efficient Bomb Aimer. A number of these sorties have been over heavily defended areas where a slight variation from the planned track would have probably been disastrous. Flying Officer Watson has, however, conscientiously improved his navigation to a high standard thereby making possible the many successes achieved by his crew. Flying Officer Watson's determination and devotion to duty have been a source of inspiration to all Bomb Aimers in the squadron.

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WATSON, FS David Wilson (R143005) - **Mention in Despatches** - Overseas - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 4 December 1918. Home in Vancouver; enlisted there 14 November 1941 as "Tradesman" and posted to No.1 Manning Depot. Reclassified as Armourer (Guns) and posted to Air Armament School, 17 January 1942. Promoted AC1, 9 March 1942. To No.5 BGS, 10 March 1942. Promoted LAC, 1 July 1942. To "Y" Depot, 16 November 1942. To RAF overseas, 10 December 1942. Promoted Corporal, 1 March 1943. Repatriated 23 October 1945. To No.8 Release Centre, 30 October 1945. Retired 4 December 1945. Certificate sent 22 September 1948.

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WATSON, F/L Frederick Fowler (J12627) - **Distinguished Flying Cross** - No.194 Squadron - Award effective 9 October 1945 as per **London Gazette** dated 19 October 1945 and AFRO 1822/45 dated 7 December 1945. Born 25 January 1919. Home in Peterborough, Ontario; enlisted in Toronto, 15 July 1941. To No.1 Manning Depot, 4 August 1941. To No.6 BGS, 1 September 1941; to No.4 WS, 22 November 1941; promoted LAC, 22 December 1941; to No.7 BGS, 6 June

1942; graduated and commissioned 6 July 1942. To No.3 OTU, 25 July 1942. To No.1 GRS, 17 August 1942; promoted Flying Officer, 6 January 1943; to No.31 OTU, 3 September 1943. To "Y" Depot, 14 January 1944. Taken on strength of No.3 PRC, Bournemouth, 20 January 1944. Promoted Flight Lieutenant, 6 July 1945. Repatriated 8 June 1945. To No.1 Air Command, 20 June 1945. To No.1 WS, 31 July 1945. To No.4 Release Centre, 10 September 1945. Retired 20 September 1945. Presented 26 August 1949. RCAF photo PL-27694 (ex UK-13524 dated 10 August 1944) is captioned as follows: "They are both from Peterborough, Ontario and were at high school together. They went to the same wireless school, No.4 at Guelph, Ontario, were at No.7 Bombing and Gunnery School together at Paulson, Manitoba, and were staff wireless operators at No.1 GRS, Summerside, P.E.I. After OTU at Debert, Nova Scotia they came overseas in January of this year. Left to right: J12629 Flying Officer Earl Moorhead and J12627 Flying Officer Fred Watson. At home they had merely a nodding acquaintance."

This officer has completed a successful operational tour as wireless operator (air). He has operated with his present squadron for a period of seven months, during which he has completed numerous sorties dropping supplies to forward elements of the Army. He has frequently flown through monsoon weather when it was essential to maintain supplies to the Army under trying circumstances. Flight Lieutenant Watson's skill and devotion to duty have set an inspiring example to other wireless operators.

RCAF Press Release 5240 dated 1 February 1945 describes some of the work of his unit and indicates that he flew with two other members of the crew were RCAF - F/O James Hazell (pilot) and F/L D.E. Moorhead (Wireless Air Gunner).

With the RCAF on the Burma Front - Real turkey dinners with plum pudding, nuts and all the other trimmings made up the Christmas fare of British jungle troops in Burma this year. Many Canadians are flying in the Dakota transports which played the part of airborne Santa Claus to the front-line fighters.

Three Canadians in one crew celebrated their first Christmas away from Canada by dropping the special rations to troops across the Chindwin. They are F/O Jim Hazell of Brantford, Ontario, the pilot, and two wireless air gunners from Peterborough, Ontario, F/L D.E. Moorhead and F/L F.F. Watson.

Not just one meal, but special fare for three days when up to the green-clad troops fighting toward Mandalay. Advanced units which regularly received their daily supplies by air had the Christmas menu substituted for standard army ration. One formation asked for the first delivery as early as December 15, but most units plumped for Christmas, Boxing Day and New Year's Day.

Deliveries of live poultry - geese, ducks and turkeys - began several weeks before Christmas, allowing time to fatten them up for the holiday dinner. Forward troops deep in the jungle, too near the Japs to permit of poultry-keeping, received their turkeys dressed and ready for the cooking pot.

The menu included such items as ham, fresh meat, eggs, sausages, oranges, jam pickles, almonds, raisons, coconuts, dates and cloves. With each consignment went detailed instructions to the army cooks on how to prepare the meals.

Air supply of ground forces is an old story on the Burma front, dating back to the exploits of Wingate's "Phantom Army". Last Christmas, front-line troops for the first time received fresh meat for their Yuletide dinners. At that time the Imphas Valley was a forward outpost against the advancing Japs; a few months later Imphal itself was under siege. Today, with the Japs pushed back across the Chindwin, the Valley airfields are rear area bases from which the supplies go forward.

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WATSON, Sergeant George Bonner (R77579, later C92277) - **Mention in Despatches** - Award effective 1 June 1943 as per **London Gazette** dated 2 June 1943 and AFRO 1247/43 dated 2 July 1943. Born 29 March 1903. Home in Calgary; enlisted there 18 November 1940 as Wireless Electrical Mechanic and with immediate rank of LAC. To RCAF Overseas Headquarters, 2 January 1941. Reclassified as Radio Mechanic, 2 April 1941. Promoted Corporal, 12 October 1941. Promoted Sergeant, 21 December 1941. Repatriated via No.31 Personnel Depot, 11 July 1942. To "QF" (whatever that is), apparently overseas, 14 July 1942. , Promoted Flight Sergeant, 1 January 1943. Promoted WO2, 1 June 1943. Commissioned 4 January 1945 with simultaneous promotion to Flying Officer. Repatriated 21 August 1945. Retired 11 October 1945.

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WATSON, W/C Howard Lee (C7722) - **Member, Order of the British Empire** - NWAC Headquarters - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Home in Edmonton; enlisted there 4 October 1941 in Administration Branch. Flying Officer as of 1 November 1941. To No.2 ANS, 22 January 1942. To Western Air Command, 21 February 1942. To No.8 (B) Squadron, 11 March 1942. To Sea Island, 31 March 1942. To "AB" 30 June 1942. To Boundary Bay, 1 April 1943. To No.2 Group Headquarters, 15 May 1943. Promoted Flight Lieutenant, 3 August 1943. Too Northwest

Staging Route, 26 January 1944. Promoted Squadron Leader, 1 April 1944. To Northwest Air Command, 1 June 1944. Reclassified Flying Control, 1 September 1944. Promoted Wing Commander, 1 April 1945. To Edmonton, 7 May 1947. Discharged 19 May 1947 to live in Tofield, Alberta. Presented 29 November 1947.

The high standard of efficiency to which Flying Control in this Command has been developed is due to the ability and efforts of this officer. He has shown a great devotion to duty and a keen interest in the welfare of all ranks. His willingness to accept any work and carry it through to a successful conclusion has been most praiseworthy.

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WATSON, F/L James Andrew (J20076) - **Mention in Despatches** - No.622 Squadron (deceased) - Award effective 21 February 1947 as per **London Gazette** of that date and AFRO 120/44 dated 7 March 1947. Born in Hamilton, 9 June 1922. Home in there (student, summer jobs only); enlisted there 22 September 1941 and posted to No.1 Manning Depot. To No.14 SFTS, 27 October 1941 (guard). To No.5 ITS, 6 December 1941; graduated and promoted LAC, 30 January 1942 but not posted to No.22 EFTS until 24 February 1942; to No.4 EFTS, 28 April 1942; may have graduated 19 June 1942 but not posted to No.5 SFTS until 4 July 1942; graduated and commissioned 23 October 1942. To "Y" Depot, Halifax, 7 November 1942; to RAF Trainees Pool, 19 November 1942; embarked from Canada 20 November 1942. Arrived in Britain, 6 December 1942; to No.20 (P) AFU, 23 March 1943 on Oxford aircraft (attached to No.1519 Beam Approach Training Flight, 20-27 April 1943; Oxford aircraft; promoted Flying Officer, 23 April 1943); to No.12 OTU, 18 May 1943 (Wellingtons); to No.1657 Conversion Unit, 5 August 1943; to No.622 Squadron, 11 September 1943; promoted Flight Lieutenant, 1 October 1943. Killed in action 27 April 1944 (Lancaster ND781); buried in France. Certificate sent to his mother, 10 January 1949.

Public Record Office Air 14/4115 has extensive correspondence and affidavits relating to a possible Victoria Cross to this officer. Although no formal citation was drafted, the documents record the story as follows. The aircraft (code letter "R") took off from Mildenhall, the crew briefed to attack Friedrichshaven. At about 0130 hours, while en route to the target, and flying at 17,000 feet a little south of Strasbourg, they were attacked by a night fighter. This was driven off, but further attacks continued and the aircraft sustained increasing damage. The rear gunner, Flight Sergeant M.D. MacKinnon (RCAF), later reported that his turret was knocked out; 30 seconds later (evidently a second fighter was involved) the starboard wing and starboard inner engine were set on fire. Watson maintained control but efforts to fight the fire were unsuccessful and he ordered the crew to abandon the aircraft. MacKinnon, in a deposition sworn in Toronto on 30 March 1946, went on to say:

The aircraft lost altitude rapidly. Nevertheless, Flight Lieutenant Watson remained at the controls and kept the aircraft under sufficient control to enable the other members of the crew and myself to parachute to safety.

It is beyond doubt that the unselfish conduct of Flight Lieutenant Watson and his devotion to duty and complete disregard for his own safety resulted in the lives of the crew and myself being saved. I sincerely trust that such heroic action be duly acknowledged and strongly urge that Flight Lieutenant Watson be suitably awarded posthumously so commensurate with the highest possible gallantry.

The flight engineer, Sergeant Roy Clive Eames (RAF) swore a more detailed deposition at Rochester, Kent on 25 July 1946:

I joined the crew of F/L Watson at RAF Station Stradishall in August 1943 as a Sergeant engineer. From Heavy Conversion Unit we were posted to 622 Squadron, Mildenhall. This was in September 1943.

Apart from an operation F/L Watson did when we first arrived at the squadron, with W/C Gibson, I flew with him on every operation he did.

On the 2nd October 1943, I was called upon to fly in an operation as engineer in another crew. Upon my return I discovered that F/L Watson had waited all the time in the flying control tower for my return. His most apparent anxiety brought to light exactly how he felt about the safety of his crew.

On the night of April 27th, 1944, I flew with Flight Lieutenant Watson on an operation and our mission was to bomb Friedrichshaven. At approximately 0115 B.S.T. on the 28th April, we were at 17-18,000 feet approximately; I was in the nose of the aircraft carrying out window (radar defence) procedure when some shells came through the nose of the aircraft and realising we were being attacked, I immediately left the nose to take up my standing position beside the captain, Flight Lieutenant Watson. In this position, I saw the call light flickering. This call light is used in emergency when the intercommunication by telephone is unserviceable. I realized that although the rear gunner's intercom has been all right a few minutes before that it must be out of order, since we heard no report from [about] the attackers.

I subsequently learned that the first burst which I had encountered in the nose had also damaged the port tail plane, port aileron and rear controls. The Mid-Upper gunner then gave orders to corkscrew starboard and an enemy aircraft

opened fire which set out starboard inner petrol tank on fire and also starboard inner engine. Flight Lieutenant Watson gave the order immediately to prepare to abandon aircraft. I feathered the starboard inner engine and also pressed its fire extinguisher to try to put the flames out. Flight Lieutenant Watson put the nose down to keep the flames away from the aircraft and to possibly quench the flames.

Realizing this was impossible, Flight Lieutenant Watson then endeavoured to keep the aircraft straight and level. This was only achieved by keeping control column pressed tightly on his chest and I realized that our flying controls were seriously damaged.

As part of the drill, the bomb aimer endeavoured to attach to Captain's harness his parachute and succeeded after considerable difficulty.

During this time the Captain asked the navigator to inform the crew of our position for the purpose of escape. The navigator told us we were approximately on the French border, 30 minutes flying time from the turning point into our target. This point was a little south of Strasbourg.

There was at no time any suggestion of panic and this was largely due to the coolness and perfect calm of our Captain.

I must point out that all the action of combat actually occurred in the space of a few minutes.

At this time, the rear gunner was out of communication with the rest of the crew, but I heard bursts of machine gun fire from his turret. I saw that the rear of the aircraft was badly damaged and I thought that the rear gunner must have been injured.

Throughout the combat, Flight Lieutenant Watson repeatedly asked for news of the rear gunner and assured us that he would look after him; I think his exact words were, "Whatever happens, he'll be O.K."

I told the skipper that his turret was still moving, but that was the only indication we had that he was alive. The damage caused by the second attack had damaged the call light communication.

The Mid-Upper gunner was giving a commentary on the fires of the starboard

wing.

The captain gave us orders to bale out. I remember his words, "I'm sorry lads, but you'll have to hit the silk" and in accordance with our drill, I was the first one to leave the aircraft at approximately 12,000 feet. I acknowledged the captain's order as I left, and that was the last time I saw him.

About two hours after my jump, I was captured by the Germans and found that Ransom, the navigator, had also been captured, but for obvious security reasons and in order not to assist the enemy, we pretended we did not know each other, although the Germans seemed to assume that we were of the same crew. At Colmar gaol, to where we were taken, I was in the same cell, but still none of us could talk of anything that had occurred. At Calmar I also saw Russell, the wireless operator and Hayes, the mid-upper gunner. All four of us were taken to Freiburg where we stayed the night in a cell. From there we were taken to Dulag Luft, Frankfurt-on-Maine. We were separated there and I did not see the wireless operator and the navigator again.

I learned that I was to be taken to Stalag Luft VI, and on the day before my departure, I met the rear gunner, MacKinnon. Seeing him gave me a severe shock as I had convinced myself that he had been killed. We still could not have any conversation and left within a few hours of seeing him for Stalag Luft VI in East Prussia. Later I met here the rear gunner, the bombardier and the mid-upper gunner, and at last we were able to discuss the matter. Of course this was done in all security and I learned from the mid-upper gunner that F/L Watson had been killed in the crash. Hayes had learned this information at Colmar where he had been shown F/L Watson's ring and identity bracelet. The rear gunner confirmed that he had baled out unbeknown to pilot and crew. I realised at once the significance of the Captain's words when enquiring of the rear gunner during the combat, when we all had the impression that he was injured.

The words, "He'll be O.K." and with horror I realised that F/L Watson would not leave that aircraft while there was the slightest doubt that a member of the crew remained in the aircraft and as a last resort would attempt a crash landing to save that member of his crew.

It is quite clear that F/L Watson sacrificed his life knowingly and willingly to ensure the safety of his crew. His most courageous act, his great and noble sacrifice in the face of the enemy was beyond the highest ideals of his duty and merits the highest possible award for gallantry and for valour in the face of the enemy.

I recommend him for the Victoria Cross.

The crew of ND781 ("R") consisted of Watson plus J22438 F/O W.W. Ranson (navigator, Hamilton), 54088 P/O W.H. Russell (WOP), R139478 FS W.S.J. McKee (London, Ontario, air bomber), 2204146 Sergeant R.J. Hayes (air gunner), R176583 FS M.D. McKinnon (Somerville, Massachusetts, air gunner) and 1801506 Sergeant R.C. Eames (flight engineer). His entire crew survived and were taken prisoner. In a letter to his father (28 April 1944, W/C I.C.K. Swales, Commanding Officer, No.622 Squadron wrote, in part:

Your son was one of our most experienced pilots, and had successfully completed sixteen operational flights. He was admired by all who knew him, and will be much missed by his many friends in the squadron.

Other documents confirm 16 sorties (93 hours 35 minutes).

Authorities had learned something of his deed as early as August 1944 when J22438 F/O W. Ransome wrote from POW camp:

On the night of 27th/28th April 1944 our aircraft was attacked northwest of Colmar and set on fire. The captain gave the order to abandon aircraft. The civilian authorities at Colmar told me that the body of F/L Watson was found in the wreckage of the aircraft. I did not identify the body, but they said he was going to be buried in a village near Colmar. Would you please bring to the notice of my Commanding Officer the fact that it was due to F/L Watson remaining at the controls until the crew had left that their lives were saved. As the last member left it was obviously too low for F/L Watson to have left the aircraft.

The above was communicated (without comment) to his father (21 September 1944). On 26 September 1944 the father (Major R.S. Watson, MC) wrote to RCAF Headquarters. In passing he stated:

A book has been written by one of his friends and dedicated to my son. The book covers the story of Jim and his crew and is entitled "For Those Who Wait and Wait." It has been passed by the censor and has received permission from the Royal Air Force authorities in England, and is now in the hands of the publishers.

Ransom made another statement from POW camp, 15 November 1944; it read, in part:

Our aircraft was attacked north of (censored) and went out of control. F/L Watson gave the order to abandon aircraft. F/L Watson was uninjured in the attack. I was third to leave the aircraft and saw F/L Watson still trying to control the aircraft while the rest of the crew abandoned it.

Also on 15 November 1944, P/O R. Wilson made a similar statement:

Our aircraft was attacked west of (censored) and was set on fire. F/L Watson gave the order to abandon. I was last but one to leave the aircraft and saw F/L Watson at the controls. He was uninjured at that time. The aircraft crashed near (censored).

McKinnon (now a Warrant Officer) made a report on the circumstances of their being shot down (6 May 1945). He stated:

Aircraft badly damaged. Starboard elevator in tail shot off. Navigator stated pilot was last seen holding stick hard to port. Navigator last man out. When I baled out the aircraft was a blazing mass in a dive so it seems impossible that pilot got out. Intercom shot off between rear turret and rest of crew so I was entirely ignorant of proceedings. I baled out when flames were passing rear turret.

Major Watson wrote AFHQ again on 6 September 1945. He recapitulated some of Ransome's earlier letter, then added:

I have also been advised by each of the members of my son's crew that they all made a report recommending him for a decoration. Would it be possible to have a copy of these reports for purpose of record ?

This inquiry was passed to RCAF Overseas Headquarters and Air Ministry. Their reply is not on file, but on 9 November 1945 a letter was sent from RCAF Overseas Headquarters to AFHQ, quoting Air Ministry as follows:

I am directed to inform you that no such recommendation has been received by this Department. In any case, such information is strictly confidential and would not, in any circumstances be divulged.

However, the number of affidavits on his personal file leave no doubt that his friends were determined to get him a Victoria Cross. On 26 July 1946, Ronald Joseph Hayes swore the following affidavit in Liverpool:

On the 27th day of April 1944, 622 Squadron, RAF Bomber Command was detailed to attack Friedrichshafen, Germany.

F/L James Watson, my captain and his crew of which I was at that time Sergeant Hayes No.2204146 was the mid-upper gunner, were among those selected to support the Pathfinder Force by flying at 16,000 feet and by bombing the target with high explosive only.

The aircraft was approaching our turning point before the run into the target when it was attacked from dead astern under. The attack was a complete surprise, there was no moon, just complete darkness. I would like to point out at this stage that we were carrying H2S radar equipment which transmits pulses and although we did not know it then, not did our intelligence, I have since learned that the Germans were able to home onto us in the dark by following the source of the transmission.

As we were attacked, I heard thuds at the rear of the aircraft accompanied by flashes. While searching for the attacking aircraft I saw that the port elevator was badly buckled. I waited for a moment for the rear gunner to direct the pilot, F/L Watson, as the attacking aircraft was not in my field of vision. When the rear gunner gave no directions for evasive action I assumed that his turret had been hit and took over control of the aircraft. The term control is used by me simply to denote that I direct the captain as to what evasive action he was to take.

I knew from the bursts of fire that we had at least two attacking aircraft and as I couldn't see them I decided to let the aircraft stay on a straight course rather than attempt to dive away from our attackers. I knew that we had an advantage in doing this as our attackers must have expected us to take evasive action to port or to starboard.

Then I noticed an attacking aircraft closing in from the starboard quarter level. I let it approach to about 350 yards and then directed the captain to corkscrew starboard.

Notwithstanding the badly buckled port elevator, of which I had informed him, the captain's evasive action was immediate and I do not doubt that he had our Lancaster aircraft under full control. His response to my directions was magnificent but we were hit about the position of the starboard inner engine and a second later this portion of the wing burst into flames. The first

impression was that the starboard inner engine was on fire but from dialogue on the intercom between crew members in the cockpit I knew that the gravinor fire extinguisher button had been pressed. I could not give a verbal report on what was all this about but I do remember the captain's voice was devoid of all impatience. The flames, however, did not die out as was hoped by us all and I thought the source of the flames was in the starboard undercarriage. The danger of flames was increasing all the time and the captain sideslipped to keep them away as much as possible and we were losing height at the same time.

I saw that the flames were causing the seam aft of the starboard inner engine to melt. I informed the captain of this and he ordered us to collect our parachutes.

My parachute had broken loose from its mooring in the fuselage and rather than waste time looking for it, when I might be needed in my turret, I returned to my turret.

The aircraft was losing height and the flames had enveloped most of the wing and half of the seam had melted. I informed the captain of this and he ordered us to bale out.

I was delayed in leaving my turret by my oxygen pipe and intercom cord becoming entangled. I freed them and left my turret and put on the fuselage light. It lighted and was able to see the rear gunner in the rear turret.

I plugged into the the intercom system opposite the rear exit and told F/L Watson that I was baling out and told him the rear gunner was still in his turret and that I would let him know we were getting out. The captain's last words to me were, "Yes, O.K., but hurry, we're at 4,500 feet. If he's (referring to the rear gunner) not hit he might make it. So long, Ron, good luck."

I opened the bulkhead door leading to the rear turret and saw the rear gunner turn his head towards me. I patted my parachute to indicate that we were baling out and as he turned away I assumed that he understood and would bale out.

I estimate the height of the aircraft at about 4,000 feet when I baled out. F/L Watson had the aircraft under perfect control, it was still losing height in a sinking fashion and the flames had enveloped the fuselage alongside the burning wing.

After I had baled out I search for a hiding place, for a wood or an isolated barn, but I was unable to find one. I was captured by a man, an Alsatian, and taken to a village. The name of the village was Guermar. I was captured about 0100 hours on the 29th April 1944. At this village I was interviewed by a young girl who could speak a little English and I was then taken to a village hall. Here I met a French school mistress, Mme. Louise Strohl. She gave me tea, biscuits and tobacco and then she told me that F/L Watson had been found dead at the controls of the aircraft. She went to some length in describing him, even saying that he was a Canadian and that he had two stripes on his epaulettes. She received no help from me in her description and was convinced that the captain had died in the crash. This French mistress had been to England and was really sympathetic and wanted to cheer me up and make me feel at home. I think her only idea was to make up for the fact that she could not help me escape. The village hall had become crowded with the local inhabitants who might have helped but for their fears of the Gestapo.

From here I was taken away by two Luftwaffe Intelligence officers to Colmar gaol where they interrogated me. After the usual questions I was asked if I would help them in a matter of identification. An officer emptied the contents of an envelope on a table. The contents of that envelope were the personal belongings of F/L Watson. They consisted of his identification bracelet, a ring. I remember he told me that his father had given it to him.

The Germans said they had taken the articles from a dead pilot, a Flight Lieutenant, who was found dead in the pilot's seat of a Lancaster. I said nothing to them for fear that it might be the beginning of a long interrogation and I also knew that the identity bracelet was sufficient.

At Colmar in a cell I thought about it and formed the opinion that the pilot, F/L Watson, had died in an attempt to save the rear gunner. He had attempted to execute a crash landing. At Colmar I saw Russel, Ransom and Eames, three members of the crew. We did not speak to each other thinking of the German methods of hidden microphones and after our removal to Dulag Luft the usual routine of the German Gestapo methods followed. I and Eames were taken to Stalag Luft VI. Ransom and Russel, being officer, were separated from us and we had not the opportunity of talking to them in secret. On our way to Stalag Luft VI I learned from Eames, the Engineer, that he had seen MacKinnon the rear gunner arrive the day before and had received quite a shock because we both thought that he too had been killed. My mind wandered back to my conversation with the pilot before I baled out. I realised the pilot thought him to

be wounded and I realised from his conversation that his crash landing was a most deliberate attempt to save the life of the rear gunner.

When MacKinnon arrived later at the same camp, he told me that he had baled out without being able to inform the captain; his intercom and call light were both unserviceable.

I knew then that due to my report to the captain before baling out I had unwittingly left him the impression that Flight Sergeant MacKinnon was still in his turret and the captain had attempted a forced landing in terrible conditions in an attempt to save the life of the rear gunner.

Throughout every operation I flew with Watson, I recognised in him an inspiring standard of leadership and a man who possessed the most heroic qualities of courage. His quiet manner, his ability to avoid panic at the most terrifying moments saved us in many previous actions. There were many combats and actions in previous operations I flew with him, and although in these we had always emerged as the victors, I knew it would not have been possible without the leadership of our captain.

F/L Watson was a most conscientious captain and his sense of responsibility towards his crew was almost overwhelming. The responsibility of a bomber pilot in the event of an emergency was for the safety of his crew. His duty, however, did not go to the point of having to die for his crew in the circumstances I have outlined. His magnificent display of valour in the most adverse circumstances is unsurpassable. His devotion to duty is unsurpassable. He gave his life and he could not do more than make his most glorious attempt to save the life of the rear gunner. Knowing Watson as my captain for several months, I know it would be unthinkable to him that he should bale out believing that a member of the crew remained in the aircraft, although he would have been fully justified in so doing and saving his own life.

For his devotion beyond the line of duty, for his valour against the enemy, I recommend that F/L J.A. Watson of the RCAF be awarded the Victoria Cross.

Murdock Daniel MacKinnon swore the following in Toronto, 30 March 1946:

I was formerly J96129 F/O M.D. McKinnon in His Majesty's Royal Canadian Air Force, and as such have full knowledge of the matters herein contained.

That on the evening of April the 27th, 1944, I was assigned as rear gunner to the Lancaster bomber "R for Robert" and was briefed with other members of the crew from Squadron No.622 of Mildenhall, England, to attack Friedrichshafen. The bomber was under the command of the late James Andrew Watson, and we proceeded towards our target in the early morning of April 28th, 1944. While flying towards the target area at a height of approximately 17,000 feet a little to the south of the city of Strasbourg at about 0130 hours, we were suddenly attacked by an enemy night fighter which was driven off, but in the course of a further attack, serious damage was inflicted to our aircraft in my rear turret which was knocked out of commission. About 30 seconds later, we were again attacked by another enemy night fighter which further damaged our aircraft. The starboard wing and the starboard inner engine were set on fire and blazed furiously. The bomber was put out of control but our pilot, the late James Andrew Watson, by extraordinary efforts managed to regain partial control. Efforts were made to extinguish the fire but it was impossible to do so. Flight Lieutenant Watson ordered the members of the crew to abandon the aircraft.

The aircraft lost altitude rapidly. Nevertheless, Flight Lieutenant Watson remained at the controls and kept the aircraft under sufficient control to enable the other members of the crew and myself to parachute to safety.

It is beyond doubt that the unselfish conduct of Flight Lieutenant Watson and his devotion to duty and complete disregard for his own safety resulted in the lives of the crew and myself being saved. I sincerely trust that such heroic action be duly acknowledged and strongly urge that Flight Lieutenant Watson be suitably awarded posthumously so commensurate with the highest possible gallantry.

William Ransom filed a statement (no date on copy in service documents) as follows:

On the night of April 27th-28th, 1944, I was the navigator of the aircrew captained by F/L J.A. Watson, RCAF, flying Lancaster GI-R of 622 Squadron, 3 Group, Bomber Command, RAF, on a bombing raid on Freidrichshafen, Germany.

Shortly after 0100 hours, while flying on an easterly course, at 17,000 feet, over Alsace, we were attacked without warning by two German night fighters. The first attacker came from behind and below and scored numerous direct hits on our aircraft with cannon shells, which started a fire in our starboard inner engine, causing considerable damage to the pilot's controls and badly damaged the rear turret, destroying its inter-communication system. The latter damage left F/L Watson without any means of knowing when the next attack was coming

or from what direction. He immediately took what evasive action the damaged condition of the aircraft would permit and with the utmost coolness and presence of mind jettisoned our bomb load, gave orders to operate the fire extinguishers in the burning engine and when the latter proved ineffective, assisted the engineer to feather the propeller and shut off the motor. In the meantime he continuously operated the emergency signal light in the rear turret, instructed the crew to put on parachutes and set an example of leadership, efficiency and courage which had a most effective, steadying influence on the rest of the crew. Having received no answer to his light signals, he finally instructed me to go to the assistance of the rear gunner, whom he thought was injured and in difficulties. Just then, however, we received the second attack, which resulted in some direct hits. The controls were again damaged to such an extent that F/L Watson had only one aileron in full working condition. By this time the fire was completely out of control, the flames enveloping the cockpit and the whole starboard side of the aircraft. We were losing height rapidly and the mid-upper gunner reported that the metal on the wing root was melting and there was the possibility that the heavy load of petrol in the wings would explode at any moment.

F/L Watson then gave the order to abandon aircraft and spoke calmly and encouragingly to the engineer as he removed the front escape hatch and prepared to bail out. The bomb aimer adjusted F/L Watson's parachute as he passed him and as I took my turn at the escape hatch, I could see that F/L Watson was having great difficulty maintaining the aircraft in level flight. By remaining at his post and using the utmost skill in manipulating the damaged controls, I am certain that F/L Watson was completely responsible for the quick and efficient manner in which the crew carried out their abandon aircraft drill and saved their lives by means of parachutes.

After leaving the aircraft and releasing my parachute, I was able to watch the burning aircraft almost until it crashed. It remained level, latterly, and in a shallow dive for much longer than would have been necessary for F/L Watson to reach the escape hatch and bailout, a fact which leads me to believe that he remained at the controls in order to allow the rear gunner, whom we were all under the impression was injured, as much time as possible to clear his turret. The latter informed me later that he got clear just in time to have his fall checked by his parachute, before reaching the ground. I firmly believe it would be impossible for an aircraft, in as badly damaged condition as was ours, to remain in such an attitude of flight without any assistance from the controls. Having flown with F/L Watson on numerous operational flights and having observed his

determination to carry out his duties to the fullest extent, under all circumstances, I am convinced that on this occasion he unhesitatingly made his decision and at the cost of his own life remained at his post to ensure that his crew would have every possible opportunity and every valuable second of time to abandon the aircraft and save their lives. It is, therefore, with pride and the most profound feeling of gratitude that I recommend F/L J.A. Watson for the highest decoration that his courage, self-reliance and devotion to duty so fully merit.

W.R. Russell filed an affidavit from Mildenhall (no date on document):

On the night of April 27/28th, 1944, the crew: F/L Watson (Captain), F/O Ransome (Navigator), P/O Russell (W/OP), Flight Sergeant McKee (Air Bomber), Flight Sergeant McKinnon (Air Gunner), Sergeant Eames (Engineer) and Sergeant Hayes (Gunner) were detailed to take part in a raid on Fredrichshafen in Lancaster "R" Robert of No.622 Squadron, Royal Air Force.

Approximately 50 miles from the target on the run in at 01.30 hours, at a height of 18,000 feet, we were attacked by four enemy aircraft. The Captain took immediate evasive action and succeeded in losing them, but too late. The controls had been badly damaged and the starboard inner engine and petrol tanks were on fire. He could not maintain height. The Captain ordered the bombs to be jettisoned but we still lost height, so the Captain ordered us to "bale out"; in the meantime he was struggling with the damaged controls to keep the aircraft in the air long enough for us to bale out.

I jumped at roughly 2,500 feet, and was the last man to see him alive. He was still endeavouring to maintain some semblance of control.

His devotion to duty and to his crew in giving his life is beyond description. A finer man never lived and he fully deserves the highest award his country can offer.

Although not a member of the crew that night, another man had a detailed "take" on Watson, sworn on 22 June 1946 at Hendon by 133715 F/L Surrender Berry (a navigator):

In June 1943, I was stationed at No.12 Operational Training Unit, Bomber Command, Chipping Warden, for the purpose of receiving operational training and to join a crew with whom I would take part in operations against the enemy.

It was here and at this time that I first met Pilot Officer James Andrew Watson, a pilot of the Royal Canadian Air Force, whose service number was J.20076. Watson invited me to join his crew as navigator and I agreed. The service approved this step with the result that from that time on, I flew with him on any flight undertaken by him.

At approximately the 20th June 1943, Watson was piloting a Wellington Mark III. I, among his crew, flew with him and the flight was regarded as solo for him in that there was no other pilot on board. At this stage, Watson had just proved himself to be competent to fly this machine without the assistance of another pilot and we were detailed to practice circuits and landings.

While landing, on the approach, about 60 feet above ground, the port engine burst into flames. Watson completed the landing and as he did so, calmly informed all the crew to be at their escape posts to jump out as soon as he brought the aircraft to halt. And Also, on the Radio Telephone communication which was linked with the aircraft intercommunication system so that we could all hear everything at once, spoke to the Aircraft Controller and calmly informed him to have a fire engine ready to put out the fire. Fortunately, the pulling back of the throttles in landing reduced the flames from the exhaust and the fire burnt itself out without doing any damage. Watson was then an inexperienced pilot and displayed great composure and thoughtfulness in moments when panic might easily have ensued.

At the end of July 1943, Watson and I among the crew were posted to No.1667 Heavy Conversion Unit, Stradishall, for the purpose of adapting our training to the larger bombers. I continued to remain his navigator throughout his training.

In August 1943, when Watson was familiarising himself with a Stirling bomber, he flew under the instruction of another pilot, Pilot Officer Smith. I and the remainder of the crew flew with him even on initial dual trips. Smith as instructor was captain of the aircraft while Watson performed all the duties of a captain.

It was on initial night circuits that an incident occurred. This was in August 1943. Watson was coming in to land at Stradishall when the aircraft suddenly swerved to starboard and the aircraft was rushing straight toward the hangars - it had not touched down and was still airborne. The lives of the crew were saved by the prompt action of both Smith and Watson. Smith immediately pulled up the undercarriage while Watson gave full power to lift the aircraft clear of the

hangars. Only by the prompt and cool headed action of both pilots working in complete harmony was a crash avoided. Once clear of the hangars and at a safe height, Smith and Watson tested all the controls and neither could find any defect. Smith was a most experienced pilot who had completed one tour of operations on Stirling aircraft.

Coming in to land for the second time, Smith decided that he would land it with Watson's assistance in case the incident repeated itself. The aircraft swerved off the runway to starboard after the touchdown and was racing furiously towards the hangars. Watson switched off the magnetos which cut off the engine power while Smith applied full brake pressure but still the aircraft tore through the ground towards the hangars. In order to avoid the crash, Smith effected a ground loop and the aircraft performed approximately two and half revolutions before it came to rest. The wings and tail had received considerable damage in chopping another aircraft. I learned the following day the cause had been a runaway outer starboard engine which cannot be seen from the cockpit. The linkage had severed and while it was a one in a million chance, the instruments gave no indication of it. I also learned that it was Watson's prompt action in switching off the magnetos which had saved the situation, although Smith too did well in effecting the ground loop; this in itself might have proved more dangerous with the runaway engine. The prompt action of both pilots again saved the lives of the crew.

From Stradishall, Watson and I among the crew were posted to 622 Squadron, Mildenhall. This was in September 1943.

I flew with now Flying Officer Watson until December 30th, 1943 on all his operations except his first, which he did with the Commanding Officer, Wing Commander Gibson, as a familiarisation trip.

The first operation I did with him was on the 18th September 1943, in Stirling aircraft "O", Number EH992. Our mission was to drop mines at a specified point in the Bay of Biscay. The journey to the target was without any unusual incident but on the actual run in dropping the mines, Flying Officer W.V. Ransom, the bomb aimer in the crew, who was in the nose of the aircraft and looking below and dropping the mines at my direction, spotted a flak ship waiting for us to come within range. We had just dropped the last mine and Ransom directed the pilot, Watson, to weave to port. At that very second, shells were exploding where we had been a split second before just off the starboard wing. Only Ransom's immediate directive and Watson's most immediate response had saved the situation from disaster.

On 23rd September 1943, I flew with Watson on a bombing sortie to Mannheim, in Stirling "R" EJ114. Bearing in mind that this was the first major target for the crew and one where the enemy defences were very heavy and numerous, I attributed the success of this sortie largely to the leadership and composure of the captain, Watson.

On the night of 27th September 1943, in Stirling "R" EJ114, I flew with Watson on a mission to Hanover. On our way from the target, a combat ensued and I give below a verbatim report of the combat which is reproduced from my flying log book.

COMBAT REPORT

Night 27/28 September 1943 - Target Hannover

Stirling aircraft Mark III R/622 (EJ114) Captain F/O Watson. Time 2239 ½. Height 14,000 feet. IAS 165. Heading 245T. Weather conditions clear, position 5226 ½ North 0835 ½ East. The rear gunner, Sergeant MacKinnon sighted a T.E. e/a (enemy aircraft) 600 yards starboard quarter slightly up. E/A engaged in dropping flares; E/A made attack. Rear gunner ordered captain of Stirling corkscrew starboard. Rear gunner and mid-upper gunner opened fire at 400 yards. E/A broke off attack port quarter and appeared to slip in port quarter down and was not seen again. E/A claimed as probable. No damage sustained by Stirling aircraft. E/A recognised as HE.111.

Sergeant MacKinnon, R.G

No.9 B and G Canada

OTU 12

Com Unit 1657

Sergeant Cunningham, M/U

No.8 BGS

OTU 18

Com Unit 1651

The report is signed by F/L H. Berry who was 622 Squadron Gunnery Leader and by the Captain, F/O J.A. Watson.

I should mention that Sergeant Cunningham was a replacement. Sergeant Hayes, the normal mid-upper gunner of the crew was sick and replaced for this

operation.

The fighter [sic] claimed as probable was confirmed by No.3 Group Headquarters some weeks later. This was confirmed by the fact that another air crew from another squadron on the same mission had noted an aircraft crashing down in flames at the same time in the same position.

On the 2nd October 1943 I was detailed to fly with Sergeant Jamieson on a mining mission to the Frisian Islands in Stirling aircraft "N" EF127. This was the first operation for Jamieson and since his own navigator had fallen off the wing of a Stirling that afternoon and sprained his ankle, it was necessary that he be replaced.

The operation was without unusual incidents and when we returned I found my own captain waiting for me in the control tower. He had stayed up half the night in his own anxiety.

I bring this point to light because it illustrates how Watson felt about the safety of his crew. It was not a personal matter but one of the crew as a whole. Sergeant Eames, the engineer in his crew, also had to fly out that night in another crew.

I continued on bombing missions with Watson to Kassel, Frankfurt, Bremen, Mannheim and the Ruhr until December 1943 when the squadron was changing over to Lancaster aircraft and meant a month's conversion training. I made my last converting flight with Watson on January 5th, 1944, and then was discovered to be suffering from tuberculosis and then taken to hospital. I was replaced in the crew and Watson continued operations.

While recovering from my ailment in a sanatorium, I was informed by the Adjutant of 622 Squadron that now F/L Watson and crew were missing on the night of 27/28th April 1944.

I learned that all the crew members except Watson were prisoners of war and a discreet letter through civilian channels finally reached Squadron Leader Marsden, then Senior Intelligence Officer of the squadron from F/O Ransom, who had become the navigator, to replace me in the crew. He wrote to indicate that F/L Watson had been killed in the crash and had sacrificed his own chances of survival in order to ensure the safety of the crew. I was not a bit surprised by this; it was almost as if I had expected it. I knew F/L Watson for almost a year

and as his navigator at the time I became his closest aide and advisor. I knew the man as no one outside the crew could know him. Barring all sentiment, knowing his true unselfish character, bearing in mind his acts, his words and his thoughts, he was throughout his operational career heavily conscious of his duty. His duty, of completing any operation, orders, and the responsibility that the crew's lives depended upon him. So conscious was he of it that I know from my own personal experience of him that he worried about it secretly, and because he worried about it, he was never to let them down. He not only displayed a high standard of leadership, of coolness and courage in the most adverse circumstances, but his zeal, his fire and enthusiasm to complete to the minutest detail any operation or task he was given, not only won the admiration of his crew but of the whole squadron and of the new Commanding Officer, Wing Commander Swales, DSO, DFC, DFM.

I approached Wing Commander Swales about this matter when I returned to the squadron in July 1944; my point was in view of F/O Ransom's letter. He informed me that he would like to see justice and honour done to one so gallant but the full facts could not be made known until the war was over and the testimony of each crew member pieced together. I regret that I have since learned that Wing Commander Swales died in Germany.

At the end of the war I met F/O Ransom, Warrant Officer MacKinnon, Flight Sergeant Hayes and Flight Sergeant Eames, four members of the crew who were with F/L Watson. On different occasions and from each I learned of the magnificent presence of valour in their captain, particularly in those last few moments. His devotion to duty could not be surpassed.

My testimony can only fill in the gap of his previous actions but in the light of the testimony of the crew who were with him and knowing his previous actions and his capabilities I have no hesitation in recommending F/L Watson for the highest honour and award his country can bestow for valour in the face of the enemy.

I recommend him for the Victoria Cross.

The "K" Report on the loss of his aircraft was based on a report by J22438 F/L W.V. Ransom, a veteran of 14 operations (crew listed above). He reported the time of loss as being 0120 hours, 30 minutes before estimated time of arrival on target, height 17,000 feet. Narrative as follows:

Rear gunner reported two enemy aircraft with navigation lights on astern and up. Just as he did so a third Ju.88 attacked from underneath. His bursts set fire

to starboard inner engine and destroyed intercom from rear turret, also put some of controls unserviceable. Rear gunner returned fire and claims he saw one engine on enemy aircraft on fire. Bombs were jettisoned and starboard inner feathered but fire extinguishers did not put out the fire which spread rapidly. Several minutes later a fourth enemy aircraft attacked from underneath. His bursts destroyed all remaining controls except port aileron. Pilot gave order to bale out as the fire had spread over the whole wing and mid-upper reported the metal was melting. Losing height rapidly. Engineer opened front hatch and baled out followed by Bomb Aimer, Navigator, Wireless Operator. The Mid-Upper went out by main door and Rear Gunner with much difficulty left through the turret doors. All were wearing chest type packs. While dropping in parachute I watched aircraft go from a steep glide into a vertical dive into the ground. I landed on ploughed ground sustaining a sprained ankle as my only injury. Engineer was windowing. Bomb Aimer put pilot's chest type chute on him. Cover was thrown in aircraft but fell back and was jettisoned. H2S, Fishpond - no warning. Boozer unserviceable.

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WATSON, F/L James Russell (J7744) - **Commended for Valuable Services in the Air** - No.164 (Transport) Squadron -Award effective 11 August 1945 as per **Canada Gazette** of that date and AFRO 1453/45 dated 14th September 1945. Born 28 July 1913. Home in Toronto; enlisted there 13 November 1940. To No.1A Manning Depot, 9 December 1940. To Rockcliffe, 2 January 1941. To No.1 ITS, 6 April 1941; graduated and promoted LAC, 14 May 1941 when posted to No.19 EFTS; graduated 15 July 1941 when posted to No.12 SFTS; graduated and commissioned 25 September 1941. To No.31 GRS, 17 October 1941; to RAF overseas, 8 January 1942. Promoted Flying Officer, 25 September 1942. Promoted Flight Lieutenant, 25 September 1943. Repatriated 5 September 1943. To No.31 OTU, 17 October 1943. To No.164 Squadron, 2 April 1944. To No.9 Release Centre, 23 September 1945. Retired 6 November 1945.

Due to exceptional ability, skill and resourcefulness, this officer is one of the most trusted and highly respected Senior Captains in the squadron. He has logged 600 hours in the past eight months on Trans-Atlantic and other long over-water flights in land planes, completing some of these in the face of great odds. Flight Lieutenant Watson has brought all these flights through to a successful conclusion in spite of some of the worst weather imaginable. His day by day punctuality and devotion to duty sets an excellent example to other members of the squadron,

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WATSON, F/O John Albert (J23057) - **Air Force Cross** - No.3 Operational Training Unit - Award effective 21 April 1945 as per **Canada Gazette** of that date and AFRO 802/45 dated 11 May 1945. Born 25 April 1919 in Toronto. Enlisted in Toronto, 26 October 1940. To No.4 Training Command, 9 December 1940. To No.2 ITS, 27 January 1941; graduated and promoted LAC, 4 March 1941 when posted to No.6 EFTS; may have graduated 22 April 1941; posted to No.2 Manning Depot, 24 April 1941; to No.10 SFTS, 2 May 1941; graduated 16 July 1941 and promoted Sergeant. Posted to Central Flying Training School, Trenton, 16 July 1941; to No.1 Manning Depot, Toronto, 23 September 1941; to CTS, Picton, 16 October 1941; to No.1 ANS, Rivers, 27 November 1941; to No.13 OTU, Patricia Bay, 9 January 1942; to Eastern Air Command Headquarters, Halifax, 6 April 1942; to No.116 (BR) Squadron, 30 April 1942; to No.117 (BR) Squadron, 15 May 1942, moving with that unit to various bases. Commissioned 4 November 1942. Promoted Flying Officer, 4 May 1943. Posted to Station Sheburne, 16 December 1943; to Eastern Air Command Headquarters, 25 February 1944; to No.161 (BR) Squadron, 7 March 1944; to No.3 OTU, Patricia Bay, 19 April 1944; to Station Yarmouth, 4 August 1945. To Halifax, 30 September 1945. To Air Navigation School, 20 November 1945. To Composite Training Squadron, 2 January 1946. To Eastern Air Command Headquarters, 14 February 1946. To "K", 17 February 1946. To No.1 Release Centre, 16 March 1946; released 29 March 1946. Re-engaged as a Class "A" Chipmunk instructor while a member of the Victoria Flying Club, 16 February 1951 and served until 15 January 1956. Award presented 5 March 1949. No citation in AFRO. Governor General's Records (RG.7 Group 26, Vol.58, file 190-I, dossier 6) has citation. When recommended he had flown 2,030 hours, 150 as instructor (and 150 in past six months). DHist file 181.009 D.2280 (RG.24 Vol.20623) has recommendation (for Commendation) dated 22 September 1944; it also notes he had flown 142 operational sorties (1,280 operational hours). Incident of 23 August involved P/O R.C. Hughes, No.133 Squadron.

On two occasions in August 1944, Flying Officer Watson rescued pilots of fighter aircraft who had come down in the sea by parachute. On 15th August, Flying Officer Watson was flying as instructor in a Canso aircraft when he saw a parachute come down in the water. The pilot, whose leg had been cut off in leaving the aircraft, was picked up by a fishing boat. Flying Officer Watson landed his aircraft and took the injured pilot aboard, returning at once to base. This prompt and skilful action undoubtedly saved the pilot's life. On 23rd August Flying Officer Watson again landed and took aboard a pilot who had parachuted and was in his dinghy. This officer, on these occasions, displayed courage and devotion to duty of a very high order.

On 29 October 1944 he submitted forms for Operational Wings with a list of all sorties flown with No.116 and 117 (BR) Squadrons. He commenced with No.116 (BR) Squadron on 6 May 1942 and flew ten sorties, the last being on 30 May 1942. He commenced with No.117 (BR)

Squadron on 1 June 1942 and flew 127 sorties with them (the last on 21 November 1943). He then flew four sorties with No.161 (BR) Squadron, 13 March to 6 April 1944. His total operational flying time in anti-submarine operations was 1,374 hours. His longest sorties were on 24 July 1941 (16 hours), 29 July 1941 (15.45), 31 July 1941 (15.10), 6 June 1943 (15 hours), 4 July 1943 (18.10), 9 July 1943(19.15), 12 July 1943 (16.25), 1 August 1943 (16.30), 3 August 1943 (15.10) and 11 October 1943 (15.30).

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WATSON, F/O John Henry (J7802) - **Mention in Despatches** - No.419 Squadron - Award effective 1 June 1943 as per **London Gazette** dated 2 June 1943 and AFRO 1247/43 dated 2 July 1943. Born 22 February 1914. Home in Woodstock, Ontario (private secretary); enlisted Toronto 13 November 1940 and posted to No.1 Manning Depot. To Technical Training School, 22 December 1940. To No.1 ITS, 20 February 1941; graduated and promoted LAC, 31 March 1941 but not posted to No.1 AOS until 28 April 1941; to No.1 BGS, 21 July 1941; graduated and promoted Sergeant 30 August 1941, when posted to No.2 ANS; graduated and commissioned 29 September 1941. To Embarkation Depot, 30 September 1941. To RAF overseas, 15 October 1941. Missing 17 June 1942; reported safe, 12 October 1942. Promoted Flying Officer, 28 September 1942. To RCAF Overseas Headquarters, 13 October 1942. To Rockcliffe, 15 November 1942. Promoted Flight Lieutenant, 1 January 1943. To No.31 ANS, 15 January 1943. To No.31 Personnel Depot, 12 April 1943. To "Y" Depot, 28 April 1943. To RAF overseas, 31 May 1943. Subsequently served with a Liberator squadron in India. Repatriated 23 April 1945. To No.1 Air Command, 8 May 1945. To No.16 SFTS, 9 June 1945. To No.2 Release Centre, 2 July 1945. Retired 10 July 1945. Living in Leaside in 1950. RCAF photo PL-27422 (ex UK-11270 dated 12 May 1944) is captioned as follows: "Please Mr. Censor, have a heart when scanning the name of this Liberator, pleads the crew which fly it. They figure 'Battlin' Bitch' symbolises the spirit of its carefree crew, flying the longest raids in the history of aerial warfare with India's pioneer heavy bomber squadron. Navigator of the big night bomber which flies into the worst weather in the world is F/L Johnny Watson, J7802, Woodstock, Ontario, who worked with the Ontario Industry and Labour Board, Toronto, before joining the Royal Canadian Air Force. The picture was taken just before the aircraft took off to prang Maymyo, important Burma rail yard and supply route for Japanese troops. At 30 Johnny has had much excitement since he joined the RCAF but his shakiest 'do' came on his seventh operational trip in Wellingtons with the famous Moose squadron operating from the United Kingdom. Shot down over Belgium, Johnny baled out at 1,000 feet but his pilot crashed to death. He succeeded in escaping into Spain with his rear gunner while the two other crew members were taken as prisoners of war. After three months internment in Spain he was flown to the United Kingdom through the efforts of the British Embassy. The Maymyo raid marked F/L Watson's 12th operational trip with his present squadron and he figures the defences of Rangoon are just as tough as those of Essen." See G.A. Brown, **Those Who Dared**. Forced to bale out over Belgium, 16 June 1942, he did not leave the

aircraft until he had destroyed secret equipment. Linked up with Belgian Underground and made it back to UK. Public Record Office WO 208/3311 has his MI.9 report:

I took off from Mildenhall at 2352 hours on 16 June 1942 to bomb Essen. On the way out the motor failed. I baled out at 1,000 feet and landed at 0145 hours unhurt some distance southeast of Antwerp. The aircraft did not burn. The rest of the crew were:

Pilot - Sergeant [C.E.] LeBlanc (last to jump and presumed killed).
Sergeant [N.W.] Bradley (front gunner, believed P/W).
Sergeant [E.A.] Winker (wireless operator, believed P/W).
Sergeant [J.A.A.B] Angers [evader]

I landed in some small bushes, surrounded by flat country which was full of irrigation ditches. I left my parachute there and walked till 0500 hours till I came to woods which lie 15-20 kilometres east of Antwerp. Here I buried the rest of my equipment, including an odd boot, having lost the other boot in my jump. I rested till 0900 hours and then noticed a farm further east which I watched for 30 minutes. Finally I saw a woman on a bicycle whom I asked for help; she took me to this farmhouse where some Flemish people gave me food. I slept in a loft till 1130 hours when a farmhand brought me some old clothes and clogs, a bicycle, and two female guides with whom I cycled in a north-westerly direction for one hour. They took me to a house where we arrived at 1300 hours having passed a German officer and two regiments of German soldiers on the way. I received food and clothing at this house and slept until 1600 hours when contact was made with an organization through which I was brought back to the United Kingdom.

He was flown from Gibraltar to Montbatten on 15 October 1942.

Public Record Office WO 40/258 has his report dated 25 October 1942 on the loss of his aircraft on 16 September 1942.

The rear gunner of this aircraft, Sergeant Angers, has already returned to this country and Pilot Officer Watson has little to add to his report.

During the week preceding this operation trouble had been experienced due to the ignition leads to both engines burning out. This, however, had been rectified. A 40-hour test on both engines had been done the day previous to the operation, and both engines functioned perfectly during a short trial flight.

He confirms that the aircraft lost height from 17/18,000 feet to 4,000 feet and can offer no explanation. The aircraft flew through the flak defences of Antwerp at a little over 4,000 feet but although there were a number of near bursts the aircraft was not hit.

The pilot wanted the crew to get ready to bale out but still had hopes of ditching in the Channel and being up by Air/Sea Rescue.

Ultimately the order to bale out was given and the rear gunner left first at 4,000 feet, followed by the front gunner and the W/T Operator at 3,500 feet and Pilot Officer Watson at 1,000 feet. The latter landed southeast of Antwerp and had to abandon his parachute which was caught in a tree.

Before baling out Pilot Officer Watson detonated both the IFF and the TR.1335, but was undecided regarding the disposal of the charts for the latter and of the flimsies. There was the risk if he took them with him that they would fall into enemy hands if he should be captured immediately on landing so decided to leave them in the aircraft hoping it would burst into flames and destroy them.

Shortly after landing he heard a crash, which he believed to have been the aircraft, but saw no fire. All the fuel except 200 gallons had been jettisoned.

The pilot, Sergeant C.E. Leblanc, sacrificed his life in attempting to fly the aircraft as far as the Channel, so that the aircraft would not fall into enemy hands. According to Pilot Officer Watson this was the pilot's 14th or 15th operation.

The website "Lost Bombers" provided the following on his being downed. Wellington X3359, No.419 Squadron (VR-N), target Essen, 16/17 June 1942. X3359 was one of two No.419 Squadron Wellingtons lost on this operation; the other was X3723. Airborne at 2355 hours, 16 June 1942 from Mildenhall. Experienced engine over heating problems and later sustained flak damage. Crashed near Wuustwezel (Antwerp), 16 km NNE of Antwerp. Crew was Sergeant C.E. Leblanc, RCAF (killed), P/O J.H.Watson, RCAF (evader), Sergeant E.A.Winkler, RCAF (POW), Sergeant N.W.Bradley, RCAF (POW), Sergeant J.A.A.A.B.Angers, RCAF (evader).

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WATSON, F/O John Victor (J17301) - **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

June 1922 in Lonsing, Ontario; home there; enlisted in Toronto, 24 September 1940. Trained at No.2 WS (graduated 14 September 1941) and No.7 BGS (graduated 13 October 1941). Flew two overseas tours with Nos.57 and 635 Squadrons. Repatriated in March 1945, released August 1945, rejoined April 1946 (19899). Instructed at School of Flying Control, Trenton and then flying instructor at Camp Borden and Centralia (October 1947 to 1949); instructed at Radio and Communications School, Clinton. Flew a year with No.435 Squadron (1951-52) and then became a staff officer. As of August 1967 he had attained the rank of Wing Commander. No citation in AFRO.

WATSON, F/O John Victor (J17301) - **Distinguished Flying Cross** - No.635 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 25 May 1945 and AFRO 1291/45 dated 10 August 1945. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/9070 has recommendation dated 20 February 1945 when he had flown 46 sorties (279 hours 15 minutes), 13 September 1942 to 8 July 1943 and 25 August 1944 to 8 February 1945.

First Tour

13 September 1942 - Bremen (5.25)
12 October 1942 - Wismer (6.20)
19 October 1942 - Le Creusot (9.30)
22 October 1942 - Genoa (9.05)
7 November 1942 - Genoa (8.35)
9 November 1942 - Hamburg (6.00)
20 November 1942 - Turin (10.00)
21 December 1942 - Munich (8.45)
16 February 1943 - Lorient (5.45)
18 February 1943 - Wilhelmshaven (4.30)
25 February 1943 - Nuremberg (7.45)
11 March 1943 - Stuttgart (7.40)
12 March 1943 - Essen (4.50)
3 April 1943 - Essen (5.00)
13 April 1943 - Spezia (10.00)
30 April 1943 - Essen (5.05)
12 May 1943 - Duisberg (4.30)
23 May 1943 - Dortmund (5.25)
25 May 1943 - Wuppertal (5.45)
11 June 1943 - Dusseldorf (5.30)
8 July 1943 - Cologne (6.05)

Second Tour

25 August 1944 - Russelheim (7.00)
29 August 1944 - Stettin (8.15)
31 August 1944 - Lumbres (2.30)
3 September 1944 - Soesterburg (2.45)
8 September 1944 - Le Havre (3.10)
10 September 1944 - Le Havre (3.05)
12 September 1944 - Frankfurt (6.00)
15 September 1944 - Kiel (4.45)
5 October 1944 - Saarbrucken (5.00)
14 October 1944 - Duisberg (3.15)
15 October 1944 - Wilhelmshaven
19 October 1944 - Stuttgart (5.40)
23 October 1944 - Essen (4.10)
2 November 1944 - Dusseldorf (4.40)
18 November 1944 - Munster (3.25)
6 December 1944 - Ludwigshaven (5.00)
17 December 1944 - Ulm (6.30)
28 December 1944 - Munchen-Gladbach (5.00)
29 December 1944 - Troisdorf (5.00)
13 January 1945 - Saarbrucken (5.05)
14 January 1945 - Merseburg (7.45)
16 January 1945 - Magdeburg (5.25)
22 January 1945 - Gelsenkirchen (4.15)
7 February 1945 - Cleve (4.20)
8 February 1945 - Politz (7.45)

This officer has completed 46 operations against the enemy and has attacked many heavily defended German targets including Munich, Stuttgart, Essen and Stettin.

Throughout he has showed exceptional keenness to operate and his ability and devotion to duty are worthy of the highest praise.

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WATSON, F/O Richard Arthur (J88228) - **Croix de Guerre (France)** - No.440 Squadron - Awarded as per AFRO 1619/45 dated 19 October 1945. Born 1 March 1923. Home in Oba, Ontario;

enlisted in Ottawa, 29 October 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.10 EFTS until 4 July 1942; graduated 28 August 1942; to No.14 SFTS, 30 August 1942; graduated and promoted Sergeant, 18 December 1942. To "Y" Depot, 1 January 1943. To RAF overseas, 6 January 1943. Promoted Flight Sergeant, 18 June 1943. Commissioned 24 April 1944. Promoted Flying Officer, 24 October 1944. Repatriated 23 July 1945. To No.4 Release Centre, 1 September 1945. Retired 6 September 1945. Photo UK-12708 shows him with torn parachute following his baleout from a Typhoon. Died in Wawa, Ontario, 6 December 2010. Obituary stated he had flown 90 sorties and been shot down three times and went on to say, "this was the beginning of Dick's passion for flying. He began his tourism business, Watson's Algoma Vacations Ltd. in 1946 (Pine Portage Lodge and then Kaby Lodge), and Watson's Skyways Ltd. in 1986. He held his commercial pilot's license until he was 72 years old." Public Records Office Air 2/9645 has citation.

This officer has completed a tour of operational duty during which he has taken part in many sorties against heavily defended ground targets. At Caen, on 18th July, 1944, his aircraft received a direct hit by anti-aircraft fire and exploded in mid-air. He was able to parachute safely to earth and found himself in the midst of a furious tank battle but he returned to our lines bringing back 139 prisoners with him. He has displayed great presence of mind and gallantry and has been an outstanding example to all those with whom he flies.

WATSON, F/O Richard Arthur - (J88228) - **Croix de Guerre 1940 with Palm (Belgium)** - No.440 Squadron - Award effective 27 June 1947 as per **London Gazette** dated of that date and AFRO 403/47 of dated 25 July 1947. Public Records Office Air 2/9110 has recommended citation with statement he had flown 90 sorties, 94 operational hours. Drafted when he was Warrant Officer.

During the period from D Day until the completion of his tour Warrant Officer Watson participated in many sorties during the liberation of France and Belgium. In July this officer was one of a flight which successfully attacked the heavily defended mortar positions near Lemesni Fremental, east of Caen. His aircraft was hit and blew up but he made a successful landing by parachute although machine-gunned by the enemy. He evaded capture and rejoined his unit within 48 hours. In August, when the German army was retreating across the Seine, Warrant Officer Watson made many attacks against barges and motor transport which were highly successful. Throughout the battle for the Ardennes he displayed unusual steadfastness and courage worthy of the highest praise.

RCAF Press Release No.5869 dated 21 July 1944 from Laidlaw-Cullen, transcribed by Huguette Oates, reads:

Blasted out of his Typhoon by an anti-aircraft shell exploding against his engine while he was over Grentheville yesterday, W/O2 Richard Watson, of Oba, Ontario, limped into his advanced R.C.A.F. airfield tonight after dodging the bomb blasts from his comrades, enemy and allied artillery shellfire, snipers' bullets and a German armored car.

The 21-year-old former railway agent described his harrowing day simply: "It was bloody awful. I had just started my dive on these mortar positions when everything just seemed to blow up around me. All I remember was an explosion, a kind of terrific crash, and the next thing I knew I was grabbing for my ripcord. I must have got blown out of the cockpit, because my head is still sore. I was coming right down where the bombs were bursting so I side-slipped my 'chute and made a good landing in the middle of a wheat field. Just as I left my parachute, a German shell made a direct hit on it. The chute was full of holes and rips, I could see. I saved this piece, the best part to make a scarf, and it's got two holes in it. Anyway, I got about 100 yards from the chute, and the shells were falling all around me from both the German batteries and our own artillery. I decided I had better dig in. I had no tools so I used a sharp rock. See."

He held out badly blistered hands, and continued: "I got a slit trench for my head and chest and lay in it. I had been thrown around in the air by the concussion from our bombs as I came down, and this seemed even worse. I was afraid to move. I felt terrified at first and then calmed as I reasoned 'If I'm going to get it, I'm going to get it'".

"After the shelling died down I heard a vehicle coming and took a look. It was a German machine-gun carrier, coming right at me. I crawled back from my slit trench, and the car ran right over it – it ruined it. I was only 10 feet away. It passed, and then the Germans opened up a retaliatory bombardment and I had to lie on my face through that. I heard another vehicle coming through it and took a chance and got a look at it. I saw a British helmet over the top of the wheat so I jumped up and got hold of them and asked how I could get back. While we talked, a couple of men were killed – mortar shells were bursting all around us. They directed me back, but kept on themselves. I had gone about half a mile when a sniper took a shot at me. Our forward armor was passing at this time – my knee was hurting from walking but I kept on, as the whole attack moved forward past me. One guy was hurt, so I took him with me to this first aid forward post. There was nothing going back and I couldn't take a chance on anymore snipers by walking back (they bandaged my knee and it felt better) so I

waited around and helped them dress these wounded fellows for about two hours. I really didn't know what I was doing at first, but somebody gave me a shot of Scotch and I was able to help."

"They were putting on dressings and I was helping, and straightening blankets when somebody asked me if I wanted to get back. He was a British private wounded in the right foot. He and I were to escort six prisoners. We went a little way and more and more Germans kept coming up to us surrendering (the armored stuff just motions them back) so we soon were escorting 120 Germans. We had gone quite a way when a Bren carrier came up to escort us all, so I got a lift. We took the prisoners to a prisoners' camp, and from there I got a lift in a lorry back to the field. When I first got to the first aid post I was half dazed, but when I found something to do to keep my mind busy I was quite all right and managed to do pretty well. The worst part of it all though was lying from about 8 a.m. to 11 p.m. in that wheat field with the shells shaking the ground all around me -- it was bloody awful.

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WATSON, S/L Thomas William (J6206) - **Distinguished Flying Cross** - No.159 Squadron - Award effective 11 December 1945 as per **London Gazette** of that date and AFRO 212/46 dated 1 March 1946. Born 13 September 1913, Whitehorse, Yukon (published in **War Service Records, 1939-1945**, Canadian Bank of Commerce, 1947). Educated there and served in Rocky Mountain Rangers. Gave home as Montreal but enlisted Vancouver 24 October 1940. To No.2 ITS, 16 January 1941; graduated and promoted LAC 20 February 1941 when posted to No.16 EFTS; graduated 24 April 1941 and posted to No.2 Manning Depot; to No.32 SFTS, 4 May 1941; graduated and promoted Sergeant, 15 Jul 1941; commissioned 16 July 1941. To Embarkation Depot that date; to TAF overseas, 9 August 1941. Further trained at No.56 OTU before posting to No.43 Squadron. Volunteered for Far East service with No.232 Squadron and sailed on SS **Strathallan** to Africa. Disembarked in Freetown, flown by DC-2 to Khartoum, boarded HMS **Indomitable** at Port. Sudan and then delivered to Java. Subsequently moved to Palembang (Sumatra) and then to Singapore. Shot up and force-landed at Kallang, 8 February 1942. Damaged two Japanese Ki.48 bombers over Singapore, 9 February 1942. He flew the last airworthy Brewster Buffalo from Singapore to Palembang, 11 February 1942. Promoted Flight Lieutenant, 16 July 1942. Clipping from Whitehorse **Star** dated 10 November 1977 says he escaped Singapore in a Brewster Buffalo (which he never piloted before) when the Japanese were almost on the aerodrome. Shot up again on 13 February 1942 when he took off in a Hurricane to prevent its being destroyed on the ground. In mid-February, pilots of No.232 Squadron transferred to No.242 Squadron. On 15 February 1942 flying Hurricane BE130 he destroyed one Zero and damaged one Zero over Sumatra (possibly Ki.27 aircraft instead).

Destroyed one Ki.27 bomber, 20 February 1942, flying Hurricane BE230, Bantam Bay, West Java (shared with another pilot). Destroyed one Ki.21 bomber, 24 February 1942, Tjililtan, West Java (Hurricane BE210, shared with two other pilots). Shot down 3 March 1942, Hurricane BE130 while strafing near Serang, Java, crash-landed in paddy field, spending three days evading. Flown, slight wounded, on 7 March 1942 to Australia. Joined No.77 Squadron, RAAF, helping to train Australian pilots on Kittyhawks and proceeding with that unit to Milne Bay, New Guinea, 1942-43. In March 1943 posted to No.2 (Fighter) OTU, Mildura as an instructor. Married a Canadian girl in Australia. Returned to Canada, May 1944 and posted to No.5 OTU, 14 June 1944; converted to Liberators. To "Y" Depot, 10 October 1944. To No.45 Group (Ferry Command) 1 November 1944. Proceeded with a Liberator to Karachi, India, November 1944. Joined No.159 Squadron, 9 November 1944. Completed 31 sorties including bombing of bridge at Kan Chana Buri ("Bridge on the River Kwai"). Repatriated 3 December 1945. To No.8 Release Centre, 10 January 1946. Released 19 January 1946. Award sent by registered mail 13 March 1950. Long personal account of his operations in DHist biographical file. Died about 1968. RCAF photo PL-60369 (ex UK-19907 dated 12 April 1945 shows five British Columbians in an RAF Liberator squadron. From left to right - F/O Norm Kilpatrick (Smithers, pilot), F/O Ted Foot (Kelowna, pilot), F/L Tom Watson (Vernon, pilot), P/O Eugene Smuin (Penticton, navigator) and P/O Bill McDiarmid (Kamloops, bomb aimer)

Squadron Leader Watson has a fine operational record. In the early stages of the fighting in the Far Eastern theatre, he completed very many sorties, flying in fighter aircraft, and was responsible for the destruction of at least two enemy aircraft. Three times this officer was himself shot down. On the last of these occasions he succeeded in escaping from Java just a few hours before the arrival of the enemy troops in the area. Some two years later, Squadron Leader Watson converted to heavy bomber aircraft in which type he has completed many attacks at various targets. On three separate occasions, vital bridges on the Bangkok-Singapore line were destroyed largely by the accurate bombing and repeatedly determined attacks of Squadron Leader Watson. This officer has set an outstanding example of courage and tenacity.

RCAF Press Release dated 24 June, 1945 from F/L E.M. Veity, transcribed by Huguette Oates, reads:

SEAC, JUNE 24: -- Japanese transportation was further cripple today when Liberator bombers of the Strategic Air Force, manned by RCAF, RAF and RNZAF aircrews, smashed railway and vehicle bridges at Kanchanabari. Primary target was the nine span steel girder bridge and the secondary target was a nearby 36 wooden trestle bridge. Two spans in each bridge were completely demolished and the remainder of the bridges reduced to a precarious condition.

S/L T.W. Watson of Whitehorse, Yukon, a veteran of the Singapore campaign, was master bomber for the main forces of bombers. He reported ack-ack fire as heavy but "inaccurate". F/L R.M. Borthwick of 2170-51st Avenue West, Vancouver, B.C., skipper of a crew with more than 400 operational hours to their credit, and on their last trip stated, "It was a good do, we dropped well on the first bridge and had two runs on the secondary target".

"It's not often you have the chance to knock down two spans with one stick of bombs", said F/O Dale, bomb-aimer of 48 Horwood Road, Toronto, Ontario, while his skipper, F/O J.E. Haycock of Wensley Road, Richmond, Nelson N.Z. reported knocking out "two spans and damaging a third on the primary target".

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WATSON, F/O William Thomas Glenn (J19884) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 5 December 1944 as per **London Gazette** of that date and AFRO 293/45 dated 16 February 1945. Born 21 February 1921. Home in Toronto; enlisted there 16 March 1942. Trained at No.6 ITS (graduated 25 September 1942), No.12 EFTS (graduated 8 January 1943) and No.9 SFTS (graduated 14 May 1943). Retired 16 February 1945. Rejoined RCAF, 24 July 1952 (202317); retired 22 November 1968 to Fort Myers, Florida. Award sent by registered mail 30 March 1949. In June 1998 Gateway Coin and Militaria (Winnipeg) were selling his medals for \$ 1,350.

This officer has completed very many sorties. He has proved himself to be a cool and skilful pilot and a very fine captain. On one occasion early in September 1944, he piloted an aircraft detailed to attack Emden in daylight. When crossing the English coast on the outward flight, Flying Officer Watson was compelled to feather the propeller of the port inner engine when the oil cooler became defective. Despite the loss of engine power Flying Officer Watson continued to the target and executed his attack. His determination was characteristic of that which he has invariably displayed.

DHH file 181.009 D.2611 (Library and Archives Canada RG.24 Volume 20627) has original recommendation by W/C A.J. Lewington, drafted 26 September 1944 when he had completed 23 sorties (108 hours ten minutes operational time):

This officer has now completed 23 operational trips over a wide variety of important and well defended targets.

On one occasion, namely September 6th, 1944, when proceeding on a daylight attack against the German city of Emden, he was forced to feather his port inner engine when the oil cooler failed. This happened when the aircraft was just passing the English coast on the outward trip, but undeterred by the knowledge that he would have difficulty in keeping up with the main bomber stream and the protection resulting therefrom, Flying Officer Watson continued on to the target and successfully pressed home his attack, following which he succeeded in bringing his aircraft back to base.

By his courageous action and skilful and calculated handling of his aircraft, this officer set a magnificent example to the balance of the squadron. I consider that in every way he fully merits the immediate award of the Distinguished Flying Cross.

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WATT, F/L Alexander William (C7479) - **Mention in Despatches** - No.8 Squadron - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 23 March 1918. Enlisted in Vancouver, 17 April 1941 as Radio Mechanic. To "B", 3 May 1941. To University of British Columbia, 31 May 1941. Commissioned in Radar Branch, 6 September 1941. To RAF, 6 October 1941. Promoted Flying Officer, 6 March 1942. Repatriated via No.31 OTU, 8 July 1942. Promoted Flight Lieutenant, 1 April 1943. To Manning Depot, 3 January 1944. To No.5 Radar School, 26 January 1944. To Western Air Command, 19 May 1944. To No.33 Radio Unit, 29 June 1944. To No.8 Squadron, 8 October 1944. To No.3 Repair Depot, 21 May 1945. To Patricia Bay, 24 May 1945. To No.2 Technical Service Unit, 22 June 1945. To No.10 Repair Depot, 1 September 1945. To No.8 Release Centre, 30 September 1945. Retired 3 October 1945.

This officer has served as a radar officer since September 1941 and did excellent work with No.502 Squadron in England and No.31 Operational Training Unit at Debert. Now at No.8 (BR) Squadron, his efforts to raise the radar standard at that unit have resulted in great success. His loyalty and devotion to duty have always been above the ordinary call of duty and his skill and efforts are worthy of high praise.

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WATT, WO1 Charles Anderson (R119127, later J86592) - **Distinguished Flying Cross** - No.28 Squadron - Award effective 2 June 1944 as per **London Gazette** of that date and AFRO 1444/44 dated 7 July 1944. Born 5 November 1919. Home in Toronto; enlisted there 25 July 1941 and

posted to No.4A Manning Depot. To No.3 ITS, 1 September 1941; graduated and promoted LAC, 7 October 1941; to No.17 EFTS, 8 October 1941; graduated 6 December 1941 when posted to No.8 SFTS; graduated and promoted Sergeant, 27 March 1942. To "Y" Depot, 28 March 1942, To RAF overseas, 30 April 1942. Promoted Flight Sergeant, 27 September 1942. Promoted WO1, 27 March 1943. Promoted WO1, 27 September 1943. Commissioned 2 February 1944. Promoted Flying Officer, 2 August 1944. Posted for embarkation from India, 28 January 1945. Repatriated 3 June 1945. To No.1 Air Command, 5 June 1945. To No.1 SFTS, 7 June 1945. To No.4 Release Centre, 23 September 1945. Retired 4 October 1945. Christopher Shores, **Air War for Burma** (Grub Street, 2005), pp.178-179 recounts an action on 12 March 1944 in which twelve Ki.48 bombers set out with 60 Ki.43 escorts to bomb Silchar. They encountered two Hurricanes of No.128 Squadron (Warrant Officer A. Walker and Warrant Officer C.A. Watt), shooting down one (Walker) who parachuted safely to the ground. Observers on the ground reported that two Japanese fighters which had made the attack then collided. Shores writes, "The seems to have been a piece of wishful thinking, for it did not occur. However, on the basis of this report, one Ki.43 destroyed by collision was credited to Warrant Officer C.A. Watt." Award sent by registered mail. Photo PL-35923 is a portrait.

Warrant Officer Watt has participated in very many sorties and has achieved much success. He has displayed high qualities of skill and courage and throughout has set an example of devotion to duty beyond praise.

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WATT, F/L Leonard Nelson (J6381) - **Commended for Valuable Services** - No.14 SFTS - award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born at Point Pelee, Ontario, 6 May 1919. Farmer. Enlisted in Windsor, Ontario, 25 October 1940. To No.1 ITS, 25 January 1941; graduated and promoted LAC, 21 February 1941 when posted to No.10 EFTS; graduated second in his class, 22 April 1941 and posted to No.1 Manning Depot; to No.8 SFTS, 2 May 1941; graduated and commissioned, 27 July 1941; to Trenton that date; to No.6 SFTS; instructed at No.6 SFTS, 22 October 1941 to 24 April 1942. On 2 April 1942, pulling out of a dive in a Harvard, he met another aircraft and sliced off wingtip; no injury. To No.14 SFTS to instruct, 25 April 1942; promoted Flying Officer, 28 July 1942. Promoted Flight Lieutenant, 15 January 1943. To "Y" Depot, 31 January 1944. To No.3 PRC, 15 February 1944. Reached United Kingdom, 24 February 1944. Further trained at No.5 (P) AFU and No.57 OTU. Served with No.401 Squadron (5 October 1944 to 27 June 1945 - 184 sorties) and briefly with No.411 Squadron. Returned to Canada, 7 August 1945; demobilized 27 September 1945. Overseas he was credited with four enemy aircraft destroyed and one damaged (one Me.262 shot down, 12 March 1945; one FW.190 shot down and one damaged, 20 April 1945; one Ju.52 and one Ju.87 destroyed on ground, 3 May 1945). Also claimed 80 locomotives and MET destroyed or damaged. No citation to Commendation. Died in Glen

Huron, Ontario, 6 May 2000 following an accident.

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WATT, F/O Reginald Seward (J22143) - **Distinguished Flying Cross** - No.76 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 337/45 dated 23 February 1945. Born 9 October 1921. Home in Raymore, Saskatchewan; enlisted Toronto 24 October 1941. To No.1 Manning Depot, 4 November 1941. To No.1 BGS (guard), 22 November 1941. To No.5 ITS, 13 February 1942; graduated and promoted LAC, 6 June 1942 but not posted to No.4 EFTS until 18 July 1942; graduated 11 September 1942 and posted next day to No.4 SFTS; graduated and commissioned 30 December 1942. To "Y" Depot, 13 January 1943; to RAF overseas, 2 February 1943. Promoted Flying Officer, 30 June 1943. Promoted Flight Lieutenant, 30 December 1944. Presented by King George 13 July 1945. Repatriated 2 August 1945. To No.2 Air Command, 13 August 1945. To No.2 Air Command, 14 September 1945. To No.4 Release Centre, 8 October 1945. Retired 18 October 1945. Died in Toronto, 21 November 2008. RCAF photo PL-45283 (ex UK-22722 dated 19 July 1945 taken outside Buckingham Palace after investiture of F/L R.S. Watt (Raymore, Saskatchewan) lighting cigarette of F/L W.G. Corbett (Swift Current, Saskatchewan). 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 15 September 1944 when he had flown 36 sorties (173 hours one minute), 22 September 1943 to 30 July 1944.

22 September 1943 - Paris (5.30)
11 November 1943 - Cannes (9.40)
20 January 1944 - Berlin (8.00)
6 March 1944 - Trappes (4.20)
7 March 1944 - Le Mans (5.00)
13 March 1944 - Le Mans (5.00)
18 March 1944 - Frankfurt (5.55)
22 March 1944 - Frankfurt (6.15)
9 April 1944 - Lille (4.25)
10 April 1944 - Tergnier (4.55)
18 April 1944 - Tergnier (4.40)
20 April 1944 - Ottignies (3.55)
22 April 1944 - Dusseldorf (5.00)
24 April 1944 - Karlsruhe (7.00)
26 April 1944 - Villeneuve (5.45)
27 April 1944 - Montzen (4.35)
1 May 1944 - Malines (3.00)
11 May 1944 - Trouville (4.30)
12 May 1944 - Hasselt (4.15)

19 May 1944 - Boulogne (3.25)
5 June 1944 - Mont Fleury (4.50)
14 June 1944 - Douai (4.05)
15 June 1944 - Fouillard (5.20)
16 June 1944 - Domleger (3.35)
22 June 1944 - Laon (4.10)
24 June 1944 - Noyelle-en-Chaussee (3.46)
25 June 1944 - Montorgueil (3.40)
28 June 1944 - Blainville (5.55)
1 July 1944 - St.Martin (3.25)
4 July 1944 - St.Martin (3.55)
6 July 1944 - St.Martin l'Hey (3.40)
9 July 1944 - Chateau Bernapre (4.05)
12 July 1944 - Thiverny (4.15)
23 July 1944 - Kiel (5.25)
28 July 1944 - Foret de Nieppe (3.40)
30 July 1944 - Villers Bocage (4.10)

This officer has completed 36 sorties and flown a total of 173 operational hours. He has carried out attacks against many of the heaviest defended of targets including two to Frankfurt and others to Dusseldorf, Berlin and Karlsruhe.

This officer possesses a history of courage, skill and determination in action. He shows exceptional tenacity of purpose and great devotion to duty which have been an inspiration to his crew. His discipline, ability as pilot and his cheerful confidence, at times under difficult circumstances, has inspired a high standard of morale in his crew. His ability to make instant decisions in emergency and his complete disregard for personal safety, together with coolness under fire are worthy of the highest praise.

It is considered that his fine record of achievement merits the award of the Distinguished Flying Cross.

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WATT, F/O Robert Huycke (J18309) - **Distinguished Flying Cross** - No.415 Squadron - Award effective 5 April 1944 as per **London Gazette** dated 14 April 1944 and AFRO 1020/44 dated 12 May 1944. Born 6 July 1922. Home in Winnipeg; educated at Grosvenor School (1929-35), Robert H. Smith School (1935-1937), Santa Monica High School (1937-38), St. Paul's College (1938-1940) and United College (1940-41). Worked 1939 as a shipper for Dunlop Tire, and 1940

as a clerk for United Grain Growers. Enlisted in Winnipeg, 16 April 1941. To No.2 Manning Depot, 28 April 1941; to No.2A Manning Depot, 29 April 1941. To No.10 Repair Depot, 7 June 1941. To No.2 ITS, 3 July 1941; graduated and promoted LAC, 19 August 1941; posted that date to No.14 EFTS; to No.11 SFTS, 9 October 1941; on 13 November 1941 in Crane 7943 he could not lower flaps owing to blown fuse, landed too fast and overshot runway, rolling into a ditch; graduated and promoted Sergeant, 2 January 1942; to "Y" Depot, 3 January 1942; to RAF overseas, 23 January 1942; disembarked in UK, 9 February 1942 and taken on strength of No.3 PRC, Bournemouth; to No.14 (P) AFU, 6 April 1942 to 22 June 1942 when posted to No.7 PRC for more navigation training. Promoted Flight Sergeant, 2 July 1942; to No.5 OTU, RAF Turnberry, 25 August 1942 for crewing; to No.1 Torpedo Training Unit, 1 January 1943; promoted WO2, 2 January 1943; to No.415 Squadron, 23 January 1943, initially on Hampdens (273 hours 20 minutes, operational and non-operational) and then Wellingtons (233 hours ten minutes, operational and non-operational); Commissioned 4 July 1943. Promoted Flying Officer, 4 January 1944. Attached to Station North Coates, January 1944. To No.6 OTU (Britain), 26 May 1944 where he first took a course to be an instructor (18 hours 15 minutes) and then flew 109 hours five minutes instructing. Repatriated to Canada 14 December 1944; to No.10 SFTS, 28 January 1945. To No.6 Communications Flight, 2 February 1945; to No.6 OTU, 14 September 1945. Award presented 8 January 1946. Killed in flying accident, Dakota 636, en route from Comox to Greenwood, 19 January 1946; struck a mountain in Ptolemy District, Crow's Nest, near Colman, Alberta..

Since January 1943, this officer has flown on most of the major operations undertaken by his squadron. He has often encountered very severe weather over the Dutch coast and has many times pressed home his mission in the face of heavy and light concentrated fire from enemy ships and in the presence of enemy night fighters. A skilful leader, he has been largely responsible for the fine efficiency and unerring operational ability of his detachment.

Assessed 20 September 1943 when he had 130 operational hours - "Very keen and reliable operational pilot."

Assessed 14 January 1944 when tour expired - "Would make a good flying instructor at OTU or flying training school. An excellent potential flight commander. This officer has a tremendous store of energy and initiative. Properly guided he will go a long way in the service. He continually seeks for ways to improve the squadron" (W/C Ruttan).

Assessed 5 November 1944 when described as having flown one operational tour (37 sorties, 233 operational hours) and one non-operational tour. Last sortie had been 5 May 1944 and he was then instructing on Wellingtons at No.6 OTU, Sillioth. Elsewhere on other forms he confirmed his 233 operational hours which he defined as 42 hours 15 minutes "Pathfinder" and

201 hours 45 minutes "Strike" plus three hours "Air-Sea Rescue".

Assessed 10 December 1945 at No.6 OTU - "An exceptionally hard working officer and a valuable asset as an instructor at this unit" (W/C P.J. Oleinek).

Coastal Command Intelligence Summary 245 has the following entries:

Wellington M/415 - Captain F/O Watt - 2222, 5th March 1944 - 53.40 N 06.16 E, off Schiermonnikoog. Aircraft on anti-shipping patrol in company with four Beaufighters [No.254 Squadron - see entry for J.R. Hughes, RCAF, DFC], obtained radar contact six miles dead ahead, homed and sighted a merchant vessel of 5,000 tons escorted by three probable minesweepers on course 220 degrees, speed eight knots. Aircraft waited until all the Beaufighters had contacted the convoy, then attacked the merchant vessel releasing a stick of three 500-lb M.C. bombs from 3,000 feet the last of which undershot the target by 100 yards.

Wellington L/415 - Captain F/O Watt - 2340, 10th March 1944 - 53.55 N. 06.40 E., Borkum. Aircraft on anti-shipping patrol obtained a radar contact at seven miles. "L" homed and sighted two merchant vessels (1,500/2,000 tons) and two escort vessels. An attack was made, three 500-lb M.C. bombs being dropped from 1,800 feet. One burst was seen 50 feet from starboard bow of one of the merchant vessels and a second burst 50 feet astern of the same vessel. As "L" turned away smoke was seen coming from the first merchant vessel. Flak was experienced from the vessels but the aircraft suffered no damage.

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WATT, FS Temple Arvin Norman (R78335, later J16810) - **Mention in Despatches** - No.233 Squadron (AFRO says only "Overseas:") - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 232/43 dated 12 February 1943. Born 19 June 1916 in Barrie, Ontario. Home in Churchill, Ontario (clerk with Canada Packers); enlisted in Toronto, 21 October 1940. To Trenton, 13 November 1940. To No.1 ITS, 13 January 1941. Promoted LAC, 20 February 1941. To No.1A Manning Depot, 22 February 1941. To No.1 Manning Depot, 18 March 1941. To No.1 AOS, 31 March 1941. To No.1 BGS, 22 June 1941. Graded as Observer and promoted Sergeant, 2 August 1941; posted that date to No.1 ANS. To Embarkation Depot, 2 September 1941; to RAF overseas, 21 September 1941. To No.1 (Coastal) OTU, 24 November 1941. To No.233 Squadron, 7 January 1942. Attached to Gibraltar, 22 February to 30 April 1942. Promoted Flight Sergeant,, 1 May 1942. Promoted WO2, 1 November 1942. Posted from No.233 Squadron to Gosport, 18 December 1942. To No.6 OTU, 6 January 1943. Commissioned 21 January 1943 (J16810). To No.1 Personnel Despatch Centre, 8 February 1943. Repatriated

via No.31 Personnel Depot, Moncton, 11 March 1943. To No.31 OTU, 1 April 1943. Promoted Flying Officer, 21 July 1943. To No.6 ITS, 22 January 1944. Graded as suitable for pilot training, 24 March 1944 and posted that date to No.24 EFTS. To No.5 OTU, 14 August 1944. To No.16 SFTS, 8 October 1944. Promoted Flight Lieutenant, 21 January 1945. To Release Centre, 1 March 1945. Released 19 March 1945. Died 15 September 1992 in Lefroy, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of February 1993.

Notes: Crash on 28 October 1942, escort sortie, Hudson AN535. Operational flight. "When making final approach to land, extraordinary strong upcurrents and bumps over the runway (caused by a south wind over the Rock). Also cross-wind of gale force made a landing impossible until well down the runway. After touchdown was made, full brake was applied but the aircraft ran off the runway onto rough ground, causing the starboard undercarriage to collapse." Comment noted, "As on this occasion, when strong winds, 40-50 m.p.h. are blowing from the southwest, turbulence is very great on the eastern end of the runway as to cause any attempt at landing from that direction very dangerous." The Station Commander, North Front, noted, "Accident caused by the very difficult weather conditions prevailing at the time. When the cross wind component changes as considerably at alienate ends of the runway, as was the case when this aircraft landed - landing on this runway under these conditions is dangerous, but there is no alterative."

Application for Operational Wing: Document prepared 8 September 1944 and listing the following sorties, all on Hudson aircraft and all from Gibraltar after 27 February 1942.:

12 February 1942 - Stopper Patrol - Scharnhorst (4.30)
14 February 1942 - Shipping strike , Dunkirk (3.10)
24 February 1942 - Anti-submarine sweep (7.00)
27 February 1942 - Escort to convoy to Gibraltar (6.10)
3 March 1942 - Anti-Submarine sweep (3.55 day and 3.30 night)
6 March 1942 - Escort to convoy (6.10 day)
7 March 1942 - Anti-submarine sweep (3.40 day, 2.45 night)
8 March 1942 - Anti-submarine sweep (5.10 day)
16 March 1942 - Anti-submarine sweep (5.30 day)
19 March 1942 - Anti-submarine sweep (6.45 day)
20 March 1942 - escort to convoy (5.00 day, 1.25 night)
23 March 1942 - Anti-submarine sweep (4.50 day, 1.20 night)
28 March 1942 - Escort to convoy (5.15 day, 2.15 night)
4 April 1942 - Photo recce (1.00 day, 30 minutes night, Casablanca)
4 April 1942 - Photo recce (3.35 day, Casablanca)
6 April 1942 - Anti-submarine sweep (3.45 day, 1.00 night)
7 April 1942 - Anti-submarine sweep (4.25 day, 2.10 night)

12 April 1942 - Cross-over patrol (5.20 day, .30 night)
13 April 1942 - Cross-over patrol (5.05 day, .45 night)
15 April 1942 - Anti-submarine sweep (5.15 day)
19 April 1942 - Escort to convoy (7.20 day)
20 April 1942 - Anti-submarine sweep (8.20, rescued - were they rescued or rescuers ?)
21 April 1942 - Anti-submarine sweep (5.50 day)
23 April 1942 - Anti-submarine sweep (6.10 day)
25 April 1942 - Cross-over patrol (4.30 day)
30 April 1942 - Anti-submarine sweep (8.50)
22 May 1942 - Anti-submarine sweep (8.40 day)
26 May 1942 - Anti-submarine sweep (6.35 day)
27 May 1942 - Anti-submarine sweep (3.40 day, 3.15 night)
29 May 1942 - Anti-submarine sweep (6.25 day)
30 May 1942 - Anti-submarine sweep (5.45 day)
2 June 1942 - Escort to convoy (6.05 day, .20 night)
3 June 1942 - Escort to convoy (6.50 day)
5 June 1942 - Anti-submarine sweep (6.25 day)
8 June 1942 - Escort to convoy (4.10 day, 1.35 night)
12 June 1942 - Anti-submarine sweep (4.50 day, 1.50 night)
16 June 1942 - Anti-submarine sweep (6.35 day)
17 June 1942 - Anti-submarine sweep (6.05 day)
21 June 1942 - Anti-submarine sweep (50 minutes day, 2.45 night)
25 June 1942 - Escort to convoy (5.40 day, 45 minutes night)
30 June 1942 - Anti-submarine sweep (6.15 day)
1 July 1942 - Anti-submarine sweep (4.45 day, 1.40 night)
6 July 1942 - Escort to convoy (4.35 day, 1.05 night)
11 July 1942 - Escort to convoy (7.30 day)
14 July 1942 - ASR - rescued lost crew in dinghy (5.40)
16 July 1942 - Anti-submarine sweep (5.45 day)
18 July 1942 - Anti-submarine sweep (6.15 day)
19 July 1942 - Anti-submarine sweep (5.30 day)
21 July 1942 - Anti-submarine sweep (6.15 day)
25 July 1942 - Cross-over patrol (5.30 day, 1.50 night)
31 July 1942 - Anti-submarine sweep (2.35 day, 3.50 night)
2 August 1942 - Escort to convoy (6.20 day, 30 minutes night)
10 August 1942 - Escort to convoy (7.00 day)
11 August 1942 - Escort to convoy (6.45 day)
12 August 1942 - Anti-submarine sweep (6.20 day)
13 August 1942 - Anti-submarine sweep (5.50 day, 45 minutes night)
15 August 1942 - Escort to battle fleet (6.45 day)

20 August 1942 - Anti-submarine sweep (3.45 day, 1.30 night)
23 August 1942 - Anti-submarine sweep (8.20 day)
19 September 1942 - Anti-submarine sweep (7.25 day, 35 minutes night)
22 September 1942 - Anti-submarine sweep (3.05 night)
1 October 1942 - Escort to battle fleet (7.05 day)
11 October 1942 - Anti-submarine sweep (7.55 day, U-Boat sighted)
12 October 1942 - Anti-submarine sweep (6.30 day)
23 October 1942 - Anti-submarine sweep (6.25 day)
26 October 1942 - Anti-submarine sweep (5.40 day)
27 October 1942 - Anti-submarine sweep (6.55 day)
28 October 1942 - Escort to convoy (3.40, crashed)
1 November 1942 - Anti-submarine sweep (6.30 day)
2 November 1942 - Anti-submarine sweep (7.20 day)
3 November 1942 - Anti-submarine sweep (6.40 day)
6 November 1942 - Anti-submarine sweep (7.15 day, attacked U-Boat, severely damaged)
7 November 1942 - Anti-submarine sweep (6.40 day)
10 November 1942 - Anti-submarine protection (5.20 day, 1.45 night, shipping invading Oran)
13 November 1942 - Anti-submarine HF sweep (6.40 day)
15 November 1942 - Anti-submarine sweep (6.25 day)
16 November 1942 - Anti-submarine sweep (6.40 day, U-Boat attacked)
17 November 1942 - Anti-submarine sweep (6.30 day, 20 minutes night, attacked U-Boat, probable)
19 November 1942 - Anti-submarine sweep (6.50 day)
20 November 1942 - Anti-submarine sweep (7.05 day, U-Boat sighted)
23 November 1942 - Escort to convoy (4.45 day, 1.35 night)
24 November 1942 - Anti-submarine sweep (6.40 day, attacked U-Boat, probable)
26 November 1942 - Anti-submarine sweep (6.35 day)
1 December 1942 - Anti-submarine sweep (7.00 day)
2 December 1942 - Anti-submarine sweep (6.25 day)
5 December 1942 - Anti-submarine sweep (7.15 day)
7 December 1942 - Anti-submarine sweep (6.50 day)
9 December 1942 - Anti-submarine sweep (6.35 day)
11 December 1942 - Anti-submarine sweep (7.20 day)
12 December 1942 - Anti-submarine sweep (6.25 day)
13 December 1942 - Anti-submarine sweep (6.45 day)
15 December 1942 - Anti-submarine sweep (2.35 day)
18 December 1942 - Anti-submarine sweep (8.40 day)

Training: Interviewed in Toronto by F/O R. Key, 1 October 1940 - "Clean cut chap, intelligent, keen and we;; mannered. Alert, confident and self-reliant. Will readily absorb instruction.

Good aircrew material.”

Course at No.1 ITS was 15 January to 20 February 1941. Courses were Mathematics (75/100), Armament, practical and oral (91/100), Signals (95/100), Drill (85/100), Law and Discipline (92/100). Placed eighth in a class of 24. “This airman is modest and dependable type. He is mechanically inclined, serious minded. Should make good observer.”

Course at No.1 AOS was 31 March to 22 June 1941. Anson aircraft (26.35 as first navigator by day, 31.35 as second navigator by day, 10.45 as first navigator by night, 4.50 as second navigator by night. “Seemed to be slow in the air.” Ground courses in DR Plotting (74/150), DR written (77/200), Compasses and instruments (81/150), Signals (95/100), Maps and Charts (71/100), Meteorology (74/100), Photography (79/100), Reconnaissance (75/100). Below average, “Slow to learn and obstinate”. Placed 42nd in a class of 45.

Course at No.1 BGS was 23 June to 4 August 1941. Battle aircraft - 15.55 flown in Bombing, 5.25 in Gunnery. Placed 37th in a class of 38. “This man’s father became seriously ill at beginning of course and died a few days before examinations. This may account for rather poor results. Student was quite worried and concerned about his troubles at home. In spite of this he has obtained a good armament training.” (G/C G.E. Wait).

Course at No.1 ANS was 4 August to 1 September 1941. Anson aircraft (7.35 as first navigator by day, 8.20 as second navigator by day, 8.10 as first navigator by night, 9.45 as second navigator by night.) Placed 93rd in a class of 103. Although considered weak in navigation, he was passed and described as “a steady dependable NCO.”

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WATTERSON, P/O Thomas Albert Kidd (J21312) - **Mention in Despatches** - No.145 Squadron (Canada) - deceased - Award effective 11 December 1943 as per **London Gazette** dated 14 December 1943 and AFRO 568/44 dated 17 March 1944. Born 13 March 1912 in Ottawa. Home in Manotick, Ontario. Educated at Lisgar Collegiate, Ottawa; served in RCMP Marine Branch, 1934 to 1938, attending navigation school in 1937. Enlisted in Ottawa, 19 July 1940. To No.1 Manning Depot, 20 July 1940; to No.12 Equipment Depot, Montreal, 18 August 1940; to No.2 ITS, Regina, 30 August 1940; promoted LAC, 21 October 1940 and posted to No.13 EFTS, St. Eugene; graduated 23 December 1940 and posted to No.8 SFTS, Moncton; graduated 7 April 1941 and promoted Sergeant. To No.11 (BR) Squadron, Dartmouth Detachment, 20 April 1941. Promoted Flight Sergeant, 1 December 1941. To No.145 Squadron, 19 May 1942. Promoted WO2, 1 June 1942. Commissioned 3 October 1942. Killed 14 February 1943 in the crash of Hudson 771 of No.145 Squadron.

This officer as captain and pilot has carried out numerous operational sorties over the North Atlantic. He was an exceptionally steady and reliable pilot and exhibited commendable qualities in successfully completed tasks. He has set a fine example and won the admiration and respect of all with whom he worked.

This was based on a recommendation for an Air Force Cross drafted 23 April 1943 by the Commanding Officer, No.145 Squadron:

This officer has 781 operational flying hours and has carried out 211 operational sorties over the North Atlantic. He is an exceptionally steady and reliable pilot, and has set a fine example by the cheerful, thorough and uncomplaining manner in which he has carried out any task given to him.

He has flown a total of 1,300 hours and I strongly recommend him for the Air Force Cross.

G/C R.S. Grandy (undated minute) wrote:

I concur in the above. From my personal knowledge of this officer's work, I know Squadron Leader Williams' remarks are not exaggerated. Strongly recommended.

On 12 June 1943, A/C F.V. Heakes concurred in a posthumous award, and on 24 September 1943 a posthumous Mention in Despatches was approved.

Two earlier assessments are worth noting. The first, by S/L E.M. Williams of No.145 (BR) Squadron, dated 28 September 1942, read:

This pilot has over 1,000 flying hours of which 600 hours have been on operational patrols. His work and deportment at all times has been of the highest order. This along with his pleasant appearance and personality lead me to recommend him most highly for a commission.

The second, by S/L Williams, is dated 18 February 1943 (after he was killed) and reads:

This officer, although recently commissioned, has continued to produce results in his work of the highest order. His deportment and dependability as an officer lead me to recommend him most highly for the rank of Flying Officer.

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WATTIE, F/O Charles Forbes (J16410) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 3 November 1944 as per **London Gazette** of that date and AFRO 1/45 dated 5 January 1945. Born in Camrose, Alberta, 23 January 1918. Home in Barrie, Ontario; enlisted Toronto, 17 April 1941. To No.1 Manning Depot, 27 May 1941. To No.31 BGS (guard duty), 20 June 1941. To No.5 ITS, 8 August 1941; graduated and promoted LAC, 27 September 1941; to No.9 AOS that date; to No.9 BGS, 3 January 1942; graduated and promoted Sergeant, 28 February 1942. To No.2 ANS that date. To "Y" Depot, 31 March 1942; to RAF overseas, 30 April 1942. Commissioned 17 December 1942. Promoted Flying Officer, 17 June 1943. Promoted Flight Lieutenant, 17 December 1944. First tour was with No.199 Squadron. Served at a medium bomber OTU before second tour with No.428 Squadron. Repatriated to Canada, 28 December 1944 and posted to Canadian Joint Staff, Washington. Remained in postwar RCAF (19868), attaining rank of Squadron Leader, 1 January 1950 and subsequently Wing Commander. Postings included AFHQ (Directorate of Air Intelligence), command of Air Navigation School in Winnipeg and (early 1953) command of No.1 Officers School (London, Ontario). Subsequently commanded Primary Flying Training School at Centralia for two years. Attended RCAF Staff College and transferred to Directorate of Ground Training, AFHQ, effective 3 July 1957. Cited with F/L R.E. Curtis (RCAF, awarded DSO), F/O Dougal A. McGillivray (RCAF, awarded DSO) F/L Hugh F. Smith (RCAF, awarded DFC), F/O Robert G. Marshall (RCAF, awarded DFC) and Sergeant J.D. Rose (RAF, awarded DFM). See Marshal, above, for citation. Award presented. Photo PL-34013 shows him.

DHist file 181.009 D.1634 (RG.24 Volume 20604) has original recommendation by W/C A.C. Hull dated 15 September 1944 when he had flown 42 sorties (248 hours 10 minutes) as follows:

As a Navigator, Flying Officer Wattie has displayed exceptional efficiency, initiative and determination. He has been of great assistance to his pilot and has furthered the interests of the Squadron to a high degree. On 12th August [sic, 12 September], on the attack on Dortmund his aircraft was struck heavily by flak, the rear gunner killed and the pilot dangerously wounded. The aircraft was piloted home by the bomb aimer and Flying Officer Wattie's demonstration of coolness and skilful navigation undoubtedly reassured the rest of the crew and contributed to a major degree to the successful return of the aircraft and the safety of the crew. For his skilful navigation, coolness in the face of danger, and determination, I recommend the Immediate Award of the DFC.

The sortie list was as follows:

2 January 1943 - Gardening (6.00)
4 February 1943 - Lorient (5.35)
12 February 1943 - Gardening (4.00)

13 February 1943 - Lorient (6.00)
16 February 1943 - Lorient (6.20)
25 February 1943 - Gardening (6.05)
26 February 1943 - Cologne (2.00, duty not carried out).
3 March 1943 - Hamburg (5.10)
12 March 1943 - Essen (4.00)
13 March 1943 - Gardening (1.20, duty not carried out)
26 March 1943 - Duisburg (4.00)
28 March 1943 - St. Nazaire (6.00)
29 March 1943 - Bochom (2.20, duty not carried out)
2 April 1943 - Gardening (6.15)
4 April 1943 - Kiel (5.15)
8 April 1943 - St. Nazaire (6.10)
10 April 1943 - Frankfurt (6.50)
14 April 1943 - Stuttgart (7.15)
26 April 1943 - Duisburg (4.30)
27 April 1943 - Gardening (6.00)
4 May 1943 - Dortmund (2.50, duty not carried out)
12 May 1943 - Duisburg (4.20)
13 May 1943 - Bochom (5.00)
23 May 1943 - Dortmund (4.40)
25 May 1943 - Dusseldorf (4.30)
11 June 1943 - Dusseldorf (1.20, duty not carried out)
* * * * *
5 July 1944 - Gardening (6.35)
18 July 1944 - Wesseling (6.15)
20 July 1944 - L'Hey (3.45, day)
23 July 1944 - Kiel (5.35)
24 July 1944 - Stuttgart (9.20)
25 July 1944 - Stuttgart (9.10)
28 July 1944 - Hamburg (5.20)
3 August 1944 - Bois de Casson (4.55, day)
4 August 1944 - Bois de Casson (4.30, day)
5 August 1944 - St. Leu (5.30, day)
7 August 1944 - Mer de Magna (4.50)
9 August 1944 - Coulouvillers (4.25, day)
10 August 1944 - La Pallice (6.55)
12 August 1944 - Brunswick (6.20)
14 August 1944 - Falaise (4.55, day)
15 August 1944 - Soesterburg (3.55, day)
25 August 1944 - Russelheim (9.00)
27 August 1944 - Mimotecques (3.55, day)

29 August 1944 - Stettin (10.00)
6 September 1944 - Emden (4.05)
12 September 1944 - Dortmund (5.20)

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WATTS, G/C Alfred (C723) - **Air Force Cross** - No.3 Training Command Headquarters - Award effective 8 June 1944 as per **Canada Gazette** of that date and AFRO 1380/44 dated 30 June 1944. Born in Vernon, British Columbia. Educated there and University of British Columbia. Lawyer. Enlisted in Vancouver as a P/P/O, 1 August 1934 with No.11 (Army Cooperation) Squadron; resigned 8 October 1936. Re-appointed Provisional Pilot Officer, 16 September 1937; received pilot's wings 4 May 1938 and confirmed as Pilot Officer that same day. As of 5 May 1941 he was a Flight Lieutenant in AFHQ. Promoted Squadron Leader, 1 June 1941. To No.13 SFTS, 15 May 1942 and promoted Wing Commander that date. To RAF overseas, 31 October 1942. Repatriated 25 November 1943. To No.3 Training Command, 22 December 1943. Promoted Group Captain, 1 January 1944. To "A", 30 September 1944. To Release Centre, 29 January 1945; retired 12 March 1945. Died 26 April 2001 in West Vancouver as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2002. Had completed 1,310:05 flying hours to date, 903:45 hours as instructor, 23 hours in previous six months.

This officer has made an outstanding contribution to the Air Training Plan in a wide range of flying instructional work, throughout which he has displayed outstanding ability, energy and devotion to duty. His wealth of knowledge and friendly co-operative spirit have been an inspiration to all personnel under his supervision.

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WATTS, F/O Allan Ivan (J5300) - **Distinguished Flying Cross** - No.37 Squadron - Award effective 1 October 1942 as per **London Gazette** dated 6 October 1942 and AFRO 1653/42 dated 16 October 1942. Born 28 March 1919. Home in Brentwood (Vancouver Island), British Columbia; enlisted Calgary 15 August 1940. To No.1 ITS, 23 October 1940; promoted LAC, date uncertain; posted to No.4 Manning Depot, 28 January 1941 (this could be a misprint for No.4 EFTS) to No.8 SFTS, 7 February 1941. Promoted Sergeant, 16 May 1941; commissioned 17 May 1941. To Embarkation Depot, 17 May 1941; to RAF Ferry Command, 19 June 1941; to overseas at unknown date. Promoted Flying Officer, 17 May 1942. Repatriated to Canada, 13 August 1942; to Western Air Command, 26 September 1942; to Boundary Bay, 8 October 1942 and assigned that day to No.147 Squadron. To No.149 Squadron, 8 November 1942; promoted Flight Lieutenant, 1 October 1943; to Prince Rupert, 13 March 1944. Award presented 13 April 1944. To No.2 Training Command that date. To Release Centre, 13 September 1945; released 14

September 1945. DHist file 181.009 D.1636 (RG.24 Vol.20604) has application for Operational Wings submitted about February 1944. Began operations with No.149 Squadron in England, 20 September 1941 (eight sorties, 41 hours 45 minutes). First sortie with No.37 Squadron was 19 February 1942 (33 sorties, 285 hours including 13 trips to Benghazi). Tour ended 20 July 1942 when he was posted to Canada; later to No.149 Squadron (Venturas) on west coast.

This officer has participated in attacks on objectives in France, Germany, Cyrenacia, Greece, Crete and the Dodecanese. After completing a normal tour he volunteered to remain on operational flying and has proved a mainstay of his unit during a difficult period. His exceptional dash and determination were well illustrated on one occasion when he machine-gunned an enemy motor transport from a height of only fifty feet. Through this officer has set a praiseworthy example.

NOTE: Public Records Office Air 2/9265 has recommendation transmitted 26 August 1942 from Headquarters, RAF Middle East to Air Ministry which adds a few details:

This officer has completed 41 long distance operational flights totalling 327 operational flying hours. These operations include raids on objectives in occupied France, Germany, Cyrenacia, Greece, Crete, the Dodecanese, and enemy occupied territory in Egypt.

Flying Officer Watts has been a fine example in his flight and the squadron generally. After completing a normal tour, he volunteered to stay on for further operational duties in the squadron, and has been one of the mainstays during the somewhat difficult and intensive operations carried out recently.

He has always shown exceptional dash and initiative, and went down to as low as 50 feet machine gunning enemy motor transport with excellent results on all the recent short trips.

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WATTS, F/O Charles Reginald (J23393) - **Mention in Despatches** - 524 Squadron (deceased) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 721/45 dated 27 April 1945. Born 29 March 1922 in Lloydminster, Saskatchewan; home there (farmer); enlisted Edmonton 17 November 1941 and posted to No.3 Manning Depot. To No.15 SFTS, 31 January 1942 (guard). To No.4 ITS, 28 March 1942; graduated and promoted LAC, 22 May 1942 but not posted to No.5 EFTS until 1 August 1942; graduated 10 October 1942 when posted to No.3 SFTS; graduated and commissioned 5 February 1943. To No.1 GRS, Summerside, 19 February 1943, To "Y" Depot, Halifax, 9 May 1943. Embarked from Halifax, 27 May 1943. Disembarked

in Britain, 4 June 1943. To No.20 (P), AFU, 29 June 1943; attached to No.1515 Beam Approach Training Flight, 3-10 August 1943 (promoted Flying Officer, 5 August 1943); to No.415 Squadron, 7 September 1943; to No.524 Squadron, 12 July 1944 (No.415 Squadron having converted to a heavy bomber role). Killed in action 30 August 1944 (J/524, Wellington MF175). On 16 October 1944 the Commanding Officer of No.524 Squadron described as having been an "exceptional operational captain" with 36 sorties and 210 operational hours to his credit. On the night in question he had taken off at 2059 hours from Docking airfield with another aircraft. They were to perform a box patrol off Ostend. At 2210 hours a message was received, "R/T off" and nothing further was heard. The other aircraft experienced light and heavy flak in the same area on each circuit, believed to be from flak barges, and it was possible that such flak had accounted for J/524. 145048 F/O D.W. Aston was the only RAF member of the crew. Photo PL-29438 shows Watts.

Excerpts from Coastal Command Operational Summaries (DHH 181/003 folio D.886), which on 19 July 1944 continued to identify him as being No.415 Squadron although he had been transferred to No.524 Squadron:

Wellington M/415 - Captain F/O Watts - 0017, 9th May 1944 - 53.35 N 06.04 E, south of Borkum - Aircraft on anti-shipping patrol dighted convoy of six merchant vessels, 2/4,000 tons, two merchant vessels 5,000 tons and 22 escort vessels, course East, and attacked one of the larger vessels with five 500-lb M.C. bombs, spaced 70 feet from 3,000 feet at an angle of 45 degrees red. No results were observed owing to evasive action to avoid accurate flak.

Wellington J/415 - Captain F/O Watts - 0336, 13th June 1944 - 50.00 N 00.52 E. Aircraft on anti-shipping patrol sighted four E-Boats; accurate flak experienced so climbed to 5,000 feet and ran in on radar contact. Dropped four 500-lb M.C. bombs, air burst pistol, from 5,000 feet. Explosion seen but no results observed.

Wellington O/415 - Captain F/O Watts - 0239, 19th July 1944 - 54.00 N 05.43 E, off Ameland. Aircraft on anti-shipping patrol obtained radar contact and attacked estimated position of target through 10/10 cloud five 500-lb M.C. bombs, tail fused, from 3,500 feet. Bomb flashes were seen through cloud but no results observed.

Wellington O/524 - Captain F/O Watts - 0238, 28th July 1944 - 54.03 N 07.19 E, north of Nordernry. Aircraft of anti-shipping patrol obtained radar contact seven miles, homed and dropped five 500-lb M.C. bombs, tail fused, from 3.500 feet on the estimated position of the contact. Target was not seen owing to low cloud and no results were observed.

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WATTS, WO2 George Barrie (R165311) - **Distinguished Flying Cross** - No.9 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 19 January 1945 and AFRO 508/45 dated 23 March 1945. Born 10 February 1921. Home in Toronto; enlisted there 5 May 1942 and posted to No.1 Manning Depot. To No.1 SFTS, 29 June 1942 (guard). To No.6 ITS, 15 August 1942; graduated and promoted LAC, 9 October 1942; to No.4 BGS, 10 October 1942; graduated 5 December 1942 when posted to No.4 AOS; graduated and promoted Sergeant, 5 February 1943. To "Y" Depot, 19 February 1943; to RAF overseas, 8 March 1943. Repatriated 5 August 1945. To No.4 Release Centre, 9 August 1945. Retired 14 September 1945. Award sent by registered mail 30 March 1949.

Warrant Officer Watts has completed a successful tour of operations as air bomber. His skill and accuracy have materially contributed to the successes achieved by his crew. His aircraft was been in combat on three occasions. During one of them three Junkers 88 attacked simultaneously. Another time when on a mission against Stuttgart Warrant Officer Watts was engaged by an enemy fighter, which after encountering this Warrant Officer's accurate fire, broke off the combat. Warrant Officer Watts has consistently shown courage and determination of a high order.

NOTE: Public Records Office Air 2/9039 has recommendation dated 12 October 1944 when he had flown 35 sorties (plus one incomplete) totalling 190 hours 35 minutes. Sortie sheet indicates he was in same crew as P/O John A. Peterson and Warrant Officer George B. Watts.

28 April 1944 - Bordeaux (7.45)
1 May 1944 - Toulouse (8.25)
5 May 1944 - Mailly le Camp (5.35)
6 May 1944 - Sable-sur-Sarthe (4.50)
8 May 1944 - Brest (4.55)
10 May 1944 - Lille (3.25)
11 May 1944 - Bourg Leopold (3.55)
21 May 1944 - Duisburg (4.40)
22 May 1944 - Brunswick (6.25)
27 May 1944 - Nantes (5.45)
28 May 1944 - Cherbourg (3.15)
31 May 1944 - Saumur (5.40)
3 June 1944 - Cherbourg (3.35)
6 June 1944 - Argentan (3.55)

8 June 1944 - Rennes (7.00)
12 June 1944 - Poitiers (6.15)
14 June 1944 - Auray-sur-Odon (4.45)
15 June 1944 - Chatellerault (6.50)
21 June 1944 - Gelsenkirchen (4.20)
24 June 1944 - Prouville (3.35)
29 June 1944 - Beauvoir (3.20)
12 July 1944 - Culmont Chalndrey (3.00)
15 July 1944 - Nevers (7.20)
19 July 1944 - Thiverny (3.55)
20 July 1944 - Courtrai (3.20)
24 July 1944 - Stuttgart (8.00)
26 July 1944 - Givors (2.25, DNCO)
28 July 1944 - Stuttgart (7.50)
1 August 1944 - Mont Condon (4.45)
2 August 1944 - Bois de Casson (4.40)
5 August 1944 - Etaples (4.25)
7 August 1944 - Lorient (4.35)
9 August 1944 - La Pallice (6.10)
11 August 1944 - Givors (7.50)
13 August 1944 - Brest (4.30)
14 August 1944 - Brest (4.40)

Warrant Officer Watts has just completed a tour of operations as Air Bomber in a highly successful crew, whose results have been outstanding. As Air Bomber, he has played a very large part in these successes and has maintained a consistently high standard of bombing. He has also, in cooperation with his Navigator, been most successful in wind finding for the squadron on special daylight operations.

Warrant Officer Watts has always shown the greatest coolness in all circumstances. The crew of which he was a member were engaged in combats on three separate occasions, once being attacked by three Ju.88s simultaneously. On another occasion, while attacking Stuttgart, Warrant Officer Watts, in the front turret, was engaged with a single-engine fighter which, after Warrant Officer Watts had opened fire, broke off the combat.

He has shown courage and determination of a high order and has been at great pains to locate and accurately bomb his target under all conditions.

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WATTS, F/L Jack Vincent (J4688) - **Distinguished Flying Cross** - No.10 Squadron (RAF) - Award effective 29 July 1942 as per **London Gazette** dated 4 August 1942 and AFRO 1413/42 dated 4 September 1942. Born in Hamilton, 1920; enlisted July 1940. Trained at No.1 ITS, No.1 AOS, No.1 BGS and No.1 ANS. Flew 26 trips with No.10 Squadron; posted to No.462 Squadron (Middle East); then to No.109 Squadron (second tour) and No.105 Squadron (third tour). In the Middle East, 11 November 1942, he was shot down five miles offshore from Tobruk; swam ashore and spent three days watching Germans. On fourth day, hungry and thirsty, he broke into a stores hut and barely escaped being captured. Published memoirs under title of **Nickels and Nightingales** (General Store Publishing House, Burnstown, Ontario). See RCAF photo PL-4894 (ex UK-767), climbing into four-engine bomber "somewhere in England"; caption reads in part, "He is an 'Old Boy' of Delta Collegiate, where he was outstanding in basketball, track and football. Previous to the war he worked in the Firestone plant, Hamilton. He has nine trips over enemy occupied territory." RCAF photo PL-19731 (ex UK-5508 dated 30 September 1943) taken at gates of Buckingham Palace after investiture.

Flight Lieutenant Watts is a courageous and highly skilled navigator who has done much to ensure the success of many of the sorties in which he has participated. One night in April 1942 he was the navigator of an aircraft detailed to attack the naval base at Trondheim. On arrival at the target area the aircraft was intercepted by an enemy fighter but Flight Lieutenant Watts coolly and skilfully guided his captain down through an intense barrage and the fighter was unable to follow. The objective was then attacked from an extremely low level. The following night when attacking the same objective, Flight Lieutenant Watts distinguished himself by his brilliant navigation.

NOTE: Public Record Office Air 2/9591 and DHist file 181.009 D.1505 (RG.24 Vol.20599) has recommendation dated 17 May 1942 when he had flown 17 sorties (134 hours).

Flight Lieutenant Watts has been with No.10 Squadron since 31st August 1941 and has to date carried out 17 operational flights. He was recently promoted Squadron Bombing Leader as a result of his outstanding navigational abilities.

On the night of 27th April 1942 he was navigator in an aircraft detailed to carry out a 150-foot low level bombing attack on the German battleship **Von Tirpitz** in Aas Fjord, Norway. On arrival in the target area, the aircraft was chased by an enemy night fighter but with great coolness and initiative Flight Lieutenant Watts guided his captain down through the intense barrage set up by the ground defences from all sides of the Fjord and the fighter was unable to follow. The attack was pressed home from an exceedingly low level with the utmost determination. The following night the aircraft operated against the same target, and again Flight Lieutenant Watts distinguished himself by an outstanding piece of navigation, guiding his captain into and along the narrow Fjord and right over the battleship. On threading its way back out of the Fjord the Flight

Engineer reported that the enemy ship was listing to starboard and appeared very low at the stern.

The cool resource and presence of mind shown by Flight Lieutenant Watts throughout both operations is typical of all his work since joining the squadron, and I strongly recommend that his outstanding ability, calm determination and devotion to duty be now recognized by the immediate award of the Distinguished Flying Cross.

WATTS, S/L Jack Vincent, DFC (J4688) - **Bar to Distinguished Flying Cross** - No.109 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 13 October 1944 and AFRO 2637/44 dated 8 December 1944.

This officer is a very capable and conscientious officer. He has completed a large number of sorties on Mosquito aircraft since the award of the Distinguished Flying Cross which have necessitated a high degree of navigational skill, and excellent results have frequently been achieved. His skill and determination have always been of a very high order.

WATTS, S/L Jack Vincent, DFC (J4688) - **Distinguished Service Order** - No.105 Squadron - Award effective 27 April 1945 as per **London Gazette** dated 27 April 1945 and AFRO 918/45 dated 1 June 1945.

This officer has completed more than 100 sorties. He has at all times displayed the greatest keenness and devotion to duty and his example has impressed all. Squadron Leader Watts is a navigator of high merit and the successes obtained on the many sorties in which he has taken part are a fine tribute to his outstanding skill. This officer has proved of the greatest value to the squadron.

The following appeared in the **Ottawa Citizen** of 13 June 2010, written by Chris Cobb on the occasion of a visit to Ottawa by Queen Elizabeth II:

A HERO FIT FOR THE QUEEN

Brigadier-General Jack Watts' life is a treasure trove of unwritten movie plots. During the Second World War, he was shot down three times, narrowly escaping death each time. On June 2, 1953 he had the honour of commanding the RCAF contingent at Her Majesty's coronation.

Jack Watts has met the Queen twice and fleeting though the encounters were, few people have been more deserving of the honour.

Watts turns 90 in November and if the Queen and Prince Philip were inclined to invite him over for a spot of afternoon tea when they arrive here at the end of

the month, he could keep them enthralled with stories until dinner time.

Career military man Brigadier-General J.V. Watts is a mine of unwritten movie plots - a handsome, dashing war hero in his early 20s, a spy later in life and on June 2, 1953, commander of the Royal Canadian Air Force contingent at Her Majesty's coronation in London.

There were about 600 Canadians on official coronation duty - from the air force, army, navy and Royal Canadian Mounted Police.

Watts is the last surviving commander of those units and among the last of the 600.

He met the Queen first shortly after the coronation when she pinned a coronation medal on his uniform, and again in Nairobi, Kenya after he had retired from the military. By then he was a representative of the Canadian Commercial Corporation drumming up business for Canadian firms and was later head of administration at the Canadian High Commission.

"I was invited to a reception for the Queen in Nairobi," said the Hamilton-born Watts, "but I had another commitment."

Like most who have met the monarch, it is an indelible moment for Watts who now lives with his 89-year old wife Norma on the outskirts of Ottawa.

"I don't think the Queen actually said anything to me," he said.

Watts joined the Canadian Air Force as a 20-year old in 1940 and flew 100 missions as a navigator and bomb with 23 different pilots. He was shot down three times and narrowly escaped death on each occasion.

Watts and his crew had bombed Tobruk, a major German shipping and supply centre in North Africa, when anti-aircraft fire hit and ultimately incapacitated his aircraft. At around 1,000 feet, he and the crew jumped and watched their blazing aircraft slam into the water as they floated down toward the ocean. It was his 22nd birthday.

"I had never parachuted before", he recalled. "It was impossible to judge my height above the uniform black surface of the water. I hit the sea. It was a terrifying shock. First, I wasn't expecting it and second, I had no idea how hard the impact would be."

He struggled to escape from his parachute harness as he descended.

“By the time I felt my head clear the water, I was gasping, choking on the sea that almost claimed me. Over the blackness of the sea, I looked and looked. No one else was there.”

Watts striped naked and began to swim, guiding himself to the shore with the help of the North Star and basic navigational skills. He fell asleep and nearly drowned three times.

“I had to swim through jellyfish,” he said. “I swam every stroke known to man, maybe more.”

“I swam on my side, on my stomach, on my back...I entertained myself with visions of a triumphal welcome on my return to base.”

Five or six hours later he crawled out of the water, bloodied from a wound and collapsed on the rocks, knowing he was in German territory. For four days he had nothing to eat or drink. He found a building which appeared to be a German mail sorting centre, and it was deserted.

“I found some clothing and some cans of liquid,” he said. “I got a bayonet, punched a hole in it and it was tomato juice. I started to drink and it disappeared quickly. There were casks of wine. I found a small carrying pack and put some cans in the pack. One of the wine casks had a little wine left in the bottom and I drank it thinking it would give me a boost. Boost my ass ! I got as far as a desk in the centre room, passed out, and collapsed over it.”

But he got a break. The British had just taken over the area and arrived shortly afterward. After shouting, “Don’t shoot me. I’m Canadian,” he managed to persuade the Brits that he wasn’t a German as his clothes suggested.

After his Middle East mission, King George VI, the Queen’s father, presented Watts with the Distinguished Flying Cross at Buckingham Palace. He would win the honour twice.

For an airman, Watts had several almost fatal brushes with water. He was part of a group assigned to fly American-made aircraft across the Atlantic for use by the British in the European theatre. The group drew straws - long straws got to crew the planes and short straws got to run the gauntlet of German U-boats across the Atlantic. Watts got a short straw.

“We were in one of a 38-ship convoy,” he recalled. “They were protecting us because we were trained airmen but we only missed being torpedoed because the captain turned his ship towards the U-boat to lessen the target.”

Despite all his military adventures, Watts also found time for romantic pursuits. He met his Royal Air Force bride, Norma, while serving in Britain. They have been married for 65 years, have two daughters and a son, five grandchildren and one great grandchild.

And should anyone think that his wartime exploits are enough to fill a book - well, he has written one. It's called **Nickels and Nightingales** and even the most deft author of wartime fiction would be hard-pressed to make it up.

His intelligence career ? That's when he was a military "advisor" to the Canadian High Commission in India where he served for the Department of External Affairs during the mid 1960s and again between 1972-75 - both volatile periods. That period will be in his next book, "if I ever get it finished."

Note: He was one of 48 veterans (23 of them air force) awarded the Knight (Chevalier) of the National Order of the Legion of Honour as per **Canada Gazette** of 17 May 2014.

On 8/9 April 1944 in Mosquito Mark XVI, ML957 (HS-R), with J23029 F/O R.H. Pattison, DFC; hit by flak near Essen. Crash-landed at 0005 hours, Bradwell Bay. No injuries but aircraft written off.

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WATTS, Sergeant James Dowdney (R117523) - **Distinguished Flying Medal** - No.426 Squadron - Award effective 6 August 1943 as per **London Gazette** dated 17 August 1943 and AFRO 2322/43 dated 12 November 1943. Born 13 April 1919. Home in Vancouver but enlisted in Montreal, 10 July 1941 when posted to No.1 Manning Depot. To No.31 Radio School, 8 August 1941. To No.3 ITS, 12 September 1941; graduated and promoted LAC, 19 October 1941 but not posted to No.10 EFTS until 7 November 1941; ceased training 25 November 1941 and posted to Trenton; to No.7 AOS, 19 December 1941; ceased training and posted to Trenton, 6 January 1942; to No.7 BGS, 25 April 1942; graduated and promoted Sergeant, 25 May 1942. To "Y" Depot, 28 May 1942; to RAF overseas, 14 June 1942. Commissioned 18 March 1943 (J18236). Promoted Flying Officer, 18 September 1943. Repatriated 1 May 1945. Retired 20 June 1945. Invested with award by King George VI, 2 May 1944.

In the capacity of rear gunner this airman has completed numerous sorties against many of the most heavily defended areas in Germany and enemy occupied territory. One night in April while mine laying his aircraft was heavily attacked by an anti-aircraft ship. Sergeant Watts returned the fire causing the ship to break off its attacks. Both in the air and on the ground this airman has displayed outstanding keenness and efficiency and has rendered valuable assistance to the gunnery leader in the training of new crew.

RCAF Press Release 3598 dated 3 January 1944 appears below; note uncertainty about which school he attended (No.3 BGS or No.7 BGS ?).

With the RCAF Bomber Group Overseas - Flight Lieutenant J.D. "Jimmy" Watts, DFM, certainly has a great future in the air force if he keeps up his present rate of promotion. He changed his Sergeant's rank and tunic for a flight lieutenancy in just over a month and the boys are wondering what's going to happen next.

Gunnery leader for the Thunderbird Squadron, the 24-year old airman was further confused when he became a flying officer and then a pilot officer, reversing the orthodox chain of promotion. Watts, who comes from Vancouver, explained it all, with some difficulty and hesitation.

"I was notified of my commissioning on October 28, 1943, and changed my three hooks for a Pilot Officer's ring," he said. But it had been backdated to be effective as of March 18th. In the meantime my Flying Officer had come due in seniority and I was notified on October 26 that I was a Flying Officer and two days later that I was a Pilot Officer. Then on December 5 I was raised to the rank of Flight Lieutenant, which was backdated to November 3. My goodness but it's all so confusing."

Trained at No.3 Bombing and Gunnery School, Paulson, Manitoba, Watts came overseas in June 1942, and has since done a tour of operations. He's a handy man to have in a crew, having taken his master mechanic's papers at Glendale, California before the war [and] before enlisting. He worked at Longueuil, Quebec, a suburb of Montreal, in the Fairchild Aircraft Company, installing oil systems, tanks and feed lines in Bolingbroke, the Canadian version of the British Blenheim. Well-known in Vancouver, he was a sub-manager at one time of a circulation area for the Vancouver **Province** news paper.

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WATTS, S/L John William (J7007) - **Air Force Cross** - No.4 SFTS - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 7 February 1912. Home in Regina; enlisted there 17 December 1940 and posted to No.2 Manning Depot. To No.4 Training Command and No.35 SFTS (guard duty), 26 January 1941. To No.2 ITS, 16 March 1941; graduated and promoted LAC, 9 April 1941 when posted to No.14 EFTS; graduated 8 June 1941 when posted to No.11 SFTS; graduated and commissioned, 20 August 1941. To Trenton, date uncertain; to No.2 ANS, date uncertain. To No.4 SFTS, 3 March 1942. Promoted Flying Officer, 20 August 1942. Promoted Flight Lieutenant, 15 June 1943. To "Y" Depot, 6 March 1944; taken on strength of No.3 PRC, Bournemouth, 25 March 1944. Repatriated with No.419 Squadron, 10 June 1945. Retired 29 August 1945. When recommended, as of December 1943 he had flown 1,280 hours, 988 as instructor, 224 in previous six months. Award presented 18 June 1949. RCAF Photo PL-43698 (ex UK-21116 dated 3 May 1945) is

captioned as follows: "Squadron Leader Jack Watts, Moose Squadron pilot from Hanley, Saskatchewan, meets A/V/M C.M. McEwen, CB, MC, DFCand Bar, Montreal, Air Officer Commanding the Canadian Bomber Group in Britaim, beneath 'Malton Mike', the 300th four-engined Lancaster bomber to be built in Canada, which will be under the command of Watts."

This officer served at this unit for two years [and] through perseverance and demonstration of leadership and organizing ability, became the Officer Commanding of Navigation Flight. His good work continued in spite of his eager desire for overseas duties. His devotion to duty has been an inspiration to the instructional staff, and through his own initiative and unflagging interest in his work has organized and is operating a most successful Navigation Flight.

NOTE: DHH file 181.009 D.1941 (National Library and Archives of Canada RG.24 Volume 20612), has recommendation for a non-immediate DFC filed 22 May 1945 by W/C M.E. Ferguson, No.419 Squadron, on Watts' completion of 24 sorties (172 hours 55 minutes). Not granted but transcribed for the record. Sortie list and submission as follows:

2 December 1944 - Hahen (6.35, second pilot)
4 December 1944 - Karlsruhe (6.50, second pilot)
17 December 1944 - Duisburg (6.35)
22 December 1944 - Cologne (7.00)
24 December 1944 - Dusseldorf (6.00, daylight)
28 December 1944 - Opladen (6.10)
29 December 1944 - Schoven (7.10)
30 December 1944 - Cologne (6.35)
6 January 1945 - Hanau (6.40)
14 January 1945 - Merseburg (9.10)
16 January 1945 - Zeist (8.15)
24 January 1945 - Stuttgart (7.55)
2 February 1945 - Weisbaden (6.45)
4 February 1945 - Bonn (6.10)
13 February 1945 - Dresden (10.15)
20 February 1945 - Dortmund (6.50)
22 February 1945 - Duisburg (6.20)
27 February 1945 - Mainz (6.55, daylight)
28 February 1945 - not stated (2.55, recalled)
7 March 1945 - Dessau (9.00)
12 March 1945 - Dortmund (6.05, day)
22 March 1945 - Hildesheim (6.15, day)
24 March 1945 - Bottrop (6.25, daylight)
18 April 1945 - Leipzig (8.55, daylight)
22 April 1945 - Bremen (5.10, daylight)

This officer has completed 24 trips during which time he has attacked many of

the most heavily defended targets in Germany. Under difficult conditions he successfully attacked such targets as Duisburg, Merseburg, Zeitz, Dessau and Dortmund.

While operating with 419 Squadron, Squadron Leader Watts has served as Flight Commander. His personal record of efficiency, courage and devotion to duties has been an inspiration to the crews working under him. For his leadership, efficiency, operational skill and courage, I consider this officer merits the award of a non-immediate Distinguished Flying Cross.

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WAUGH, FS James Harry (R201625/J93891) - **Distinguished Flying Medal** - No.420 Squadron - Award effective 9 January 1945 as per **London Gazette** of that date and AFRO 471/45 dated 16 March 1945. Born 1 June 1924 at Summerside, Prince Edward Island. Home in Wilmot Valley, Prince Edward Island; enlisted in Montreal, 23 November 1942 and granted Leave Without Pay. To No.5 Manning Depot, 9 March 1943. To No.5 Equipment Depot, 14 May 1943. To No.9 Pre-Aircrew Education Detachment, 30 July 1943. To No.13 SFTS (guard duty), 13 September 1943. To No.9 BGS, 15 October 1943; promoted LAC, 27 November 1943. Graduated and promoted Sergeant, 14 January 1944; to No.3 Aircrew Graduate Training School, 30 January 1944; to "Y" Depot, Lachine, 28 February 1944. Taken on strength of No.3 PRC, Bournemouth, 30 March 1944. Commissioned 23 November 1944. Promoted Flying Officer, 23 May 1945. Repatriated 5 August 1945. Release date uncertain. Invested with award by the King, 13 July 1945. Postwar contractor and trucker. Rejoined postwar RCAF, 11 December 1950 (Ground Observer Corps, number 48553) and still in service as of 1957.

This airman has taken part in a number of sorties and has proved himself to be a cool and confident crew member. One night in November 1944 he was the rear gunner in an aircraft detailed to attack Oberhausen. After leaving the target area the bomber was intercepted by a fighter. The enemy aircraft came in with guns blazing. Flight Sergeant Waugh coolly withheld his fire and gave the necessary evading directions to his pilot. When the attacker was within close range, Flight Sergeant Waugh opened fire. His bullets struck the enemy aircraft which burst into flames, fell away and afterwards crashed on the ground. This airman displayed skill and coolness worthy of much praise.

DHH file 181.009 D/3456 (RG.24 Volume 20639) has recommendation drafted 6 November 1944, when he had flown 13 sorties (70 hours 15 minutes); submission as follows:

This Non-Commissioned Officer's skill as a rear gunner and his coolness in the face of attack undoubtedly saved his aircraft and brought about the destruction of an enemy fighter. Flight Sergeant Waugh was tail gunner of a crew skippered by Flight Lieutenant Sefton detailed to attack Oberhausen on the night of 1st November 1944. On the return journey this Non-Commissioned Officer spotted an Me.109 at a distance of 1,000 yards preparing to attack. The fighter closed to

800 yards and commenced firing. Flight Sergeant Waugh coolly withheld his fire and when the range had closed to 600 yards, gave his skipper most accurate, detailed directions to corkscrew. During this corkscrew, both Flight Sergeant Waugh and the mid-upper gunner scored hits on the attacker. In the second attack by the same fighter, Flight Sergeant Waugh once again withheld his fire and directed a corkscrew to starboard. This time the fighter closed to 300 to 400 yards where the gunner scored a greater number of hits and made his kill. The attacker burst into flames, rolled off and was seen to crash. I strongly recommend the immediate award of the Distinguished Flying Cross.

WAUGH, P/O James Harry, DFM (J93891) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 18 October 1945 as per **London Gazette** dated 26 October 1945 and AFRO 133/46 dated 8 February 1946. Award sent by registered mail, 10 August 1948.

Pilot Officer Waugh has successfully completed numerous sorties since the award of the Distinguished Flying Medal. During his tour he shot down one enemy aircraft and was involved in two aircraft crashes. Despite these trying experiences this officer resumed operational flying with undiminished enthusiasm. While flying on an operation in March 1945, Pilot Officer Waugh had to leave the aircraft by parachute on instructions from the pilot at approximately 3,000 feet. The aircraft crashed directly beneath him and the explosion caused him to shoot up again and his parachute partially folded up. After a drop of 400 feet he was able to get his parachute open again and alight safely. Throughout his operational career Pilot Officer Waugh has shown courage, tenacity and devotion to duty worthy of the highest praise.

NOTE: In a postwar questionnaire he wrote in detail about his worst wartime experiences which bear quotation:

On November 11, 1944, upon returning from my 15th bombing mission while serving with No.420 Squadron I experienced my first aircraft crash; one member of the crew was killed, my pilot was seriously injured, also other members of my crew. I sustained several cuts and bruises and injury to my back, which I believe was caused by crashing through my rear turret doors and being thrown against the rear bulkhead. Our aircraft was completely demolished. In January of the same year [1944 or 1945 ?] I experienced a rather shaky attempt of taking a fully loaded Halifax bomber off of a snow lined runway in England, almost ground-looped at approximately 95 m.p.h.; needless to say we did not attempt to take off that night.

But the worst was yet to come, for on the 5th of March 1945 I was involved in what I believe to be one of the worst aircraft accidents that had ever happened in England to that date. While flying as a spare mid-upper gunner, with our aircraft loaded with petrol and high explosives, we climbed to 10,000 feet where

we encountered severe icing and pilot was unable to control aircraft; at 7,000 feet we were ordered by our pilot to "JUMP, JUMP" but due to difficulties with the Engineer, I did not get out until base of cloud which was approximately 1,200 feet; at approximately 800 feet the explosion of aircraft upon impact caused me to become severely tangled with my parachute; finally at about 300 feet I managed to untangle shroud lines, etc from my parachute harness and alight with slightly more than normal impact.

The remaining six members of crew did not jump and were all killed in the explosion; no trace of the bodies could be found. The largest piece of aircraft that could be found was no larger than a normal sized wash basin.

The website "Lost Bombers" describes two incidents in his career. In the first it would appear that he erred in describing his 15th sortie as being 11 November 1944; it was more likely on 21/22 November 1944. Halifax HX346, No.420 Squadron (PT-U), target Castrop-Rauxel. HX346 was initially issued to No.158 Squadron, served also with No. 620 Squadron before joining No. 420 Squadron. Airborne 1532 hours of 21 November 1944 from Tholthorpe. Bombed at 1901 from 17,000 feet. At 2320, hours hit a tree at Moreton-on-Swale and crash-landed near RAF Leeming. The sole fatality, F/O F. Yarush RCAF, is buried in Harrogate (Stonefall) Cemetery. Those injured received initial treatment at RAF Leeming Station Dick Quarters, Sergeant W. Porter being the most seriously injured with cuts to his left eye and multiple chest injuries. Others in crew were F/L J.S.Sefton, RCAF (injured), F/O A..McKillop, RCAF, F/O J.W.Rowan, RCAF (injured), Flight Sergeant W.E.P.Thompson, RCAF, Sergeant J.H.Waugh, RCAF (injured).

The second incident involved Halifax NA190, No.420 Squadron (PT-U), 5/6 March 1945, target Chemnitz (part of Operation Thunderclap). NA190 was one of four No.420 Squadron Halifaxes lost on this operation; the others were NA184, NP959 and NE144. Airborne at 1629 hours, 5 March 1945 from Tholthorpe but iced up and crashed 1720 into Hayton Woods near Hazelwood Castle, 3 miles SW of Tadcaster, Yorkshire. Flight Sergeant Waugh baled out safely. Others in crew (all killed) were Sergeant R.L. Dinnen from the Republic of Ireland, P/O R.F. Sollie, RCAF, Flight Sergeant W.Gaba, RCAF, P/O E.S.Kaechele, RCAF, F/O R.G.Smith, RCAF, Sergeant R.O.Battler, RCAF.

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WAYAVE, F/O (now F/L) Theodore Marshall (C7044) - **Air Force Cross** - No.120 (BR) Squadron - Award effective 28 May 1943 as per **Canada Gazette** dated 2 June 1943 and AFRO 1459/43 dated 30 July 1943. American from Brooklyn, New York, enlisted in Ottawa, 14 August 1941 and commissioned that date. To No.2 ANS, 8 January 1942. Promoted Flying Officer, 1 April 1942. To No.5 SFTS, 8 May 1942. To No.120 (BR) Squadron, 18 May 1942. Promoted Flight Lieutenant, 7 November 1942. To Western Air Command Headquarters, 23 November 1942. Retired 7 December 1943, presumably on transfer to American forces. Incident described related to loss of Stranraer 951, 23 August 1942. Award presented (date uncertain).

Stranraer 951 was forced down at sea about 100 miles from the coast. This officer engaged in the preliminary search during which the aircraft was located. Unfortunately contact was lost with Stranraer 951 and the searching aircraft were forced to return to base due to adverse weather conditions. Flying Officer Wavave volunteered to continue the search that night and as Captain of Stranraer 909 proceeded to the last reported position of 951. He displayed great ability and determination in that, in spite of a very severe storm and engine trouble, he completed a square search of the area, which unfortunately proved fruitless.

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WEATHERALL, FS Robert Lorne (R53903) - **Distinguished Flying Medal** - No.207 Squadron - Award effective 2 March 1943 as per **London Gazette** dated 12 March 1943 and AFRO 616/43 dated 9 April 1943. Born 28 August 1920. Home in Eastview (Vanier), Ontario; educated at Eastview Public School, 1927-1935 and Ottawa Technical High School, 1935-1939 (industrial courses). Summers spent as Tinsmith Helper; finally employed as Shipper with Capital Carbon and Ribbon Company. Enlisted Ottawa 31 May 1940. Taken on strength of Station Rockcliffe, 1 June 1940. Trained at RCAF Station Rockcliffe., qualifying as Air Gunner on 23 June 1940 (Promoted LAC that date). Promoted Sergeant, 23 July 1940. Posted to No.5 (BR) Squadron (Stranraers), 15 August 1940. Struck off strength of that unit, 9 July 1941; to "Y" Depot, 10 July 1941; to RAF Trainee Pool, 8 August 1941. Taken on strength of No.3 PRC, 31 August 1941. To No.19 OTU, 29 September 1941. To No.44 Squadron, 1 November 1941. To No.207 Squadron, 10 November 1941. Flew in Manchester and Lancaster crews; on low level attacks on Danzig and Le Creusot. To No.11 OTU, 3 February 1943. Invested with award by King George VI, 18 May 1943 while instructing at an OTU. Commissioned 29 May 1943; promoted Flying Officer, 29 November 1943. Posted to No.7 Squadron, 27 December 1943. Attached to Night Training Unit, 28 December 1943 to 2 January 1944. Killed in action, 19/20 May 1944 (Lancaster ND845 of No.7 Squadron); buried in France. His brother, Sergeant Walter Weatherall (Royal Canadian Engineers) also reported killed in action 10 August 1944. RCAF photo PL-15926 (ex UK-3936 dated 20 May 1943) taken outside Buckingham Palace following investiture with DFM - Flight Sergeant J.E. Galloway (Milton, Ontario), P/O R.J.A. Wheatley (Winnipeg), Flight Sergeant R.L. Wetherall (Ottawa).

On all his operational sorties Flight Sergeant Weatherall has displayed a fine fighting spirit and determination to engage the enemy. Twice his aircraft has been attacked by fighters at night. On the first occasion three enemy fighters attacked but Flight Sergeant Weatherall replied with such [an] effective burst of fire that all three enemy aircraft broke away and did not resume the attack. On the second occasion, when his aircraft was attacked by a Messerschmitt 110, he succeeded in driving it away. Throughout, this airman has displayed exceptional skill and courage in the face of danger.

NOTE: In news clipping dated 21 April 1943 he recalled the raid on Danzig:

Our ailerons were shot away over the target and the flak holed the tail plane, too...When the flak hit the tailplane I yelled through the intercom to Pegford, the rear gunner, "Peg, are you alright?" and in a little squeaky voice just like he was trying to make himself very small, and it had gone to his voice, he replies, "Yeah, I'm alright; yours is coming". Next instant there was a big hole right behind my turret. I never moved from the turret that trip..It lasted ten hours and 35 minutes and the longest trip I've been on. I was alright the next day, not tired a bit, but for two days I couldn't keep awake.

The website "Lost Bombers" gives the following on his final flight. Lancaster ND845, No.7 Squadron (MG-C), target Le Mans, 19/20 May 1944. ND845 was issued to No.7 Squadron in March 1944. It took part in the following operations: Essen, 26/27 April 1944; Mailly-le-Camp, 3/4 May 1944. When lost the aircraft had a total of 58 hours. It was one of two No.7 Squadron Lancasters lost on this operation; the other was JB653. Airborne at 2222 hours, 19 May 1944 from Oakington to bomb the railway yards and with W/C Barron as the Master Bomber. Hit by flak and crashed some 3km NW of the town's airfield. The loss of this crew, and the crew of JB653 on this night, was a very severe blow to Pathfinder Force. W/C Barron had completed 79 sorties and had taken Command of No.7 Squadron 28 April 1944, while S/L Baker, an ex-Royal Artillery officer and Dunkirk veteran, had flown 59. S/L Coldwell had completed 85 operations, while F/O Walters had completed 50, most of these in the service of No.75 Squadron. Full crew list was W/C J.F Barron, DSO and Bar, DFC, DFM, RNZAF; S/L J.Baker, DSO, DFM; Flight Sergeant D.W.Wood; S/L P.R.Coldwell, DSO, DFM; P/O A.Price; F/O J.W.Walters, DFC, RNZAF; F/O R.L.Weatherall, DFM, RCAF; Warrant Officer J Lamonby. It appears that the light Flak encountered caused a collision with JB635.

Text of RCAF Press Release No. 1439 dated 21 April 1943:

One of the original members of the first air gunners course at Rockliffe, Flight Sergeant Bob Weatherall, of Ottawa (33 Ann St. Eastview), former Ottawa city and police bantamweight champion, has recently finished a tour of ops and is now instructing at an operational training unit.

In the years before the war, Bob was one of the scrappiest ringmen in amateur circles in Eastern Canada. Boxing in the colours of St. Pat's College and Ottawa Tech, he held the Ottawa City title and the Ottawa Police title three years, and in the Golden Gloves tournament held in Montreal, reached the finals, losing to the Olympic champion Micky Hennessy.

Bob joined the R.C.A.F. a few weeks after the war began. Two other "originals" still around are Earl Miller of Castleford, near Ottawa, who is a prisoner of war, and Berny Villeneuve, another Ottawa boy.

The air gunners got only two weeks training in those far off days of 1939-40, and the turn of the year saw Weatherall on the east coast doing convoy duty in Stranraers, to which he was attached until the fall of 1941.

He came overseas in September of that year and went on ops as soon as he was through with OTU.

On Manchesters and their four-engined sisters, the famous Lancasters, he has accumulated an impressive list of log entries in little more than a year.

The targets he has been to include Hamburg, Essen, Cologne, Wilhelmshaven, Emden, Bremen, Kiel, Dusseldorf in Manchesters, and Rostock, Cologne, Essen, Bremen, Kiel, Wilhelmshaven, Wismer, Nainz, Duisburg, Saarbrucken, Danzig, Le Creusot, Turin, Genoa, Mannheim, Stuttgart, Munich and Berlin in Lancasters.

It looked as if he would finish his tour without getting in a Berlin trip, but in January he got a trip to the Big City into his log.

The most adventurous trip he remembers was the Danzig bombing, which was a low level affair, not as low as "Le Creusot", which was "on the deck", but at 3,000 feet, which is plenty low.

"Our ailerons were shot away over the target and the flak holed the tail plane too," Weatherall related.

"When the flak hit the tail-plane I yelled through the intercom to Pegford, the rear-gunner: "Peg, are you alright?" and in a little squeaky voice just like he was trying to make himself very small and it had gone to his voice, he replies: "Yep, I'm alright, yours is coming". Next instant there was a big hole right behind my turret."

"I never moved from the turret that trip," says Bob. "It lasted 10 hours and 35 minutes and is the longest trip I've been on. I was alright the next day, not tired a bit, but for two days after that I couldn't keep awake.

Like a good many aircrew, Weatherall likes to look back on the trips that were exciting.

"Take Saarbrucken," he says, "it was like taking candy from a kid. I don't think more than one machine-gun, let alone heavy stuff, was fired at us all the time we were there."

"A good trip is when it comes close but you get away with it."

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WEAVER, P/O Arthur Leroy (J86141) - **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 5 May 1923. Home in Toronto; enlisted there 7 July

1941 and posted to No.4A Manning Depot. To No.31 SFTS as guard, date uncertain. To No.1 WS, 14 September 1941; promoted LAC, 14 October 1941; graduated 28 February 1942 when posted to No.1 BGS; graduated 30 March 1942 and promoted Sergeant that date. To No.31 OTU, 18 April 1942. To RAF Ferry Command, 30 June 1942; promoted Flight Sergeant, 30 September 1942; promoted WO2, 30 March 1943. Proceeded overseas, 21 May 1943. Promoted WO1, 30 September 1943. Commissioned 20 March 1944. Promoted Flying Officer, 20 September 1944. Repatriated 8 December 1944. To No.3 Training Command, 20 December 1944. To No.16 SFTS, 15 January 1945. To No.4 Release Centre, 14 March 1945. Released 21 March 1945. Award presented 22 June 1949. DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 11 July 1944 when he had flown 37 sorties (228 hours), 18 November 1943 to 24 June 1944. This included a crash landing and injuries on return from Berlin, 30 January 1944.

Pilot Officer Weaver has displayed an exceptionally high standard of efficiency and courage throughout his tour as wireless operator air gunner. He has taken part in many sorties into France and Germany besides numerous minelaying operations. On one occasion he was injured by anti-aircraft fire during an attack on Berlin but despite the pain he suffered, he continued his duties. Pilot Officer Weaver has at all times been an extremely capable and keen wireless operator and very cool in emergencies.

The sortie list was as follows:

18 November 1943 - Mannheim (7.05)
22 November 1943 - Berlin (8.05)
26 November 1943 - Frankfurt (8.40)
27 November 1943 - Stuttgart (8.40)
29 December 1943 - Berlin (8.40)
6 January 1944 - Gardening, St. Nazaire (7.40)
27 January 1944 - Berlin (8.05)
28 January 1944 - Berlin (4.45, duty not carried out)
30 January 1944 - Berlin (6.05, crash-landed, wounded)
11 March 1944 - Gardening, Lorient (7.15)
13 March 1944 - Le Mans (6.30)
15 March 1944 - Amiens (5.35)
18 March 1944 - Gardening, Heligoland (5.50)
22 March 1944 - Gardening, Kiel (7.05)
23 March 1944 - Laon (6.20)
25 March 1944 - Aulnoye (6.05)
26 March 1944 - Courtrai (5.15)
29 March 1944 - Vaires (6.10)
9 April 1944 - Lille (4.45)
20 April 1944 - Lens (5.05)
22 April 1944 - Laon (6.05)
23 April 1944 - Gardening, Kiel Bay (6.50)
26 April 1944 - Villeneuve (5.45)

30 April 1944 - Gardening, St. Nazaire (6.40)
9 May 1944 - Gardening, Brest (5.35)
10 May 1944 - Ghent (4.35)
21 May 1944 - Gardening, Heligoland (5.00)
22 May 1944 - Gardening, St. Malo (4.55)
24 May 1944 - Trouville (4.45)
11 June 1944 - Gardening, St. Nazaire (6.55)
12 June 1944 - Gardening, Lorient (6.40)
14 June 1944 - St. Pol (4.15)
15 June 1944 - Boulogne (4.10, daylight)
16 June 1944 - Duisburg (4.45)
21 June 1944 - St. Martin (4.15, daylight)
23 June 1944 - Bientiques (4.15)
24 June 1944 - Bamieres (4.25)

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WEAVER, Sergeant Claude (R83374) - **Distinguished Flying Medal** - No.185 Squadron - Award effective 8 August 1942 as per **London Gazette** dated 18 August 1941 and AFRO 1412/42 dated 4 September 1942. American in the RCAF; born in Oklahoma City, 18 August 1922; home there. Educated at Harding Junior High School and Classen High School. Enlisted in Windsor, Ontario, 13 February 1941. To No.1A Manning Depot, Picton that date. To Station Sydney, Nova Scotia, 22 March 1941. To No.3 ITS, Victoriaville, 4 May 1941. Graduated 7 June 1941 and promoted LAC. To No.17 EFTS, Stanley, Nova Scotia, 8 June 1941. To No.8 SFTS, Moncton, 27 July 1941. Graduated 10 October 1941 when promoted Sergeant. To "Y" Depot, 11 October 1941. Arrived in UK, 14 November 1941 and taken on strength of No.3 PRC. Attended Advanced Flying Unit, Cranwell, 6 December 1941 to 5 January 1942; No.56 OTU, 10 February to 15 April 1942; No.412 Squadron, 15 April to 31 May 1942; posted to Middle East; No.185 Squadron, 29 June to 9 September 1942. Shot down over Sicily and became a POW; escaped from POW camp and reported safe, 1 May 1943; arrived in UK, 18 October 1943. Invested with award by King George VI, 30 November 1943. With No.403 Squadron, 27 October 1943 to 28 January 1944. Commissioned 19 October 1943. At that time he reported having a brother in the U.S. Marines, David Overton Weaver, age 19. Damaged Spitfire MH840, 1500 hours, Kenley on return from Day Ranger; undershot runway, striking soft shoulder of ground, undercarriage collapsed and aircraft ended up short of runway on belly with much damage. The airfield commander wrote, "This accident occurred on a rather hazardous approach, but it was definitely an error in judgement on the part of the pilot. In view of the splendid record of F/O Weaver and the fact that he had just returned from an operational flight it is recommended that no disciplinary action be taken." Killed in action, Spitfire MA642). Apparently alive when he was captured but died of wounds some two hours later. Buried in France. Credited with the following victories: **17 July 1942**, one Bf.109 destroyed (Spitfire BR292); **22 July 1942**, two Bf.109s destroyed (Spitfire EP122); **23 July 1942**, two Bf.109s destroyed (EP122); **24 July 1942**, one Ju.88 destroyed (EP122, shared with another pilot); **2 August 1942**, one Bf.109 probably destroyed (Spitfire EP139); **17 August 1942**, two Bf.109s destroyed (Spitfire BR374); **25 August 1942**, one Bf.109 probably destroyed (BR374); **27 August 1942**, one Ju.88 destroyed plus one Ju.88 probably destroyed plus one Bf.109 destroyed

(all on BR374); **9 September 1942**, one MC.202 destroyed (Spitfire BR112 "X"); **30 December 1943**, one Bf.109 destroyed (Spitfire MH840); **21 January 1944**, one FW.190 destroyed (Spitfire MH829).

This NCO has shown great zeal and initiative in combat. He destroyed a German fighter on his first flight over Malta on 17 July 1942. On 22 July 1942 he destroyed two German fighters on one flight and repeated this performance on 23 July 1942. On 24 July 1942 he shared in the destruction of a German bomber with another pilot of his squadron. During his first week of air fighting over Malta this gallant young airman destroyed five and shared in the destruction of a sixth German bomber. Though relatively inexperienced he has, by his dash and personal courage, been an inspiration to the other fighter pilots of his unit.

WEAVER, P/O Claude III, DFM (J18784) - **Distinguished Flying Cross** - No.403 Squadron - Award effective 2 March 1944 as per **London Gazette** dated 17 March 1944 and AFRO 766/44 dated 6 April 1944. Award presented to next-of-kin, 5 May 1945.

Within recent months this officer has taken part in numerous low level attacks against a variety of targets, such as airfield and gun emplacements, and throughout has displayed great determination in air fighting. He has destroyed a further seven enemy aircraft bringing his victories to twelve. His successes are an excellent tribute to his great skill, courage and resolution.

WEAVER, P/O Claude III, DFC, DFM (J18784) - **Mention in Despatches** - Overseas (missing) - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. No citation in AFRO.

Public Record Office WO 208/3315 has his MI.9 report; he had left Gibraltar on 15 October 1943, arrived at Hendon on 16 October 1943, and been interviewed on 16 October 1943. He was a Warrant Officer when interviewed.

CAPTURE

On 9 September 1942 I was pilot of a Spitfire engaged over Sicily. I was hit by anti-aircraft fire and force-landed on the beach at Comiso. My aircraft was damaged, but I was immediately arrested by Carabinieri and did not have time to destroy it. I was very thoroughly searched on the spot and my compass (a small round one), aids box and food pack were taken.

I spent five days living in the joint German-Italian officers' mess at Comiso. I was not interrogated, even informally. The treatment was good.

JOURNEY AFTER CAPTURE

On 14 September I was taken to the interrogation centre at Camp 50, Poggio. I was given five days' solitary confinement. I was given a straightforward

interrogation two or three times by an Italian officer and for a time an Australian RAF Sergeant shared my cell. I suspected him from the start, as in talking about shows and women it appeared that he had seen no shows in England subsequent to 1937, and he used the expression "preservative" instead of "preventative". He got nothing out of me. Before leaving Poggio I filled in a genuine Red Cross form.

CAMP 21 (CHIETI)

I was moved on 29 September to Campo 21 (Chieti) under guard of two Carabinieri. On arrival I was very drastically searched. All my clothes were removed and my person was examined in detail.

CAMPO 49 (FONTANELLATO)

I left Chieti about the middle of March 1943 for Campo 49 (Fontanellato), ten miles northwest of Parma with about 40 others, including four officers of the USAAF. Three of us made an abortive attempt to jump the train on the way.

After three months at Campo 49 I managed by special request to get myself sent back with other Americans to Chieti. I arrived back there about the middle of June.

ATTEMPTS TO ESCAPE

First Attempt: From Chieti. I tried to get out through the wire in March 1943, but was hung up and after half an hour discovered. I was severely beaten up by the sentries, one of them breaking his rifle over me. I was given 30 days in cells as punishment. Parcels were smuggled in to my cell.

Second Attempt: From Campo 49 (Fontanellato). I attempted with Sergeant W. Wentt, USA of No.249 Squadron, RAF to escape through the camp sewer. We got some distance down the pipe, but then found that the contents had caked and blocked the exit, so that we had to come back. We were not discovered.

[TRANSCRIBERS NOTE: Sergeant W. Wentt's MI.9 report was in WO 208/3316, copied from PRO files].

ESCAPE FROM CHIETI

Lieutenant-Colonel Rideout and I escaped from Chieti early on the morning of 17 September. By that time the Germans had entered the camp. The Senior British Officer had given the all-clear, and the Italian guards had largely deserted. We went over two layers of wire and a 16-foot wall. We were challenged once from one of the raised sentry boxes (I think by a German), but we pretended to be drunk, called out "Amigo", and were not fired at.

We wore British battle dress, and little blue skull-caps. We were posing as Spanish workmen. Our passes had been forged by Lieutenant Goldingham and the photographs used on them had been taken by the Italians at Campo 21. We were wearing blue battle dress tunics when photographed, but we pared the photographs down to show only part of the collar. The passes were over-stamped BRERNO-INTRETA.

In addition, we each had a tracing from a silk map obtained in the camp, and home-made compasses. We intended making for the Eighth Army on the east side of Italy.

We covered 17 miles southward across country on the morning of 17 September. On the evening of 17 September we reached Fara San Martino (Europe Air Map 1:250,000, Sheet Chieti) which we found full of European civilian internees. We were given 100 lire by a Russian woman. Two Italian youths wanted to attach themselves to us, in the hope of reaching the Allied armies with our assistance. We decided that the assistance should be mutual. We left Fara on the evening of 17 September and were guided over fields by the two youths to an electrified railway station, where we caught a train at 0400 hours on the morning of 18 September. On the train we exchanged clothes with some Italians, who were glad of our warmer battle dresses. We left the train at Villa San Maria (Europe Air Map 1:250,000, Sheet Foggia) at 1300 hours on 18 September, and at 0200 hours, reached Agnone, where we slept in straw stacks outside the town.

On 19 September we walked all day to San Ellena. On 20 September we bypassed Campasso, where we learned that German staff were installed, and walked to near Riccia.

On 21 September we went on to Motta (north of Volturno). At this point we decided to push on without our guides. At 1400 hours on 23 September we had reached a position just east of Lucera from where we could see Foggia. We heard that Foggia was still in German hands. We had acquired by now shepherds' crooks, floppy hats, and a great growth of beard.

At noon on 24 September we reached Melfi, where we heard that the Allied Forces were at La Capiscola, some 20 miles distant. We decided to push on, but between Melfi and Rionero I sprained my ankle. We saw some Germans patrolling along a railway track. I struggled along for about three miles and we reached Rionero and broke into an empty house.

Rideout went out to scrounge for food and then started off through the German lines to get help for me. He was back within 12 hours, bringing with him a mules which he had obtained from two Canadian engineers. I rode on the mule into La Capiscola on 25 September with Rideout from whom I then parted.

I was taken to Eighth Army Headquarters. I was interrogated by several

Intelligence and Staff officers on General Montgomery's staff.

On 27 September I was flown to Malta where I was interrogated and taken before Air Vice-Marshal Park. I was kept in Malta about a week in a rest camp and was then allowed to rejoin my squadron, where I did some practice flying.

On 6 October I received instructions to return to the UK. I was four days in Algiers where I was interrogated by Major Holder and Colonel Hunter (Combined Allied HQ) and POW Centre, CSDIC. I flew to UK in a Fortress, leaving Algiers on 14 September.

Training Record:

At No.3 ITS, placed 74th in a class of 264. Described as "Very bright. Cool. Clever. Outstanding type. Should do extremely well."

No.17 EFTS - Course 30 (9 June to 27 July 1941). Placed 30th in a class of 34. "Inclined to be cocky but otherwise good student; likes aerobatics; appearance, discipline good".

No.8 SFTS - Course 34 (27 July to 9 October 1941). He was graded last in a class of 39. An instructor wrote, "This pupil had to be watched carefully at this Unit. Discipline poor. Has too much to say. Is a wise guy." Yet the CFI, W/C K.L.B. Hodson, wrote, "Very young, Has a schoolboy complex. But lots of courage." He had one forced landing at which time his logbook was endorsed for carelessness (Anson 6353, 6 August 1941 - port engine quit at 200 feet on precautionary approach; attempted to make circuit on one engine which also quit. Attempted landing in small field, struck trees and ran into ditch).

No.56 OTU - Course No.42 (arrived 10 February 1942; left 14 April 1942). His previous flying totalled 74 hours 40 minutes (day dual), 87 hours 35 minutes (day solo), two hours 15 minutes (night dual), nine hours 40 minutes (night solo), 28 hours 55 minutes (instruments), five hours (formation flying) and 38 hours 30 minutes in Link. At No.56 OTU he flew one hour 30 minutes (day dual, 35 hours 50 minutes (day solo), two hours on instruments, 11 hours in formation and ten hours 30 minutes in Link. Graded "Above Average" in the following categories: Natural Aptitude, Skill in Landing, Aerobatics/Dog Fighting. Graded "Average" in Airmanship, Cockpit Drill, Formation Flying, Map Reading and Air Firing. Fired 14,000 rounds air-to-air His personal qualities were also graded - "Exceptional" in Dash (quick and decisive); "Above Average" in Persistence, Endurance, Initiative, and General Assessment as an Operational Pilot. Graded "Average" in Leadership, Method, Deliberation and Self-Control. Deemed "Below Average" in Sense of Responsibility and Distribution of Attention. The CFI (name illegible - "Beaumont ?") wrote of him:

Has the quality to do well in a squadron. He is however a little over confident in his own ability - but is keen to learn. His discipline on the ground needs improving - and in the air, unless strictly supervised he is inclined to fly for himself and not for the benefit of the section. Fit for a commission.

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WEAVER, W/C Edward Alfred (C725) - **Air Force Cross** - No.4 SFTS (since moved to No.2 Training Command) - Award effective 14 November 1944 as per **Canada Gazette** of that date and AFRO 2684/44 dated 15 December 1944. Born 14 October 1910. Enlisted in the RCAF (Auxiliary), 1 June 1936. Attained rank of Squadron Leader, 1 June 1941 and Wing Commander as of 1 January 1943. With No.14 SFTS as of 27 January 1942. To AFHQ, 23 September 1942. To No.1 Composite Training School, 6 November 1943. To No.2 Training Command, 31 December 1943. To No.4 SFTS, 5 January 1944. To No.11 SFTS, 8 August 1944. To No.2 Training Command, 7 September 1944. To No.18 SFTS, 17 September 1944. Released 18 September 1945. Rejoined RCAF Primary Reserve, 26 April 1955 in Winnipeg as pilot. Released 31 March 1960. RCAF photo PL-2967 shows S/L E. Weaver, Commanding Officer of ITS, Malton, shows model aircraft to visiting South American officers. When recommended he had flown 2,013 hours to date, 1,515 as instructor, 105 in previous six months.

This officer has achieved an excellent record both as a chief flying instructor and staff officer. He has been employed chief on flying duties for the past four years and by his determination and excellent leadership has been an inspiration to those under him. The credit for the high standard of fine training at this unit is largely due to his untiring efforts.

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WEAVER, F/L Geoffrey McBride (J21405) - **Mention in Despatches** - No.282 Squadron - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 18 June 1916 at Centre Brunswick, New York. Home in Ithaca, New York; enlisted Hamilton, 23 October 1941 and posted to No.2 Manning Depot. To No.15 SFTS, 15 January 1942 (guard). To No.3 ITS, 14 March 1942; graduated and promoted LAC, 9 May 1942; to No.5 Manning Depot, 23 May 1942; to No.21 EFTS, 6 June 1942; may have graduated 31 July 1942 but not posted to No.8 SFTS until 15 August 1942; graduated and commissioned 4 December 1942. To No.1 General Reconnaissance School, Summerside, 11 December 1942. To "Y" Depot, Halifax, 6 March 1943; arrived in UK, 4 April 1943; to No.17 (Pilot) Advanced Flying Unit, 27 April 1943; to No.8 OTU, 25 May 1943; injured by a taxiing aircraft, 23 May 1943 (wing struck back of head); promoted Flying Officer, 4 June 1943; to No.5 (Coastal) OTU, 3 August 1943; to No.1 Torpedo Training Unit, 3 November 1943 (Beauforts); to Air/Sea Rescue Training Unit, 3 December 1943; to No.282 Squadron, 1 May 1944; promoted Flight Lieutenant, 4 December 1944; repatriated via Dartmouth, 23 July 1945; released 6 September 1945. Certificate sent to Ithaca, 10 August 1945. The following assessment, by W/C G.V.W. Davies dated 26 June 1945 was drafted when he had flown 855 hours 55 minutes including 150 hours in previous six months:

An American by birth, F/L Weaver has been an example to all by his loyalty and energy and zeal, He has a well deserved capacity for leadership and can be relied upon at all times to put his best into whatever he may be given to do. His quiet unassuming manner makes him liked by all.

On a form dated 2 July 1945 he stated he had flown 200 operational hours (25 sorties) and 400 non-operational hours overseas. He reported types and times as follows: Master (25 hours), Oxford (80), Beaufort (125) and Warwick (400). His last sortie had been 28 May 1945. At the time he was volunteering for Pacific service.

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WEAVER, FS Homer Delbert (R128227, later J87802) - **Distinguished Flying Medal** - No.76 Squadron - Award effective 5 February 1944 as per **London Gazette** dated 15 February 1944 and AFRO 644/44 dated 24 March 1944. Born 6 February 1911. Home in Victoria; enlisted Saskatoon, 13 September 1941 and granted Leave Without Pay. To No.3 Manning Depot, 10 November 1941. To No.3 SFTS, 7 December 1941 (non-flying duties). To No.2 WS, 28 March 1942. Promoted LAC, 30 April 1942. To No.3 BGS, 26 September 1942; graduated 18 December 1942; promoted Sergeant that date. To "Y" Depot, 1 January 1943. Proceeded to RAF overseas, 4 January 1943. Commissioned 11 July 1944. Repatriated 15 November 1944. To Western Air Command, 11 January 1945 (promoted Flying Officer that date); to Station Patricia Bay, 17 January 1945; to No.7 Release Centre, 30 September 1945; released 4 October 1945. Award presented 11 September 1946. No citation other than "...completed...many successful operations against the enemy in which [he] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/8782 has recommendation dated 15 December 1943 when he had flown 28 sorties (196 hours) as follows:

28 June 1943 - Cologne (4.40)
3 July 1943 - Cologne (6.10)
9 July 1943 - Gelsenkirchen (6.50)
13 July 1943 - Aachen (5.20)
15 July 1943 - Mt.Bilard (8.30)
24 July 1943 - Hamburg (6.40)
25 July 1943 - Essen (5.20)
27 July 1943 - Hamburg (5.40)
9 August 1943 - Mannheim (7.00)
10 August 1943 - Nuremburg (8.40)
17 August 1943 - Peenemunde (7.10)
22 August 1943 - Leberkusen (5.50)
23 August 1943 - Berlin (8.50)
30 August 1943 - Munchen (5.20)
31 August 1943 - Berlin (8.15)
5 September 1943 - Mannheim (7.30)
16 September 1943 - Mundane (8.40)
22 September 1943 - Hanover (7.15)
23 September 1943 - Mannheim (7.40)
27 September 1943 - Hanover (6.25)
29 September 1943 - Bochum (5.10)
3 October 1943 - Kassel (7.10)
4 October 1943 - Frankfurt (5.50)

11 November 1943 - Cannes (8.40)
18 November 1943 - Mannheim (7.50)
19 November 1943 - Leberkusen (6.50)
22 November 1943 - Berlin (7.20)
3 December 1943 - Leipzig (8.45)

This Non-Commissioned Officer has completed 28 sorties against the enemy, and flown a total of 196 operational hours as Air Gunner. He has carried out attacks against many of the heaviest defended of targets, including Kassel, Aachen, Leberkusen, three to Berlin, four to Mannheim, and two to Hamburg.

Throughout his present tour, by his exceptional fearlessness and outstanding ability, he has set a truly remarkable to everyone who has come in contact with him. His fine record of achievement coupled with his cheerful confidence and gallantry of the highest possible order, has inspired the complete confidence of his captain, and very largely contributed to the successful completion of his many sorties.

He possesses a fine offensive spirit in the air, and has always carried out his duties in the air and on the ground with great thoroughness and enthusiasm. It is considered that his commendable courage, skill and initiative and the cool determination with which he handles his guns, merits the award of the Distinguished Flying Medal.

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WEAVER, F/L James Frederick (J86101) - **Distinguished Flying Cross** - No.102 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 23 March 1945 and AFRO 721/45 dated 27 April 1945. Born 10 May 1917. Home in Toronto; enlisted London, Ontario, 21 March 1942. To No.1 Manning Depot, 6 April 1942. To Trained No.6 ITS, 2 August 1942; graduated and promoted LAC, 24 October 1942 when posted to No.12 EFTS; graduated 23 January 1943 when posted to No.14 SFTS; graduated 14 May 1943 and promoted Sergeant that day. To "Y" Depot, 28 May 1943; to RAF overseas, 22 June 1943. Commissioned 16 April 1944. Promoted Flying Officer, 10 July 1944. Repatriated 1 February 1945; to No.1 Air Command, 13 February 1945; to No.4 Release Centre, 30 April 1945; released 14 May 1945. Award presented 29 May 1947.

Flight Lieutenant Weaver has proved himself to be an excellent pilot and captain of aircraft. He has completed a number of operational missions against such heavily defended targets as Stuttgart, Essen and Cologne. During an operation against Stuttgart his aircraft was attacked by a Junkers 88 which was shot down. Although his aircraft was extensively damaged he successfully flew it back to base and executed a safe landing. Flight Lieutenant Weaver has always set a

sterling example of leadership, courage and devotion to duty.

NOTE: Public Records Office Air 2/9050 has recommendation dated 17 December 1944 when he had flown 36 sorties (164 hours 30 minutes) and has a more detailed text describing his tour; sortie list indicates he had F/O A.H. Granda in his crew.

24 May 1944 - Colline Beaumont (3.25)
27 May 1944 - Bourg Leopold (4.00) -)
31 May 1944 - Trappes (5.05), two combats with FW.190
2 June 1944 - Haringzelles (3.05)
4 June 1944 - Boulogne (3.55)
5 June 1944 - Maisy (5.15)
6 June 1944 - St.Lo (5.00)
8 June 1944 - Alencon (5.20)
11 June 1944 - Paris (4.40)
16 June 1944 - Sterkrade (4.50)
19 June 1944 - Domleger (2.00), recalled
22 June 1944 - Laon (4.45)
1 July 1944 - St.Martin l'Hortier (3.50)
4 July 1944 - Domleger (3.40)
6 July 1944 - Marquise (3.15)
7 July 1944 - Caen (3.45)
12 July 1944 - Les Hauts Buissons
17 July 1944 - Bois de la Haie (3.50)
18 July 1944 - Vaires (4.30)
20 July 1944 - Ardouval (3.45)
24 July 1944 - Stuttgart (8.30), Ju.88 shot down, a/c damaged.
25 July 1944 - Wanne Eickel (4.15)
28 July 1944 - Foret de Nieppe (3.00) early return,
2 August 1944 - Foret de Nieppe (3.30)
5 August 1944 - Foret de Nieppe (3.10)
7 August 1944 - Caen (4.30), ordered to abandon mission; on three engines all the way
8 August 1944 - Bellecroix (3.30)
25 August 1944 - Wemars Cappel (3.50)
27 August 1944 - Homberg (4.10)
1 September 1944 - Pourchinte (3.10)
9 September 1944 - Le Havre (3.10)
11 September 1944 - Gelsenkirchen (4.20)
21 October 1944 - Hanover (1.50), recall
23 October 1944 - Essen (5.25)
30 October 1944 - Cologne (5.50)
6 November 1944 - Gelsenkirchen (4.55)
16 November 1944 - Julich (4.35)

29 November 1944 - Essen (5.40)

30 November 1944 - Duisburg (5.40)

Flight Lieutenant Weaver, captain of aircraft, has completed an operational tour of 36 sorties comprising 164 hours flying, his objectives having included many targets in occupied territory, and a number of heavily defended targets in Germany such as Stuttgart, Wanne Eickel, Gelsenkirchen, Essen and Cologne. Throughout his tour Flight Lieutenant Weaver has shown himself possessed of high qualities of captaincy and airmanship, setting a fine example to his crew.

On his third sortie as captain, his aircraft was attacked by a FW.190, which was driven off by his rear gunner. Later in his tour, on a raid over Stuttgart, his aircraft was attacked by a Ju.88 which was shot down by his rear gunner. Although the aircraft was badly damaged he flew successfully back to base and made a good landing. The successful outcome of this combat is proof of the high starboard of crew co-operation maintained by Flight Lieutenant Weaver and his crew, and of his personal ability as a pilot.

I consider that his fine record of operational sorties during which he has secured 97 percent aiming point photographs, fully merits the award of the Distinguished Flying Cross.

WEAVER, F/L James Frederick, DFC (J86101) - **Croix de Guerre (France)** - No.102 Squadron (AFRO gives unit only as "Overseas") - Awarded as per AFRO 1619/45 dated 19 October 1945. Public Records Office Air 2/9645 has citation.

Flight Lieutenant Weaver has completed a full tour of eleven sorties against heavily defended enemy targets and 25 sorties against tactical targets in occupied France. Since D Day this officer has also flown on missions to attack targets in Germany such as Gelsenkirchen, Essen, Duisburg and Cologne. He is an outstanding captain of aircraft whose courage, determination and devotion to duty were exceptional.

RCAF Press Release No. 5983 dated 30 July 1944, transcribed by Huguette Oates, reads:

WITH THE RCAF IN GREAT BRITAIN: --- Despite three quarters of his port elevator shot away, and rudders completely useless, the trims not responding to the controls and one of the engines on fire, F/L J. Weaver, Toronto, Ontario (267 Melrose Avenue), brought his Halifax and crew safely back to his own base, and made a perfect landing on one wheel. The other wheel had been shot up and the tire punctured.

Weaver had participated in the bombing of Stuttgart on the night of July 24, and was on his way home when an enemy fighter opened fire and hit the Halifax,

Z/Zebra, with cannon shells. His gunners did not see the fighter until it was only 150 yards away. Then they let it have all they'd got. Weaver dived, he couldn't take evasive action because of the damage his Halifax had sustained. As he did so, the enemy presented the rear gunner, Sergeant W.P. Barber, Toronto, Ontario (233 Wanless Avenue), with a good target. Jerry dived away, with smoke pouring from the starboard engine, and the crew claimed that it had been probably destroyed. Another bomber crew, however, who watched the combat, saw the fighter crash.

Weaver took stock. He had about four hours flying to do. He flew straight on, throttled back and lost speed and height, but the fire went out. The danger now was that another fighter might attack as Z/Zebra lagged and struggled home. The attack came. There was a stream of bullets and more holes were punched in the mainplane. The navigator was wounded. But Weaver flew steadily on. Without any control on the port side, he counteracted the pull by skillful control of his port engines. At last they reached the English coast, and flew onto their own base. Weaver let down the undercarriage.

Not until he was about to touch down did he realize that a shell had ripped through the nacelle and that one of the tires was damaged and punctured. With superb skill, he brought the Halifax to a safe landing. Z/Zebra had come home.

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WEAVER, WO (now P/O) Walter Stewart (R147988/J93890) - **French Croix de Guerre (France)** - No.226 Squadron (AFRO gives unit only as "Overseas") - Awarded as per AFRO 1619/45 dated 19 October 1945. Born 12 March 1921. Home in Melfort, Saskatchewan; enlisted in Saskatoon, 6 March 1942. To No.2 Manning Depot, 23 March 1942. To No.12 SFTS, 8 May 1942 (guard). To No.7 ITS, 20 June 1942; graduated and promoted LAC, 14 August 1942 but not posted to No.6 EFTS until 12 September 1942; may have graduated 6 November 1942 but not posted to No.10 SFTS until 21 November 1942; graduated 19 March 1943 and promoted Sergeant that day). To No.34 OTU, 2 April 1943. To RAF overseas, 15 July 1943. Promoted Flight Sergeant, 19 September 1943. Commissioned 14 November 1944. Promoted Flying Officer, 14 May 1945. Repatriated 5 September 1945. To No.6 Release Centre, 13 September 1945. Released 18 October 1945. Died 12 March 2002 at Indian Head, Saskatchewan as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2002. Public Records Office Air 2/9645 has citation.

Warrant Officer Weaver was a member of a special flight of No.226 Squadron which carried out secret missions over all parts of France from immediately prior to D Day until the liberation of France. During that time he carried out 19 sorties under all conditions of weather, and at night, far over enemy occupied territory for long periods. His devotion to duty was of a high order and he was never

deterred by enemy action.

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WEBB, Sergeant Derek James (R110337, later C87925) - **Distinguished Flying Medal** - No.426 Squadron - Award effective 29 August 1944 as per **London Gazette** of that date and AFRO 2274/44 dated 20 October 1944. Born 24 June 1923. Home in Kelowna, British Columbia (mechanic); enlisted Vancouver, 4 July 1941 for General Duties and posted to No.2A Manning Depot. Posted to No.5 BGS, 7 August 1941; promoted AC1, 4 October 1941; to "Y" Depot, Halifax, 2 January 1942; promoted LAC, 4 January 1942; posted to RAF overseas, 7 January 1942. Remustered to Aero Engine Mechanic, 3 February 1943. Reclassified as Flight Engineer, 14 June 1943 and promoted Sergeant. Reported missing, 14 July 1943; departed Gibraltar on 10 September 1943; arrived in UK, 11 September 1943. Repatriated to Canada, 19 October 1943; to "Y" Depot, 30 November 1943. Commissioned 3 July 1944 (C87925). Promoted Flying Officer, 3 January 1945. Repatriated again, 30 March 1945; to Western Air Command, 14 April 1945; to No.8 Release Centre, 4 June 1945; released 5 June 1945. RCAF photo PL-32311 (ex UK-14574 dated 6 September 1944) has the following caption: "Pilot Officer Derek Webb, DFM, of Kelowna, British Columbia, shown at his flight engineer's control board, won the DFM for his part in a series of adventures on his first flight with the Thunderbird squadron of RCAF Bomber Group. Nine Me.109s jumped them before they reached the target, the rear gunner got one and then they ploughed into barrage balloons. They got through that obstacle, bombed the objective and then the starboard outer engine exploded, to be followed by the No.2 petrol tank. At the time a flight sergeant, Webb helped the skipper on with his chute and they bailed out as the starboard wing fell off. The British Columbia lad landed safely and now he is back flying with the Thunderbirds." PL-32312 (ex UK-14575) is same subject and caption. Award presented 29 May 1947.

This airman has displayed a high standard of skill, courage and devotion to duty. At the commencement of his operational tour, Sergeant Webb was involved in two most trying incidents. Nevertheless, his keenness remained unabated and he has since taken part in many successful sorties. He is a flight engineer of high merit.

DHH file 181.009 D.4431 (Library and Archives Canada RG.24 Volume 20649) has the original recommendation, drafted 5 July 1944 when he had flown thirteen sorties (63 hours five minutes). Sortie list and submission follow; note that the incident of 24 March 1944 is described here as a sortie to Le Havre, but elsewhere is described as a Bullseye exercise.

13 July 1943 - Aachen (6.00)
24 March 1944 - Le Havre (5.30)
27 May 1944 - Bourg Leopold (4.40)
5 June 1944 - Houlgate (4.05)
6 June 1944 - Coutances (5.50)

9 June 1944 - Le Mans (5.40)
17 June 1944 - Neuville (4.15)
21 June 1944 - St. Martin (3.55)
23 June 1944 - Bientques (3.25)
24 June 1944 - Bamieres (4.00)
28 June 1944 - Metz (6.50)
1 July 1944 - Biennais (3.40)

This Non-Commissioned Officer has now completed thirteen trips to enemy targets as Flight Engineer of a heavy bomber crew, after a somewhat difficult start. On his first trip in July 1943, to Aachen, his aircraft was attacked twice by a fighter which was shot down. Over the target the aircraft was hit by flak and ran afoul of balloon cables, damaging it so severely that it was unmanageable, and the crew all baled out. Sergeant Webb, by his spirit and determination, succeeded in making his way back to this country in two months. The rest of his crew are all Prisoners of War. On his second operational trip, his aircraft was caught in London's anti-aircraft outer defence belt, upon return from an attack upon harbour installations at Le Havre. On this occasion it was shot down and the crew baled out with the exception of the pilot who was killed. Despite these two arduous and difficult trips, Sergeant Webb's keenness, courage and determination remain unshaken and he displays exceptional tenacity of purpose in carrying out his flying duties. Sergeant Webb is therefore highly recommended for the award of the non-immediate DFM.

Public Record Office WO 208/3314 has his MI.9 interrogation report:

We took off from Middleton St. George, County Durham, about midnight on 13 July 1943 to bomb Aachen. Five or ten minutes after leaving the target an oil pipe was hit by a piece of shrapnel and the engine caught fire, and part of the wing broke off. I baled out at under 2,000 feet about 0230 hours (14 July). The other members of the crew were:

P/O Ross, RCAF, pilot (uncertain if he baled out)
Sergeant Webber, RCAF, navigator (believed PoW)
Bomb aimer (name unknown), RCAF (believed PoW)
Sergeant Winter, RAF, wireless operator (believed PoW)
Sergeant Bridge, RCAF, rear gunner (believed PoW), and
Sergeant Hayes, RCAF, mid-upper gunner (believed PoW)

I came down in a gully on the side of a hill in a forest near On, southwest of Marche (Northwest Europe 1:250,000, Sheet 6). I waited about half an hour before moving in case I had been seen. My parachute was caught in the trees, and I had to leave it there, but I hid the harness and my helmet and my Mae West in

the gully. I crawled out of the gully to the top of the hill which seemed to be about 1 ½ miles away. I then lay down in some bushes just as it was getting light, and slept for about an hour.

I started walking southwest using the compass in my aids box without taking it out of the box. After walking about two miles I looked at my escape map, and concluded that I was probable somewhere between Aachen and Luxembourg. I decided not to try to contact anyone until I was sure from a signpost what country I was in.

After digging up two potatoes and eating them with some raspberries for breakfast I hid in a wheat field about 200 yards from a farmhouse, and ran about 100 yards from where the farmer was hoeing potatoes. From time to time I could hear him talking, but I could not distinguish the language. I lay in the wheat field all day, but did not go near the house.

After dark I walked through the fields avoiding houses and roads. When I had walked about two miles I came to a small lane through a wood. I followed this lane which ran south and west. After I had walked about half a mile I heard two bicycles approaching and hid in the trees. As the cyclists approached I heard them talking French, and concluded I was in France. As they passed me I came out of the rees and asked them in English for help, pointing to the Canadian badge on my shoulder. They gave me food and a drink of wine. One of the men was a Belgian, while the other was a young Frenchman who had escaped from the German labour service, having shot two Germans in getting away. I walked with the two men for about two kilometres. Here the Belgian and I left the French youth in a hay stack because he was drunk. The Belgian and I cycled to his home in Custinne about 15 kilometres west of Marche, arriving about 0300 hours on 15 July. After a meal of bacon and eggs I was put to bed, and slept till about 1100 hours. About 1600 hours I was visited by a lady who spoke English, and that evening my host took me by motor truck to the lady's house at Vignee (not shown on map), south of Dinant. On the way the truck was stopped by Belgian police, but the driver did not pull up until he passed the policemen. He then leaned back from his seat and talked to them. As they knew him, they did not examine the back of the truck in which I was sitting. I was sheltered at Vignee till the morning of 23 July, when I was handed over to the organisation which arranged my subsequent journey.

NOTE: On 24 March 1944 he had a horrendous experience as crew of Halifax JD317, No.1659 Conversion Unit. The aircraft was detailed for a "Bullseye" Exercise, the crew (all RCAF) being F/O M.S. Little (pilot, killed, the only fatality), F/O J.S. Beresford (navigator, slightly injured), Flight Sergeant L.J. House (WOP, uninjured), Sergeant N.E. Cowan (rear gunner, slightly injured), Sergeant J.L. Mackenzie (bomb aimer, slightly injured), Sergeant D.J. Webb (flight engineer, uninjured) and Sergeant H.R. Mason (mid-upper gunner, uninjured). The aircraft

entered the London area during a German air raid and was shot down by British anti-aircraft fire, crashing at Lodge Farm, near Little Chalfont. His own statement at the inquiry was as follows:

I was Engineer of Halifax JD317 detailed for Bullseye exercise on the night of March 24th/25th. We were coming up to what we believed to be our target; we saw plenty of searchlights and some red flare. The Bomb Aimer stated that these red flares were his point for the cine bombing. The doors were opened and the film taken. Just as we closed the bomb doors, flak started bursting all round us and one burst went through the wing just behind the port outer engine. I immediately fired the colours of the day. The skipper put on his navigation lights and downward identification light. The starboard inner engine was then hit and the pilot said he was losing control and gave the order to bale out. I continued to fire the colours of the day (5 in all) until I had none left. I then put the skipper's parachute pack on him and fired the three red distress cartridges we had. By this time the other engines had all been hit and the aircraft was definitely diving. The Navigator and Bomb Aimer were out and the Wireless Operator just going out. The two gunners were waiting at front hatch to bale out, after the Wireless Operator. I realised that I had a poor chance of getting out if I waited until the two gunners left as the aircraft was then at 8,000 feet. I went to the back of the aircraft and baled out the rear escape hatch at approximately 0050 hours.

The investigation report included the following summary:

This aircraft was detailed for a Bullseye exercise, the target being Bristol. No difficulties were experienced until the aircraft re-crossed the English coast at Portland Bill. It was found that the aircraft was half an hour early so course was altered to port for a dog leg. After dog leg, course was again altered to put the aircraft back on track but the pilot steered approximately 348 degrees instead of 048 degrees. As a result, Bristol was not seen and the aircraft flew into Wales. Several "Gee" fixes were obtained and a flashing beacon was noted. Course was altered to bring the aircraft back for another run to Bristol. The fixes obtained and the steering of an improper course gave the navigator a strong easterly wind, when the wind in actual fact was northerly as forecast. This new wind was used for working out a new course to bring the aircraft back to a position west and south of Bristol. Searchlight activity and flares were seen to the east and the crew assumed that it was the Bullseye target while, in actual fact, it was an enemy raid on London. From then on, courses were steered visually. The aircraft was engaged by our own ack ack while flying at a height of approximately 17,000 feet, while on the correct heading for the bombing run. Both port engines were put out of operation by anti-aircraft fire and the pilot began to lose control of the aircraft and baled his crew out. He failed to get out himself before the aircraft crashed.

The main cause of this accident was faulty navigation, originally caused by the pilot failing to steer a correct course on the second dog leg. The navigator failed to check the course being steered and also failed to realise that an improper course had been steered in spite of obtaining several Gee fixes which showed the aircraft to be off track. When the navigator realised that the aircraft was in Wales he only assumed that there had been a change in direction and strength of the wind.

When searchlight activity and flares were seen, the navigator left the pilot to steer visual courses and he failed to carry on with his DR plotting after 0010 hours.

The aircraft flew into the area where enemy activity was in progress and as the aircraft was not showing IFF although it was switched on, it was engaged by our ground defences and shot down. Anti-aircraft fire continued in spite of the colours of the period and distress signals being fired and navigation and downward identification lights being switched on.

There was some dispute as to whether IFF has been switched on, but it did not always register with ground stations. Only one witness on the ground reported seeing colours of the day being displayed, and reported them as being White-White when, in fact, they were Green-White. Several witnesses saw red emergency flares fired - but that was also the colour of the German pyrotechnics.

* * * * *

WEBB, F/O Gordon William (J19654) - **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. Trained at No.1 ITS, No.12 EFTS and No.9 SFTS. Photo PL-35287 shows him Served in postwar RCAF (20105). See his article, "Nuremburg: A Night to Remember", **Airforce**, March 1992 and article in Ottawa **Citizen**, 30 March 1991. 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 23 September 1944 when he had flown 39 sorties (213 hours seven minutes), 25 November 1943 to 13 September 1944.

* counted as 1/3 operation

25 November 1943 - NICKLE, Paris (4.30)
13 March 1944 - Le Mans (5.20)*
15 March 1944 - Stuttgart (7.55)
25 March 1944 - Aulnoye (5.50)*
26 March 1944 - Essen (6.40)
30 March 1944 - Nuremburg (8.35)
9 April 1944 - Paris (5.50)*

10 April 1944 - Ghent (4.00)*
18 April 1944 - Paris (5.10)*
20 April 1944 - Lens (4.40)*
7 May 1944 - St.Valerie (3.45)
8 May 1944 - St.Pierre (4.00)
11 May 1944 - Boulogne (3.50)
12 May 1944 - Louvain (4.35)
19 May 1944 - Clipon (3.15)
22 May 1944 - Le Mans (4.50)
27 May 1944 - Bourg Leopold
2 June 1944 - Neuf Couple (3.35)
14 June 1944 - St.Pol (3.50)
16 June 1944 - Sterkrade (4.40)
17 June 1944 - Oisemont-au-Bois (4.05)
21 June 1944 - St.Martin (2.25), DNCO
23 June 1944 - Bienais (3.40)
24 June 1944 - Bamiers (3.45)
12 July 1944 - Paris/Vaires (3.15)
15 July 1944 - Nucourt (3.53)
17 July 1944 - Cagny (2.38)
19 July 1944 - Rollez (3.02)
22 July 1944 - Acquet (2.36), DNCO
23 July 1944 - Kiel (5.27)
24 July 1944 - Stuttgart (7.05)
25 July 1944 - Stuttgart (7.26)
27 July 1944 - Boissons (3.22)
28 July 1944 - Hamburg (4.44)
30 July 1944 - Battle area (2.53)
3 August 1944 - L'isle Adam (2.55)
4 August 1944 - St.Maximim (3.03)
5 August 1944 - Bordeaux (7.32)
7 August 1944 - TOTALIZE 5 (2.31)
8 August 1944 - Lucheux (2.38)
25 August 1944 - Russelsheim (6.59)
26 August 1944 - Kiel (5.37)
29 August 1944 - Stettin (8.56)
6 September 1944 - Emden (3.55)
12 September 1944 - Frankfurt (5.56)
13 September 1944 - Nordstern (3.24)

Flying Officer Webb is pilot and captain of a crew, now on their second operational tour. Under a calm and quiet manner, he has a fine offensive spirit in action, which inspires confidence in his entire crew. By his cheerful courage, unselfishness and devotion to

duty,, he has set an excellent example which has been an inspiration to other aircrew and an aim to be achieved by all members of the squadron.

WEBB, F/L Gordon William, DFC (J19654) - **Bar to Distinguished Flying Cross** - No.405 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 13 April 1945 and AFRO 824/45 dated 18 May 1945.

Flight Lieutenant Webb has completed two tour of operational duty which have included attacks against a wide range of targets in Germany and enemy occupied territory. Regardless of enemy opposition he has always shown the utmost determination to complete his mission. He has proved himself to be an excellent leader. Since the award of the Distinguished Flying Cross this officer has continued to maintain a high standard of keenness, courage and devotion to duty.

Squadron Leader Allan Simpson, DFC relates a postwar adventure in an article, "Lucky", **Airforce Magazine**, January-February-March 1992, which says much about Webb:

One night in December 1954 I was a passenger in an RCAF North Star aircraft en route from Reykjavik, Iceland to Goose Bay, Labrador. I was returning to Ottawa from some NATO exercise in France.

This was not the aircraft on which I had been scheduled to fly. Two days earlier in London I had gone to the airport to board another plane which was to return via the Azores. When I got to the airport I discovered that one of my bags was missing. Not knowing whether it had been left at the Regent Palce Hotel where we were picked up by the bus, or at my friend Ronald Atkin's flat where I had stayed, I went back into London to retrieve it. "Too bad", I thought. I had been through the Azores in a convoy in 1941, but had never set foot there.

After we left Iceland the weather was adverse. There was a bank of cloud nearly two miles deep above us, and the North Atlantic Ocean was less than 2,000 feet below us. Please make your own metric conversions.

I had nothing to do, but I saw a radio headset on the seat beside me so I put it on and listened. The pilot and co-pilot were in conversation. The gist of it was that it was raining; the rain was freezing on the wings, tail and other surfaces, and the de-icers were unable to handle it.

The implications, I reasoned, were that this was making the aircraft heavy and sluggish; it was altering the contours of the wings and reducing their aerodynamic efficiency. There was also danger that the control surfaces would become inoperative from ice impeding their movement.

It looked as though our life expectancy was perhaps less than half an hour unless something very soon turned in our favour.

A Squadron Leader pilot was sleeping in the seat opposite me. I did not know him but someone had mentioned to me that his name was Gordon Webb and that he had written the Pilot's Notes for the North Star aircraft.

Years later I learned that he had flown 23 sorties with No.6 Group RCAF in Bomber Command, then another 47 as a Pathfinder. He flew Halifaxes and Lancasters. He was awarded the DFC and Bar. On the 17 pilots who graduated on his course and who got to fly on operations, he was the only survivor.

He had also flown on the Korean Airlift while on exchange to the USAF Military Air Transport Service, 1950-53. Later (1965-68) he flew with MATS again and is one of the few - the only foreigner - to wear the USAF diamond award for exemplary flying.

He also holds the record for the shortest flying time from Vancouver to Halifax, achieved in RCAF North Star 17512 on January 15th, 1950. The eight hours and 25 minutes still stands as a record in 1991.

It looked as though I was destined to be the catalyst to bring together the problem and its best chance of a solution. I woke him and handing him the headset, I said, "I think you had better listen to this." He put on the headset and after about 15 seconds proceeded up forward to where the pilots sat. (You should never leave home without an expert on board).

"What's happening?" he asked. Then he said, "We'd better climb up out of this while we still can."

"But it would require full power," the pilot objected, "and we might ruin the engines."

"Four good engines are going to be very little comfort to us at the bottom of the ocean", said Webb, and he quickly convinced the pilot that all four throttles must be fully advanced without delay.

We ultimately came into the clear at about 9,000 feet, having shed many chunks of ice in the meantime. Some of them clunked loudly as they smashed against the fuselage. It sounded as though we were being hit by flak. And so we arrived at Goose Bay.

Long afterwards I met Gordon Webb at RCAF Station Trenton, Ontario. I asked

him a question that had made me wonder. "How much longer could I have delayed bringing that matter to your attention?"

"About a minute," he said; "Two at the most. We were just about on the point of stalling."

We were well rewarded for the job we did in saving the aircraft, crew and about 66 passengers from a cold, wet, salty end that night. No medals. No commendations. Better than that.

Our personal benefit has been 35 years so far of added life span, for whatever that is worth.

Notes by Wing Commander Gordon W. Webb, DFC, CD:

I remember well that flight. At the time I was Command Check Pilot for RCAF Air Transport Command; I was returning from England where I had been giving instrument and routine checks to the pilots flying out of Langar.

I had accompanied the crew during the pre-flight planning. At the weather briefing we were advised that an extensive band of frontal weather lay across our intended route, and that icing had been reported in it. This was cause for only mild concern. It was quite normal to encounter some such conditions over the North Atlantic during winter months, and the North Star could withstand a considerable load of ice.

The situation in which we found ourselves, however, was by no means a case of normal aircraft icing. We had flown into an area of severe ice and the aircraft had picked up an alarming load in an equally alarming short time.

When Allan alerted me I went forward to the cockpit. It was obvious that the situation was very serious. The aircraft was not holding altitude and was difficult to control. The Captain had decided that the solution lay in letting the aircraft descend, if necessary to sea level where he assumed we might find warmer air. This was not a good assumption, under the circumstances, as many a North Atlantic sailor will attest. Numerous ships, in otherwise good condition, have been lost because the ice accretion on the superstructure rendered them too heavy to stay afloat.

I suggested strongly and unequivocally that we should go to maximum power and stay there in a fight for altitude, giving up any hope of finding warmer air below. It is never an easy decision for a pilot knowingly to over-tax his engines. Pilots are aware of the consequences of engine abuse. It goes against everything they have

been taught. Their instincts rebel at power settings which they know could cause damage to the very heart of the aircraft. It is well known that over-stressing an engine comes back to haunt you sooner rather than later.

The motors groaned their disapproval, but the four great Merlins hung in there. After some fine flying by the pilot we got ourselves out of a very dangerous situation.

Allan Simpson suggests one should never leave home without an expert on board. I can only add that it also helps to have someone listening on the intercom.

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WEBB, F/L Harvey Mowat (C24852) - **Member, Order of the British Empire** - No.436 Squadron (identified in AFRO only as "Overseas"; unit identified from No.436 Squadron ORB, entry of 1 January 1946) - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 155/46 dated 15 February 1946. Born 18 August 1910. Home in Caledonia, Ontario; enlisted in Hamilton, Ontario, 5 June 1936 as an Air Frame Mechanic with No.119 Squadron. Promoted Corporal, 2 October 1938. To No.8 (BR) Squadron, 3 June 1940. Returned to No.119 (BR) Squadron, 16 July 1940. Promoted Sergeant 1 October 1940. To No.3 Training Command, 28 November 1940; to No.8 SFTS, 15 December 1940. Promoted Flight Sergeant, 1 May 1941. To Aero Engineer School, 2 January 1943. Commissioned 27 March 1943. To Western Air Command, 14 May 1943; to Station Tofino, 24 May 1943; promoted Flying Officer, 27 September 1943; to No.7 Squadron, 15 December 1943; to No.165 Squadron, 21 March 1944. To "Y" Depot, Halifax, 20 September 1944; to No.3 Personnel Reception Centre, Bournemouth, 4 October 1944. Promoted Flight Lieutenant, 6 November 1944. Later Engineering Officer of No.436 Squadron. Repatriated 16 November 1945; to No.4 Release Centre, 23 November 1945; released 3 January 1946. Award presented 22 November 1948. No citation in Canadian records. Public Records Office Air 2/9139 has recommendation for New Years Honours List with following citation:

An Engineering Officer, Flight Lieutenant Webb has served on this unit since its formation in India and by his skill and ability he has been directly responsible for the high standard of aircraft serviceability which has enabled this squadron, with an average strength of twenty aircraft, to undertake more than 4,000 operational flying hours per month. With the realisation of the urgent need for aircraft to supply the Fourteenth Army for the Burma campaign, he has worked very long hours in directing personally the separate shifts of his maintenance personnel. In this connection his unselfish endeavours, fine leadership and resourcefulness have played an important part in the successes achieved. Flight Lieutenant Webb has also done much for the welfare of the squadron in improving the living conditions at the various sites at which it has been encamped during the Burma campaign and he was primarily responsible for designing and directing the construction of the squadron's field kitchens to withstand and operate in the difficult monsoon

weather. These kitchens have been acclaimed by the highest catering authorities in ACSEA [Allied Command South-East Asia] and have been used as models throughout many camps in the forward areas.

RCAF Press Release 5466 dated 22 February 1945 dealt in detail with RCAF Dakota squadrons and included the following passage:

Means are found to speedup the work of maintenance. During the last seven days of the eighteen day period their daily average [of cargo delivery] showed an improvement of several tons over the preceding eleven days. Time required to change engines has been cut from three to two days without loss of efficiency. To achieve this the maintenance men under Flight Lieutenant Harvey Webb of Caledonia, Ontario, the Engineering Officer, rigged up a makeshift crane. Unable to get the proper article, they scrounged from somewhere a wing lifting trestle. Workshop handymen of the squadron soon adapted it and it became a crane capable of lifting heavy Wasp engines and placing them in position in the nacelles.

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WEBB, P/O Joseph Leroy (J19885) - **Distinguished Service Order** - No.432 Squadron - Award effective 7 July 1944 as per **London Gazette** of that date and AFRO 1861/44 dated 25 August 1944. Born 24 April 1919. Home in Hamilton; enlisted there 11 June 1942 and posted to No.1 Manning Depot. To No.1 ITS, 23 September 1942; graduated and promoted LAC, 4 December 1942 but not posted to No.12 EFTS until 27 December 1942; to No.9 EFTS, 9 January 1943; may have graduated 5 March 1943 but not posted to No.10 SFTS until 20 March 1943; graduated 9 July 1943 and promoted Sergeant. To "Y" Depot, Halifax, 23 July 1943; to UK, 2 August 1943. Commissioned 31 January 1943. Promoted Flying Officer, 31 July 1944. Repatriated 2 August 1945; to No.4 Release Centre, 12 August 1945; released 20 September 1945. Briefly a postwar Cadet (1 February 1947). Invested with award by King George VI, 11 August 1944. RCAF photo PL-31675 (ex UK-13553 dated 14 August 1944) taken during his investiture - "F/O Webb is the first Canadian Junior officer to win the DSO. He gained it on his first sortie as captain of an aircraft, which he brought home with one engine out of action and much damage to the plane."

One night in April 1944, this officer was the pilot of an aircraft detailed to attack Montzen. It was his first sortie as captain. When crossing the enemy coast the aircraft was hit by anti-aircraft fire and several large holes were torn in the fuselage. Nevertheless, Pilot Officer Webb continued to the target. In the bombing run it was discovered that the hydraulic system had been damaged and the bomb doors could not be opened. Thereupon, he made another circuit of the target whilst his engineer worked to open the doors manually. On the second run in the bomber was attacked by a fighter. It was driven off, however, and a

successful bombing attack was made. After leaving the target three more fighters were encountered. Two of them were successfully evaded, but in the third fight Pilot Officer Webb's aircraft was hit by the enemy's bullets. One engine was put out of action, and damaged was sustained to the port aileron and mainplane. Despite this, this intrepid pilot flew the aircraft back to an airfield in this country and executed a masterly landing. This officer displayed superb skill and exceptional devotion to duty and was largely responsible for the safe return of the aircraft and its crew. His conduct in the face of heavy odds was exemplary.

NOTE: Public Record Office Air 2/9157 has recommendation drafted 6 May 1944 by W/C W.A. McKay, Commanding Officer, No.432 Squadron. He had by then flown seven sorties (33 hours 50 minutes).

This officer was detailed to attack Montzen on the night of the 27/28th of April, this being his first sortie as captain. Crossing the Belgian coast, a flak burst caught the Halifax on the underside, tearing large holes in the fuselage. Although 166 miles from the target, this pilot flew on undeterred. On the run up to the aiming point, it was discovered that, among other damage, the hydraulic system to the bomb doors had been broken. The pilot thereupon made a circuit of the target while the Engineer worked the doors open manually. On the second run in, a Messerschmitt 110 attacked and both aircraft opened fire. Suddenly the firing of the enemy aircraft ceased, and it fell away steeply to port with the stream of bullets from the Halifax's gunners still pouring into it, probably destroyed. During this attack, the pilot continued coolly on to drop his bombs on the aiming point.

On leaving the target there were three further encounters with enemy fighters, in two of which the Halifax scored hits as it successfully evaded, but in the third, it received a cannon shell in the starboard outer engine, blowing off the oil cooler. The Halifax then made for base on three engines, but it was trailed by yet another enemy fighter, which the crippled aircraft successfully evaded by entering cloud cover at 6,000 feet. Coming in to land at RAF Station Woodbridge, at roughly 50 feet off the "deck", and well down the runway, the starboard inner cut, causing the aircraft to swing violently to the right. The pilot overshot on the two port engines and came in again to safely land his riddled aircraft.

Inspection of the Halifax revealed that the enemy has inflicted serious and extensive damage to the port aileron and mainplane, and to the starboard and outer sections.

This officer, on this his first sortie as captain, demonstrated his intrepid spirit in the face of overwhelming odds, his remarkable airmanship, and devotion to duty, which warrant a strong recommendation for the immediate award of the

Distinguished Service Order.

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WEBB, F/O Leonard William (J19532) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 17 November 1944 and AFRO 239/45 dated 9 February 1945. Born 30 September 1914. Home in Geraldton; enlisted Fort William, 16 June 1942. To No.2 Manning Depot, 14 July 1942. To No.3 WS, 21 August 1942; promoted LAC, 1 October 1942; to No.1 Manning Depot, 24 November 1942; to No.9 BGS. 9 January 1943; graduated 16 April 1943; promoted Sergeant that date. To "Y" Depot, Halifax, 30 April 1943; to RAF overseas, 3 May 1943. Commissioned 7 December 1943. Promoted Flying Officer 7 June 1944. Repatriated 12 June 1945. Released 3 September 1945. Award presented 5 June 1949. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1729 (RG.24 Vol.20608) has recommendation dated 19 August 1944 when he had completed 32 sorties (202 hours 25 minutes) between 15 September 1943 and 12 July 1944.

This air gunner has completed thirty-two operational bombing attacks against the enemy. At all times his work has been outstanding and his loyalty and devotion to duty an example to the squadron.

The sortie list was as follows:

15 September 1943 - Mont Lucon (6.05, duty not carried out)
23 September 1943 - Mannheim (8.00)
27 September 1943 - Hanover (3.40, duty not carried out)
28 September 1943 - Bochum (6.05)
3 October 1943 - Kassel (7.05)
8 October 1943 - Hanover (6.35)
3 November 1943 - Dusseldorf (6.04)
19 November 1943 - Leverkusen (7.10)
22 November 1943 - Berlin (7.50)
25 November 1943 - Frankfurt (7.15)
3 December 1943 - Leipzig (8.30)
29 December 1943 - Berlin (7.25)
20 January 1944 - Berlin (7.50)
15 February 1944 - Berlin (7.10)
20 February 1944 - Stuttgart (7.35)
24 February 1944 - Schweinfurt (8.05)
25 February 1944 - Augsburg (7.30)
6 March 1944 - Trappes (4.40)
7 March 1944 - Le Mans (5.05)
30 March 1944 - Nuremberg (7.50)

9 April 1944 - Villeneuve St. Georges (4.55)
20 April 1944 - Lens (4.20)
26 April 1944 - Villeneuve St. Georges (5.05)
27 April 1944 - Aulnoye (4.50)
31 May 1944 - Au Fevre (4.15)
4 June 1944 - Calais (3.35)
5 June 1944 - Merville/Franceville (5.45)
6 June 1944 - Conde sur Noireau (5.30)
7 June 1944 - Acheres (5.20)
21 June 1944 - Neuville (4.00)
22 June 1944 - Metz (7.40)
27 June 1944 - Wizernes (3.40)
12 July 1944 - Acquet (4.30)

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WEBB, Sergeant Maurice Gordon (R101741, later J96574) - **Mention in Despatches** - Award effective 1 June 1943 as per **London Gazette** dated 2 June 1943 and AFRO 1247/43 dated 2 July 1943. Born 25 July 1922. Home in Geraldton, Ontario; enlisted there 6 May 1941. To No.1 Manning Depot, 21 May 1941. To No.15 SFTS (guard), July 1941. To No.3 WS, 31 August 1941; to No.8 BGS, 14 March 1942; graduated 14 April 1942. Later commissioned (J96574). Flying with No.49 Squadron, he was reported POW, 17 June 1943. Safe in UK, 20 April 1945. Repatriated to Canada; released 2 October 1945.

The website "Lost Bombers" has details of his being shot down. Lancaster ED785 (EA-A), target Cologne, 16/17 June 1943. The aircraft was delivered to No.49 Squadron in April 1943 and took part in the following operations: Dusseldorf, 25/26 May 1943; Dusseldorf, 11/12 June 1943; Bochum, 12/13 June 1943; Cologne, 16/17 June 1943 (lost). It was one of two No.49 Squadron Lancasters lost on this operation; the other was ED497. Airborne from Fiskerton, 2211 hours, 16 June 1943. Shot down by a night-fighter (Hptm Manfred Meurer, 1./NJG1), crashing 0145 hours. 17 June 1943 into the estuary of the Schelde, some 2 km SW of Vlissingen (Zeeland), Holland. Crew consisted of S/L G.G.Storey (killed), Sergeant J.Burnside (second pilot, killed), Sergeant G.S.Underlin (killed), P/O R.C.Blythe (killed), Sergeant W.H.Waring (killed), Sergeant M.G.Webb, RCAF (POW), Sergeant M.E.Bunn, RCAF (killed), Sergeant H.Buttrey (killed). Sergeant Webb was interned in Camps L6/357, POW number 283. This crew were lost on their seventh operation, except for S/L Storey, who was on his second tour (but see Webb's statement, below).

Directorate of History and Heritage file 181.001 D.24 has his "Loss of Bomber Aircraft" questionnaire based on interview of 7 May 1945. He stated he had flown ten sorties (not seven) and went on to say:

Take off approximately 2300 hours, 16 June 1943. Climbed to operational height

over England. Set course from Flanborough Head 0001 hours 17 June 1943. Target Cologne. Proceeded to target without incident, bombed red markers (21,000 feet) through clouds, flak very ineffective. No damage over target. Ordered at briefing to climb out of target area. Climbed until Dutch coast sighted, height 27,000 feet. Attacked by two single engined fighters; four attacks were made, three of which we evaded by corkscrewing. Rear Gunner reported turret frozen up. Mid-Upper gunner fired, no hits observed. Weather very cold, - 35 degrees, full moon and northern lights very bright leaving no dark portion of sky. Clouds down to 10,000 feet. After fourth attack pilot gave order to prepare to abandon aircraft as controls were shot away. Fires started by incendiaries shells in fuselage. Transmitter hit by cannon shell. Order to abandon aircraft given. I went back down, opened side door, saw Mid-Upper gunner prepare to bale out. I tried to open bulkhead door to allow Rear Gunner to escape and do not remember what happened until I came to about 12,000 feet. Chute was opened, kicked off flying boots when I saw I was over water. Picked up six hours later by German patrol boat. Mae West didn't inflate, but helped to keep me up.

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WEBB, W/C Peter Le Poer Weston (C1903) - **Member, Order of the British Empire** - AFHQ (Director of Inter-Service Research and Development - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 4 February 1907 in Scarborough, Yorkshire. Educated at Harrow plus six years of textile technical training. A specialist in textile development and employed by Courtalds Rayon Company for 15 years, coming to Canada in 1932 to operate their branch in Cornwall, Ontario. He had some flying experience with the Montreal Light Aeroplane Club and logged some 50 hours until giving it up at his wife's insistence (in 1943 applied for flight training and transfer to the General List). Enlisted in Montreal, 22 April 1940 and given rank of Flying Officer. To Technical Training School, St. Thomas, Ontario, 4 May 1940; to AFHQ, 2 February 1941. Promoted Flight Lieutenant, 15 June 1941; promoted Squadron Leader, 15 June 1942. Temporary Duty with American forces, 8 June to 14 August 1942. Thereafter on frequent assignments to Washington and sometimes Wilmington. Virtually loaned to American Quartermaster General, April 1943, working on textile development for mountain and winter warfare and Air Corps clothing. Promoted Wing Commander, 1 August 1943. Posted to Canadian Joint Staff, Washington, 26 May 1944. To AFHQ, 30 November 1944. Temporary Duty in United Kingdom, July 1945. To No.2 Release Centre, 7 May 1946. Retired 10 May 1946. Webb was an Equipment Officer whose talents were not recognized until he served as RCAF representative at the American Mount McKinley Exercise in Alaska (June to August 1942) which tested standard and prototype emergency equipment, especially personal equipment for Special Forces, and air force equipment; these were conducted at maximum altitudes and minimum temperatures. He was for a time employed in Quartermaster General's Department, United States War Department, involved in design and research of tropical uniforms. He held the title of Assistant Chief of Research. Retired 10 May 1946. Award sent by registered mail. Photo PL-37322 shows him

with daughter Sally and son Peter after investiture with American Legion of Merit; PL-37323 shows him with wife and children; PL-37321 shows him alone.

Prior to joining the Royal Canadian Air Force this officer had wide experience in the textile industry and as a result he was used in a liaison capacity between the procurement branch and other government departments and civilian contractors. He proved to be extremely valuable in this capacity and able to develop flying and protective clothing to a high degree. Many glowing tributes have been made to Wing Commander Webb's outstanding ability by the United States Army and the Quartermaster General of the United States War Department. Wing Commander Webb acted as Assistant Chief of the Research and Development Branch in the Quartermaster General offices, Washington, and it was with extreme difficulty that his return to the Royal Canadian Air Force was ultimately effected in December of 1944. His participation in the McKinley expedition as representative of the Royal Canadian Air Force has also been the subject of favourable comments and it may be stated that his efforts contributed largely to the success of this expedition. Since his return to Canada he has continued to render invaluable service which is deserving of the highest praise.

The recommendation by A/V/M F.S. McGill, 9 August 1945, as follows:

Prior to joining the Royal Canadian Air Force this officer had wide experience in the textile industry and as a result he was used in a liaison capacity between the procurement branch and other government departments and civilian contractors. He proved to be extremely valuable in this capacity and through his contacts he was able to develop flying and protective clothing to a point where the U.S. authorities recognized his ability and d the RCAF with a request for his services. There are many glowing tributes on file to Wing Commander Webb's outstanding ability from the U.S. Army and the Quartermaster General of the United States War Department. Wing Commander Webb acted as Assistant Chief of the Research and Development Branch in the Quartermaster General office, Washington, and it was with extreme difficulty that his return to the Royal Canadian Air Force was ultimately effected in December of 1944. His participation in the McKinley expedition as representative of the Royal Canadian Air Force has also been the subject of favourable comments and it may be stated that his efforts contributed largely to the success of this expedition. Since his return to Canada he has continued to render invaluable service and it is highly recommended that his contribution to the war be recognized.

WEBB, W/C Peter LePoer Weston, MBE (C1903) - **Officer, Legion of Merit (United States)** - effective 11 December 1945 as per **Canada Gazette** dated 4 May 1946 and AFRO 473/46 dated 10 May 1946. (NOTE: had earlier been announced in AFRO 388/46 dated 12 April 1946; why reprint ?). The Americans were attempting to present the medal to him as of 20 December 1945

but were frustrated because of confusion respecting his address,

Wing Commander Peter W. Webb, Royal Canadian Air Force. For exceptionally meritorious conduct in the performance of outstanding service as Assistant to the Chief of Research and Development Branch, Military Planning Division, Officer of the Quartermaster General from 5 May 1943 to 21 November 1944. His capable direction and thorough knowledge of test procedures, both in the laboratory and in the field, contributed greatly to the war effort in that vital information was obtained thereby which led to the development and improvement of many items of clothing, equipment and subsistence to meet the military characteristics demanded and the needs of the combat soldier.

Notes: Recommended for an OBE, 17 August 1943 by one "M. Brodlebank" (?) as follows:

For valuable services rendered to the Royal Canadian Air Force and the United Nations; war effort in that he was largely responsible for the instigation and development of flying clothing and protective clothing for marine services, etc. His efforts as representative of the RCAF on the Mt. McKinley Expedition from June to August 1943, contributed largely to the success of this Expedition. He is on loan to the Quartermaster General's Department of the United States Army Air Corps as an advisor and his services have been commended by the U.S.A.A.C.

On 14 August 1942, Lieutenant-Colonel Frank C. Marchman (U.S. QMC, US Army Headquarters, Alaskan Test Expedition 1942, Fairbanks, Alaska) wrote to the Chief of the Air Staff re "Activities of Flight Lieut, Peter W. Webb, RCAF" as follows:

1. Lt. [sic] Webb joined the U.S. Army Alaskan Test Expedition, 1942 at Minneapolis, Minnesota at 10.00 P.M. on June 10, 1942. His activities from that time are briefly as follows:

Departed Minneapolis by Northwest Airlines, 0130 hours, June 11, 1942

Arrived Fairbanks, Alaska, 0420 hours, June 12, 1942

Assisted at Ladd Field in arranging equipment and various items of textiles for parachuting to the expedition camps.

Spent one day comparing stores methods with Quartermaster at Ladd Field, June 12-15, 1942.

Departed Fairbanks for McKinley Park, June 15, 1942.

Arrived Base Camp, June 17, 1942

Departed Base Camp, July 31, 1942

Arrived McKinley Park, August 5, 1942

Arrived Fairbanks, August 5, 1942

Departed Fairbanks, August 12, 1942.

2. The purpose of the expedition was to test out standard and prototype emergency equipment, especially personal equipment for the Special Forces of the U.S. Army. Concurrently certain

U.S. Army Air Force equipment was tested. Any delay in completing the testing was entirely due to weather conditions and the necessity for performing tests at maximum altitudes and minimum temperatures, which seven members of the expedition, including Flight Lt. Webb, were able to achieve.

3. Despite Flight Lt. Webb's anxiety to return to his normal duties, he was persuaded to stay for the final conferences at which all test findings were carefully examined, conclusions drawn and recommendations made. These conferences would have been far less successful had they been deprived of Flight Lt. Webb's unusual technical information concerning textiles. His assistance to the work of the expedition has been of the highest order throughout and has benefited the expedition's report in many ways.

4. I was very glad to have the opportunity of observing some RCAF development equipment that Flight Lt. Webb brought with him. I have to inform you that because of the large amount of equipment to be tested it was necessary to parachute equipment at 18,000 feet on Mt. McKinley. Consequently it was impossible to recover this test equipment. I trust that equipment charged to this officer may be considered tested to destruction.

On 5 October 1942 an except from a memo emanating from Washington was placed on Webb's file. It referred to a meeting of uncertain date and read as follows:

1. A meeting was held with Lieut. General Gregory, Quartermaster General of the Forces, with whom Major Robinson and Captain Bates (whom Squadron Leader Webb accompanied to Alaska).

2. A full discussion took place on all clothing and equipment, and the stores containing equipment, varying from tropical to polar, were opened for inspection. The Quartermaster General expressed his gratitude to the RCAF for allowing Squadron Leader Webb to accompany the expedition to Alaska and stated that Squadron Leader Webb had contributed many useful ideas, which have been adopted.

3. The wish was also expressed that a close liaison be kept up in the persons of Wing Commander Hall and Squadron Leader Webb, and it was hoped that an international committee on clothing and equipment might be formed with these two as members. The Quartermaster General was extremely cordial and co-operative.

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WEBB, Sergeant (now F/O) Ross Sydney (R106438/J19179) - **Mention in Despatches** - Overseas - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Home in Calgary; enlisted Winnipeg, 5 June 1941 and posted to No.2A

Manning Depot. To No.2 WS, 19 September 1942. Promoted LAC, 15 October 1941; graduated 28 February 1942; to No.5 BGS, 2 March 1942; graduated and promoted Sergeant, 30 March 1942. To "Y" Depot, 31 March 1942. To RAF overseas, 14 April 1942. To RCAF Overseas Headquarters, 9 July 1943. Repatriated 24 September 1945. Released 5 November 1945. No citation in AFRO.

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WEBB, WO William Henry (R129348) - **Mention in Despatches** - No.619 Squadron (AFRO says only "Overseas" - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born 9 January 1922 in Toronto. Home in Toronto (labourer, packer, shipper); enlisted there 4 September 1941 for General Duties. Posted to No.4 BGS, 20 September 1941. To No.4 WS, 29 November 1941. On 4 July 1942 he remustered for aircrew and was posted to No.1 BGS (graduated 25 September 1942 and promoted Sergeant that date). To "Y" Depot, Halifax, 10 October 1942; to RAF overseas, 27 October 1942. Arrived in Britain, 4 November 1942. To No.19 OTU, 7 December 1942 (Whitley aircraft, 82 hours). To No.1654 Conversion Unit, 23 February 1943 (Lancasters, 43 hours 55 minutes). Promoted Flight Sergeant, 25 March 1943. To No.97 Squadron, 8 April 1943 (27 hours 55 minutes); attached to Night Training Unit, 20 May to 4 June 1943; to No.619 Squadron, 21 July 1943 (139 hours ten minutes); promoted WO2, 25 September 1943; to No.12 OTU, Chipping Warden, 15 December 1943 to instruct (logged 56 hours 45 minutes there); promoted WO1, 25 May 1944. To Repatriation Depot, 6 November 1944. Repatriated 3 December 1944; to No.1 Training Command, 10 January 1945; to No.1 Air Command, 15 January 1945; to No.4 Release Centre, 28 January 1945; released 27 February 1945. Died January 1993 in Scarborough, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of May 1993. No citation in AFRO.

Note: Training at No.1 BGS was 6 July to 25 September 1942 where classified as "Straight Ait Gunner". Flew in Battle and Bolingbroke aircraft (13 hours 15 minutes). In the air he used Vickers Gas Operated Guns (Battle) and Browning guns (Bolingbroke). On ground he experienced Boulton Paul, Fraser Nash and Bristol turrets (five hours 35 minutes in "turret manipulation". Fired 280 rounds in skeet shooting, 325 rounds on 25-yard range, 675 rounds on 200-yard range, 800 rounds air-to-ground and 3,277 rounds air-to-air (3.1 percent hits). Marks in various courses were as follows - Armament, oral (77/100), Armament, written (192/300), Anti-Gas (64/100), Aircraft Recognition (73/100), Navigation (73/100), Mathematics, Hygiene, Administration (112/150), Signals 85/100, Drill (84/10). "Good, intelligent student; will make good aircrew; practical and cheerfully carries out all duties." (S/L G.O. Godson, Chief Ground Instructor, 25 September 1942).

Application for Operational Wing dated 29 December 1943 stated he had flown 29 sorties with Nos.97 and 619 Squadrons (181 hours 30 minutes) from 1 April to 1 December 1943. Assessed at No.12 OTU, 26 March 1944 - "This Warrant Officer is a steady worker and a good instructor. He has shown no outstanding qualities of leadership and I consider he should gain

more experience and confidence before being commissioned.” (W/C J. Hurry).

Form dated 17 November 1944, on repatriation, he stated he had flown 29 sorties; summarized operational time as 165 hours ten minutes, non-operational and training time overseas as 351 hours 15 minutes.

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WEBSTER, F/L Alfred Ernest (J4956) - **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 29 June 1910 in Woodville, Ontario. Obtained Senior Matriculation in Yorkton, Saskatchewan. Member of Yorkton Militia, 1927-1928. Employed as Rodman for the CNR, 1928-1931; Driller in Flin Flon mines, 1931-33; Mechanic from 1933 to 1939 (Kirkland Lake mines) and also a serviceman in Val d'Or, 1936-37. Home in Vancouver; enlisted in Fort William, 20 June 1940 and posted on 24 June 1940 to No.1 Manning Depot, Toronto. To No.1 ITS, Toronto, 22 July 1940. Graduated and promoted LAC on 30 September 1940; posted that date to No.2 AOS, Edmonton; to No.2 Manning Depot, Brandon, 6 October 1940; to No.3 AOS, Regina, 14 October 1940; to No.2 BGS, Mossbank, 7 January 1941; graduated and promoted Sergeant on 16 February 1941; to No.1 ANS, Rivers, 17 February 1941; commissioned 18 March 1941. Struck off strength of No.1 ANS, 26 March 1941 and posted to "Y" Depot, Halifax, . Embarked from Halifax, 5 April 1941. Date of arrival uncertain but further trained at No.10 OTU, Abingdon before being posted to No.51 Squadron, 17 July 1941; first mission on 17 June 1941; flew ten sorties before being hospitalized. To No.35 Squadron, 19 November 1941, although in applying for operational wings he stated his first mission with them was 18 November 1941 (he had lost his logbook). Promoted Flying Officer, 16 March 1942. Withdrawn from operational flying on 10 March 1943 with a view to being an instructor but was hospitalized again for three weeks, then returned to No.35 Squadron for instructional work rather than operations, although he may have flown one more sortie (1 May 1943). Promoted Flight Lieutenant, 25 March 1943. Invested with award by King George 29 June 1943. Repatriated to Canada, 3 September 1943; to No.6 ITS, 24 November 1943; to No.19 SFTS, 13 January 1945; ceased pilot training and posted to No.1 Central Navigation School, 13 March 1944 for refresher training; to No.168 (Heavy Transport) Squadron, 13 April 1944. Known to have made trans-Atlantic flights in November 1944, January 1945 and April 1945 as well as other flights in North America. Appointed Acting Squadron Leader, 1 May 1945. Killed in the crash of an RCAF Fortress 9202, near Halle, Germany, 4 November 1945 while flying penicillin to Poland. Crew consisted of F/L D.E. Caldwell, F/L E.P. Harling, Sergeant E.E. Phillips, F/L N.D. Roche, and S/L A.E. Webster, DFC.

On 25 November 1946 a bronze plaque was unveiled in Warsaw commemorating the crew (Polish Military Hospital, 27 Nowowiejska Street); photos of the ceremony in Webster file.

Flight Lieutenant Webster's work as a navigator has been outstanding and only equalled by his courage. On one occasion when his aircraft was attacked by enemy fighters and the wireless operator badly wounded, he coolly and effectively

administered first aid. Although handicapped by a damaged chart table, chair and instruments he navigated the aircraft safely back to base. He again displayed exceptional coolness and imperturbability, when his aircraft struck the trailing aerial of another which smashed the front turret and tore his clothes. Owing to his determination and resourcefulness, Flight Lieutenant Webster has several times been able to navigate his badly damaged aircraft back to base.

NOTE: As of 19 August 1943 he was credited with 35 sorties (215 operational hours) and total flying was about 750 hours. His career was plagued by illness (impetigo, scabies) and as of 29 March 1943 he had been diagnosed with a "severe anxiety state"; by June it was clear that his operational career was over. Excerpts from a medical report dated 25 March 1943 indicate the stress

His total flying is 659 hours of which 200 have been operational on bombers; 34 sorties. By his account there has been considerable stress, his aircraft being shot up by flak and fighters on several occasions. In addition to the above he admits on closer questioning and unwillingly that he also sleeps badly, suffers from bad dreams and feels fatigued and depressed. He was unwilling to admit this as he wishes to complete an operational tour...

This officer is suffering from an anxiety state of quite considerable degree. He has an excellent personality and does all he can to conceal his anxiety, because he feels he ought to finish his operational tour. Eventually he admits unwillingly that in addition to headaches, he sleeps badly, dreams a lot and feels fatigued and depressed. This anxiety has developed as a result of severe flying stress. He has done 34 operational sorties and has been shot up on six occasions out of seven consecutive trips, by flak and fighters...

Curiously, an assessment dated 19 May 1943 (on posting from No.35 Squadron with 599.25 hours) described him only as "An average officer with no outstanding qualities or faults" (W/C D.H. Dean). However, the Station Commander, writing on 23 May 1943, was more enthusiastic - "Has a delightful character, is enthusiastic in his work but suffers from shyness and inability to express himself" (G/C B.V. Robinson).

He was highly regarded by No.168 Squadron; described on 6 April 1945 as follows: "This officer is very keen on his job. He is well informed on modern radio navigational aids, and is showing commendable industry in applying his knowledge to carry on his job. Alert, cooperative, industrious" (S/L W.H. McIntosh). Further assessed on 7 May 1945 as follows: "Flight Lieutenant Webster has performed the duties of Squadron Navigation Officer for the past two months and has proven his ability to continue in that capacity. Promotion to Acting Squadron Leader is strongly recommended." (S/L W.H. McIntosh).

Subsequent to the unveiling of the Memorial Plaque in Warsaw, the British Ambassador to

Poland reported to Ottawa:

The bronze tablet which had been brought from Canada to Poland by representatives of the United Polish Relief Fund had been placed in a wall of the Polish Military Hospital on one of the principal thoroughfares of Warsaw. The Polish authorities did everything possible to make the ceremony impressive. A guard of honour with a band was provided, and at the close, wreaths were laid by a party of the Warsaw Fire Brigade, and on behalf of the various Polish organizations. The actual unveiling was performed by the Deputy-Governor of the Department of Warsaw, who delivered a short speech. This was followed by a service and a sermon by the Chaplain of the Polish Army.

When he had finished, Mr. Morris McDougall of Ottawa, Canada, representing the United Polish Relief Fund, mounted the rostrum and stressed the sympathy felt in Canada for Poland. After Mr. McDougall had finished, I took his place on the rostrum and said that I wished to express gratitude on behalf of the Government of the Dominion of Canada for this demonstration of sympathy in the death of the five members of the Royal Canadian Air Force who had lost their lives when transporting penicillin to Poland, and that I was certain that the tribute paid to their memory would be deeply appreciated not only by the relatives of the aircrew, but also by the people of Canada as a whole.

Public Record Office Air 50/185 has the following Combat Report relating to his career with No.35 Squadron:

14/15 February 1943: Target, Cologne. Crew as follows: Captain - S/L Lane; Air Bomber - F/L Mack; Navigator, F/L Webster; 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). Bomb load was described as "2 x 4 Green Steady, 2 x 4 Med/Green Stars, 4 x 1,000 G.P."

On the night of the 14th/15th February 1943, a Halifax II Type "Y", Letter "U", Serial No.W7874 of 35 Squadron on Cologne - flares and bombs dropped, was attacked by Me.110 over Walcheren Island at 2110 hours, height 17,000 feet, I.A.S. 195 knots, course 290 Magnetic. Weather - clear, good visibility, 3/4 moon on port quarter, 10/10ths cloud below. No flak or searchlights.

1st Attack: Enemy aircraft first sighted dead astern at 400 yards and slightly below. Our rear gunner got in a short burst of approximately two seconds at 400 yards. Enemy aircraft replied at 300 yards approximately with a burst of cannon and machine gun fire. No strikes were observed on either side.

Evasive action was taken by Captain, turning and diving the Halifax. Stoppages in three guns were found at this stage.

2nd Attack: From astern and below, enemy aircraft firing short burst and Rear Gunner replying with remaining gun. Turning and diving evasive action shook off the enemy aircraft who was not seen again. Position 5141 North 0308 East. After shaking off the enemy aircraft the Captain of the aircraft lost height to gain security from the cloud, descending to 3,000 feet. Rear Gunner cleared the stoppages which were due to links jamming in the link chute.

No damage to our aircraft from encounter, no casualties, no claim made. Our aircraft had been previously hit by flak over target, damage from flak being to aileron and rudder.

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WEBSTER, S/L Eric Taylor (C1264) - **Air Force Cross** - No.9 SFTS - Award effective 28 May 1943 as per **Canada Gazette** of that date and AFRO 1459/43 dated 30 July 1943. Born in Montreal, 1 March 1916. Educated at Selwyn House, Lower Canada College, and Mount Allison University. Acquired a flying license. Enlisted at Trenton, 3 October 1939. Serving at No.9 SFTS from 9 January 1941 onwards. As of 1 December 1941 he had attained the rank of Flight Lieutenant. Promoted Squadron Leader, 1 June 1942. Promoted Wing Commander, 1 July 1943. Award presented 24 March 1944. Posted to Trenton, 7 September 1944. To Release Centre, 28 February 1945. To Lachine, 16 April 1945. Retired 7 August 1945. In postwar RCAF; W/C E.T. Taylor awarded Coronation Medal, 1953 (Honourary Wing Commander in Auxiliary). He settled in Sherbrooke where he became President of J.F. Mitchell and Company and established Eastern Townships Warehousing. Active in a variety of associations including Sherbrooke Hospital, Eastern Townships Protestant School Board, Bishops College School, Bishops University, and Stanstead Wesleyan College. He also farmed in North Hatley and was President of the Canadian Hereford Association. Died in Ottawa, 11 October 2003.

This officer, since October 1939, has completed approximately 1,400 flying hours, ninety percent of which were instructional. The performance of his flying duties has consistently been above average with a commendable absence of accidents, and his strict adherence to flying discipline, loyalty and devotion to duties at all times, together with his keen enthusiasm in instructional flying, have been a splendid example and inspiration to other Flying Instructors.

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WEBSTER, P/O Gavin Alexander (J11476) - **Commended for Valuable Services in the Air** - No.12 SFTS - Award effective 28 May 1943 as per **London Gazette** of that date, **Canada Gazette** dated 2 June 1943, and AFRO 1459/43 dated 30 July 1943. Born in East Kildonan,

Manitoba, 19 August 1915 as per RCAF Press Release reporting award of AFC. Home in Brandon or Tuxedo, Manitoba. Private Secretary to Minister of Education (Manitoba). Enlisted in Winnipeg, 27 June 1940. To No.1 ITS, 22 July 1940; graduated and promoted LAC, 16 September 1940 when posted to No.2 EFTS; graduated 19 November 1940 when posted to No.2 SFTS; graduated 28 January 1941 and promoted Sergeant). To Trenton, 29 January 1941. Posted to No.10 SFTS, 11 April 1941; commissioned 15 April 1942; to No.12 SFTS, 10 September 1942. Promoted Flying Officer, 15 October 1942. Promoted Flight Lieutenant, 15 May 1943. To No.3 Training Command, 23 May 1943; to No.12 SFTS again, 19 June 1943; to No.18 SFTS, 19 November 1943; to No.4 SFTS, 17 April 1945; to No.2 ACU, 15 June 1945; to No.5 Release Centre, 23 September 1945; to No.8 Repair Depot, 24 September 1945; to No.2 Air Command, 20 October 1945; to No.5 Release Centre, 25 November 1945; released 27 November 1945. Returned to service in rank of Squadron Leader, 13 September 1946 to 28 February 1948. Might have been a Flying Officer when Commended. Governor General's Records (RG.7 Group 26, Volume 57, File 190-I) has citation.

This officer has carried out his duties as a Flying Instructor in a most commendable manner. By his conscientiousness and devotion to duty he has been an inspiration to instructors and pupils alike and has been of great assistance to his superiors. Pilot Officer Webster has completed 1,246 flying instructional hours since April 1941, with a total of 1,400 hours.

WEBSTER, F/L Gavin Alexander (J11476) - **Air Force Cross** - No.18 SFTS - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Award presented 8 November 1945. Governor General's Records (RG.7 Group 26, Vol.59, file 190-I, dossier 7) has citation. When recommended he had flown 2,200 hours, 1,700 as instructor, 140 in past six months.

This officer was responsible for organizing the recently formed examining flight at his unit into an extremely efficient and smooth running organization, resulting in a very high standard of flying for both instructors and pupils. Throughout his four years as an instructor he has displayed great keenness and diligence. The example set by him has contributed in no small way to the success of the British Commonwealth Air Training Plan.

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WEBSTER, F/O Melvin Douglas (J11598) - **Distinguished Flying Cross** - No.50 Squadron - Award effective 30 November 1943 as per **London Gazette** dated 10 December 1943 and AFRO 297/44 dated 11 February 1944. Born 19 June 1920. Home in Montreal; enlisted there 23 June 1941 and posted to No.1 Manning Depot. To No.4 WS, 27 September 1941; promoted LAC, 29 October 1941; graduated 10 April 1942 and posted next day to No.3 BGS; graduated and promoted Sergeant, 11 May 1942; commission subsequently backdated to 11 May 1942. To "Y" Depot, 12 May 1942/ To RAF overseas, 5 June 1942. Promoted Flying Officer, 11

November 1942. Promoted Flight Lieutenant, 11 May 1944. He appears to have been repatriated in October 1944 but returned overseas , 22 October 1944; repatriated again on 18 June 1945. To Debert, 19 June 1945. Released 18 October 1945. Worked for CNR for 50 years. Award sent by registered mail 30 September 1948. Died in Oakville, Ontario, 4 December 2005. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty."

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WEBSTER, F/O Reginald Clive (J36339) - **Distinguished Flying Cross** - No.10 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 25 May 1945 and AFRO 1291/45 dated 10 August 1945. Born 11 November 1921. Home in Toronto; enlisted in Montreal, 29 July 1942. Granted Leave Without Pay until 5 November 1942 when posted to No.5 Manning Depot. To Mountain View, 21 January 1943. To No.6 ITS, 6 February 1943; graduated and promoted LAC, 16 April 1943; to No.4 AOS, 15 May 1943; graduated and commissioned 1 October 1943). To "Y" Depot, Halifax, 15 October 1943; taken on strength of No.3 Personnel Reception Centre, Bournemouth, 21 October 1943; repatriated 9 February 1945; to No.1 Air Command, 26 February 1945; to No.16 SFTS, 18 April 1945; to No.4 Release Centre, 31 July 1945; released 2 August 1945. Award presented Toronto, 30 November 1949.

This officer has completed numerous operational sorties, the majority of which have been against heavily defended targets in Germany. On one occasion in September 1944 he was navigator in an aircraft detailed for an attack against Gelsenkirchen. On approaching the target area his aircraft was subjected to heavy anti-aircraft fire and in consequence sustained damage and was driven off track. By cool and accurate navigation Flying Officer Webster enabled his captain to reach the target and complete the mission successfully. Flying Officer Webster is a highly skilled navigator whose coolness and determination in the face of the enemy has always been outstanding.

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WEBSTER, F/L William Vance Hunter (J17941) - **Distinguished Flying Cross** - No.192 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945. Born 27 December 1918. Home in Toronto; enlisted there 12 February 1941. To No.1 Manning Depot, 16 February 1941. To No.4 Manning Depot, 2 April 1941. To No.3 Training Command, 20 April 1941. To No.3 ITS, 8 June 1941; graduated and promoted LAC, 14 July 1941 when posted to No.20 EFTS; graduated 13 September 1941 when posted to No.13 SFTS; graduated 19 December 1941 and promoted Sergeant. 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 1 July 1943. Promoted Flying Officer, 1 January 1944. Promoted Flight Lieutenant, date uncertain. Repatriated 27 November 1944. To "Y" Depot, 29 December 1944; to No.4 Release

Centre, 31 August 1945; released 5 September 1945 Award presented 17 May 1948. RCAF photos PL-32292 (ex UK-14600) and PL-32293 (ex UK-14601), both dated 7 September 1944 show F/O V.S. Webster of Toronto (administrative officer with No.6 Group, RFC/RAF veteran of the First World War) with his son, F/L W.V. Webster “who has just completed his first tour of operational flying with an RAF squadron.”

Flight Lieutenant Webster has completed his first tour of operational duty. He has always displayed exceptional determination to complete his missions. On one occasion during a sortie to Stuttgart his aircraft was attacked by two enemy fighters. By the skill and determined action of this officer, in co-operation with his crew, one was driven off, the other probably destroyed, and the mission completed. His cool courage and devotion to duty have always been of the highest order.

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WEEDEN, F/O Henry John (J26419) - **Distinguished Flying Cross** - No.8 Squadron, RAF - Award effective 25 September 1945 as per **London Gazette** of that date and AFRO 903/46 dated 20 September 1946. Born 8 January 1919. Home in Halifax; enlisted there 13 September 1939 for General Duties and posted that date to No.5 (BR) Squadron as a clerk. Promoted AC1, 13 March 1940. Promoted LAC, 1 October 1940. Promoted Corporal, 1 January 1941. Reclassified as Clerk/Stenographer, 1 March 1941. Promoted Sergeant, 1 May 1941. Remustered for aircrew training, 6 June 1942 when posted to No.3 ITS; graduated 12 September 1942 when posted to No.13 EFTS; ceased training and posted to No.1 Composite Training School, 1 October 1942; to No.6 BGS, 24 October 1942; graduated 27 December 1942 when posted to No.8 AOS; graduated and commissioned 14 May 1943. Posted that date to No.31 GRS. To No.5 Manning Depot, 23 July 1943; to No.111 OTU, Nassau, 1 August 1943; to No.45 Group (Ferry) Command, date uncertain; promoted Flying Officer, 14 November 1943; to UK, 19 December 1943. Remained in postwar RCAF (11610) and promoted Flight Lieutenant, 1 January 1950. Promoted Squadron Leader, 1955. Award presented in Montreal, 25 November 1949. Photo PL-48248 shows him after investiture. Rejoined RCAF, 1 January 1950 and attained rank of Squadron Leader. Served with No.426 Squadron at Dorval. Died in London, Ontario, 15 September 2002. Photo PL-46319 shows him.

Flying Officer Weedon has completed much operational flying as navigator and has displayed outstanding enthusiasm and courage. Despite adverse weather and difficult navigational conditions, his skill and tenacity of purpose have contributed in a large measure to the successes achieved.

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WEEDON, S/L Philip George (J10519) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 30 November 1943 as per **London Gazette** dated 7 December 1943 and AFRO

166/44 dated 28 January 1944. Born 27 November 1921. Home in Paddockwood, Saskatchewan; enlisted in Saskatoon, 11 March 1941. To No.2 Manning Depot, 5 June 1941. To No.2 ITS, 26 July 1941; graduated and promoted LAC, 13 September 1941 when posted to No.15 EFTS; graduated 7 November 1941 when posted to No.11 SFTS; graduated and commissioned 27 February 1942. To "Y" Depot, Halifax, 28 February 1942; to RAF overseas, 19 March 1942. Promoted Flying Officer, 1 October 1942; promoted Flight Lieutenant, 14 June 1943; made Acting Squadron Leader, date uncertain; confirmed in that rank, 24 July 1944. Repatriated 28 November 1944. To Debert, 19 June 1945; to Greenwood, 6 October 1945; to No.1 Release Centre, 19 February 1946; released 26 February 1946. Died in Edmonton, 13 December 2007 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2008. Photo PL-22444 shows W/C M.M. Fleming, G/C D.A.R. Bradshaw and S/L Philip G. Weedon. RCAF photo PL-28023 (ex UK-8838 dated 17 March 1944) shows him alone. Award presented 6 November 1948.

This officer has participated in many day and night attacks against some of the enemy's most heavily defended targets. He has flown with conspicuous gallantry and outstanding skill, setting a praiseworthy example of courage, determination and devotion to duty. On one occasion during an attack on Dortmund his aircraft was severely damaged by incendiaries and certain petrol lines were severed. Squadron Leader Weedon flew his aircraft back on three engines, making a successful crash landing without injury to his crew.

The website "Lost Bombers" describes a May 1943 incident, aboard Halifax BB384, one of two aircraft of No.419 Squadron lost that night (the other being JB862). Airborne 2301 hours, 23 May 1943 from Middleton St.George. On return, crash-landed, due to lack of fuel at Dinsdale, just two miles from the airfield. No injuries reported. Crew were F/O P.G.Weedon, RCAF (later awarded DFC), Sergeant C.W.Nevins, RCAF (later commissioned and awarded DFC), F/O P.Campbell (later awarded DFC), F/O R.K.Shields, RCAF, Sergeant M. Wigelsworth, Sergeant S.Poole and Sergeant D.G.Plyley.

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WEEKS, Sergeant Donald Edgar (R84839) - **Mention in Despatches** - Linton-on-Ouse - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 8 March 1917. Home in Lynfield, New Brunswick; enlisted Moncton, 28 February 1941 as wireless mechanic and posted to No.1 Manning Depot. To Embarkation Depot, 20 May 1941. Posted to RAF overseas, 29 June 1941. Attained rank of Sergeant, 1 October 1942. Repatriated 15 February 1945. To Moncton, 26 February 1945. To No.1 Release Centre, 1 May 1945. Released 5 May 1945. AFRO gives unit as No.62 Base; DHist file 181.009 D.1658 (PAC RG.24 Vol.20605) identifies trade as WEM, recommended 24 August 1944 as follows:

This Non-commissioned officer, performing the duties of a Sergeant in charge of

Station Headquarters Signals, has discharged his duties with singular effort and diligence. He displays the greatest possible interest in station activities and devotes considerable time in his off duty hours to providing cinema and concert shows with necessary sound apparatus; this equipment he services and operates in the various messes each week. To a great degree the efficient operation of communication on the Station are due to the untiring efforts of this non-commissioned officer who in the diligent performance of his many duties serves as an excellent example to all with whom he comes in contact. Added to his noteworthy traits as a non-commissioned officer, he has in the past displayed great personal courage as when an aircraft of the squadron in which he was then serving crashed and caught fire, he, with two other airmen, extricated the bodies of the crew from the blazing wreckage.

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WEEKS, P/O Harvey Alexander (J19026) - **Distinguished Flying Cross** -No.617 Squadron - Award effective 19 June 1944 as per **London Gazette** dated 30 June 1944 and AFRO 1861/44 dated 25 August 1944. Born 10 December 1919. Home in Chilliwack, British Columbia; enlisted in Vancouver, 13 February 1941 and posted to No.1 Manning Depot. To No.7 SFTS, 7 April 1941 (guard). To No.2 WS, 22 June 1941; promoted LAC, 24 July 1941; graduated 7 December 1941; to Trenton, 9 December 1941; to No.5 BGS, 15 January 1942; graduated 16 February 1942 and promoted Sergeant). To "Y" Depot, Halifax, 17 February 1942; to RAF overseas, 12 March 1942. Commissioned 29 September 1943. Promoted Flying Officer, 23 March 1944. Repatriated 19 May 1945. To Western Air Command, 27 May 1945; to No.3 Repair Depot, 14 July 1945. To No.7 Reserve Equipment and Maintenance Unit, 1 November 1945. To No.8 Release Centre, 22 November 1945. Released 24 November 1945. Award presented in Chilliwack, 15 May 1948. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/9015 has recommendation dated 10 April 1944 when he had flown 46 sorties (302 hours 20 minutes), 27 October 1942 to 20 March 1944.

27 October 1942 - GARDENING (8.10)
6 November 1942 - Genoa (9.25)
9 November 1942 - Hamburg (5.40)
20 November 1942 - Turin (7.35)
28 November 1942 - Turin (7.50)
6 December 1942 - Mannheim (6.05)
8 December 1942 - Turin (8.30)
9 December 1942 - Turin (8.00)
20 December 1942 - Duisburg (4.15)
21 December 1942 - Munich (8.25)
5 January 1943 - Essen (1.50, DNCO)
13 January 1943 - Essen (4.25)

17 January 1943 - Berlin (7.20)
18 January 1943 - Berlin (9.20)
31 January 1943 - Hamburg (7.40)
2 February 1943 - Cologne (5.05)
11 February 1943 - Wilhelmshaven (5.05)
13 February 1943 - Lorient (2.25, DNCO)
14 February 1943 - Milan (9.20)
18 February 1943 - Wilhelmshaven (5.30)
21 February 1943 - Bremen (5.40)
26 February 1943 - Cologne (5.40)
28 February 1943 - St.Nazaire (5.55)
1 March 1943 - Berlin (6.55)
5 March 1943 - Essen (4.20)
8 March 1943 - Nuremburg (8.00)
9 March 1943 - Munich (7.20)
11 March 1943 - Stuttgart (6.20)

No.617 Squadron

16 May 1943 - Mohne Dam (3.00, DNCO)
15 July 1943 - San Paule d'Enza (9.55)
24 July 1943 - Leghorn (8.05)
29 July 1943 - Genoa (9.35)
16 September 1943 - Antheer Viaduct (12.00)
11 November 1943 - Antheer Viaduct (7.45)
16 December 1943 - Flixecourt (3.10)
20 December 1943 - Liege (4.00)
22 December 1943 - Special (3.05)
30 December 1943 - Flixecourt (3.20)
4 January 1944 - Freval (2.55)
21 January 1944 - Special (3.45)
25 January 1944 - Freval (3.50)
2 March 1944 - Albert (4.40)
4 March 1944 - St.Etienne (6.55)
10 March 1944 - St.Etienne (8.10)
15 March 1944 - Special (5.40)
16 March 1944 - Clermont Ferrand (7.10)
18 March 1944 - Bergerac (6.55)
20 March 1944 - Special (6.20)

Pilot Officer Weeks has completed 46 operational sorties as an Air Gunner. He has taken part in attacks against such heavily defended targets as Berlin, Essen, Hamburg and has several times been in action over northern Italy. He volunteered

to join a Special Duties squadron in March 1943 and has since then carried out 20 sorties against specially selected targets in occupied Europe. He has been operating continuously since October 1942 and his magnificent devotion to duty and complete disregard of danger when his aircraft has been heavily engaged have materially assisted in these successful attacks against the enemy. He has been a source of inspiration to the remainder of his crew and he is strongly recommended for the award of the Distinguished Flying Cross.

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WEEKS, F/O William Roland (J23840) - **Distinguished Flying Cross** - No.442 Squadron - Award effective 18 December 1944 as per **London Gazette** dated 29 December 1944 and AFRO 379/45 dated 2 March 1945. Born 10 January 1924. Home in Loggieville, New Brunswick; enlisted Moncton, 13 January 1942 and posted to No.5 Manning Depot. To No.9 SFTS, 27 March 1942 (guard). To No.5 ITS, 9 May 1942; graduated and promoted LAC, 4 July 1942 but not posted to No.4 EFTS until 29 August 1942; graduated 23 October 1942 and posted next day to No.13 SFTS; graduated and commissioned 19 February 1943. To No.1 OTU, Bagotville, 12 March 1943; to Western Air Command, 29 May 1943; to No.111 Squadron, 1 June 1943; to No.14 Squadron, 14 July 1943; promoted Flying Officer, 18 August 1943; to "Y" Depot, Halifax, 12 January 1944; to No.3 Personnel Reception Centre, Bournemouth, 21 January 1944. Credited with the following victories: **22 June 1944**, one Bf.109 destroyed; **27 July 1944**, one FW.190 damaged; **6 October 1944**, one FW.190 damaged. Completed tour with No.442 Squadron on 4 November 1944; unit diary credited him with 195 operational hours, 63 MET and 15 locomotives. Promoted Flight Lieutenant, 19 February 1945. Repatriation date uncertain. Released 20 August 1945. Attended and graduated from University of New Brunswick. Rejoined RCAF, 16 November 1950 (service number 33896). To No.421 Squadron, 1 April 1952; to Air Defence Command Headquarters, 17 July 1952; retired 7 November 1954. He then studied law and was, for almost 30 years, head of Mathematics at Chambly County High School (St. Lambert, Quebec). Died in Miramichi, New Brunswick, 16 March 2006. Shown in RCAF photo PL-28947 (ex UK-10213 dated 2 May 1944).

This officer has throughout a long operational tour consistently shown great determination, enthusiasm and devotion to duty. He has participated in a large number of dive bombing sorties and attacks against ground targets. He has also inflicted much damage to enemy transport including destruction or damage to sixty-three vehicles and damage to eleven locomotives. On one occasion he participated in the destruction of a large ammunition train. Another time he successfully attacked and destroyed a midget submarine. In combat he has destroyed one enemy aircraft and damaged two others.

NOTE: DHist file 181.009 D.2833 (RG.24 Volume 20632) has recommendation dated 26 October 1944 which bears comparison. As of that date he had flown 148 sorties (186 hours ten minutes):

Pilot Officer Weeks has completed 148 sorties against the enemy and at all times has proved himself to be a very determined and capable pilot, keen to attack the Hun in the air and on the ground. He has taken part in a large number of dive-bombing sorties and has never failed to press home his attacks. Against ground targets he has been particularly able, destroying and damaging 63 MET [Mechanical Enemy Transport] and accounting for eleven locomotives damaged. On one occasion he shared in the destruction of a large ammunition train, and on another he successfully attacked and destroyed a midget submarine. In combat he has destroyed one enemy aircraft and damaged two others. Pilot Officer Weeks has always been a valuable member of the squadron, and his influence has accounted for much of its success.

A pamphlet, **Canadian Spitfires, D-Day**, illustrates Spitfire IXc MK416 (Y2-D) and gives the following story:

Weeks was flying Y2-D on June 11, 1944 when he and his squadron encountered a group of Bf.109s. As each pilot tried to get into a favourable shooting position, Weeks found himself wingtip to wingtip with a 109. The German pilot, unperturbed, looked at Weeks and gave him a thumbs-down. As both aircraft slowed to a near stall, the Messerschmitt gave full throttle first, pulling itself in front of Weeks. The young Canadian filled the 109 with bullets and sent the presumptuous Jagdflieger into the ground. It was 442 Squadron's first victory of the war.

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WEICKER, F/L William Jacob Louis (J15301) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 293/45 dated 16 February 1945. Born 10 October 1915 in Edmonton, Alberta. Educated in Kitchener, Ontario where he was a store clerk and shipping clerk before the war. Learned to fly at Kitchener Flying Club, logging about 30 hours in 1938, 35 hours in 1939, and 45 hours in 1940. Home in Kitchener, Ontario; enlisted Hamilton, 28 October 1940 and posted to No.1 Manning Depot. To Station Trenton, 22 December 1940. To No.1 ITS, Toronto, 22 February 1941; graduated and promoted LAC on 29 March 1941; to No.12 EFTS, Goderich, 30 March 1941; to No.1 SFTS, Camp Borden, 10 June 1941; promoted Sergeant on graduation, 20 August 1941. To "Y" Depot, Halifax, 22 August 1941; to RAF Trainees Pool, 14 September 1941. Taken on strength of No.3 PRC, Bournemouth, 15 October 1941. To No.51 Group Pool, 26 October 1941. To No.2 AOS, 2 November 1941. To No.2 (O) AFU, 8 November 1941 (staff pilot duties). Commissioned 30 March 1942. Promoted Flying Officer, 1 October 1942. To No.23 OTU, 31 August 1943. To No.61 Base, 30 November 1943. Attached to No.1659 Conversion Unit, 29 December 1943 to 10 February 1944. To No.427 Squadron, 10 February 1944. Promoted Flight Lieutenant, 30 March 1944. To No.405 Squadron, 11 May 1944. Slightly

injured in motorcycle accident, Gransden Lodge, 8 July 1944. Embarked for Canada, 5 February 1945. Repatriated 6 February 1945. To No.1 Air Command, 14 February 1945; to No.16 SFTS, 8 April 1945; to Mount Hope (No.1 WS), 23 April 1945. To No.124 (Ferry) Squadron, 14 May 1945. Killed in crash of a Dakota at Estevan, Saskatchewan, 15 September 1946. Next of kin presented with DFC and Bar, 10 December 1947. His brother, Flight Sergeant Carl H. Weicker, had been killed in action, 16/17 March 1945 (navigator, No.100 Squadron, Lancaster PB117).

Now on his second tour of operational duty, this officer has taken part in many attacks against heavily defended targets in Germany. In August 1944, when returning from a sortie to Russelheim, his aircraft was attacked by an enemy fighter. The starboard elevator was severely damaged, causing the aircraft to fall into a steep dive. Regaining control, Flight Lieutenant Weicker, with fine airmanship, flew the damaged bomber safely back to base. An outstanding pilot, this officer has invariably displayed a high degree of courage, skill and initiative.

WEICKER, F/L William Jacob Louis, DFC (J15301) - **Bar to Distinguished Flying Cross** - No.405 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 13 April 1945 and AFRO 824/45 dated 18 May 1945.

This officer has completed two tours of operations which have included attacks against such heavily defended targets as Berlin, Essen and Stuttgart. He has always shown the utmost determination to reach and bomb his objective despite all enemy opposition. Since the award of the Distinguished Flying Cross Flight Lieutenant Weicker has continued to maintain a high standard of leadership, courage and devotion to duty.

Assessments are useful guide to his career. On 4 June 1943, at No.2 (O) AFU, he was described as having flown 1,100 hours 45 minutes (285 hours 25 minutes in previous six months). Report stated, "...has discharged the duties of deputy flight commander with every satisfaction. He is an above average staff pilot" (S/L E.K. Morton).

As early as 18 August 1943, Flying Training Command had recommended him for Pathfinder duties based on his performance at No.2 (O) AFU.

Two reports, both dated 26 January 1945, give figures as to his flying. One states he had flown, he 1,823 hours 55 minutes (216 hours 15 minutes in previous six months). The other gives his operational flying time - 62 sorties in two tours, 271 hours 45 minutes on operations. He was assessed as being a "capable and experienced operational pilot".

While waiting repatriation he gave an estimate of his flying times as follows: No.2 (O) AFU, 557 hours 40 minutes on Anson, Oxford and Lysander aircraft, 1941-42, 12 hours 40 minutes on Oxfords taking a Standard Beam Approach course, followed in 1942-43 by a further 487 hours on Ansons at No.2 (O) AFU. His conversion training in 1943 involved 58 hours 45 minutes on Halifaxes. He stated that overall he had flown 129 hours 40 minutes on Halifaxes and 266 hours

25 minutes on Lancasters, although in summarizing his flying by type he gave 271 hours 45 minutes (operations), 346 hours 50 minutes (training) and 1,044 hours five minutes "miscellaneous". His last sortie had been flown on 30 December 1944.

Public Record Office Air 50/248 has Combat Report for 26 August 1944 which bears upon his original DFC action. Aircraft was Lancaster III, O/405 (PB413) with Monica Visual (serviceable), time 0120 to 0125, height 18,000 feet, heading 224 T, position 49.30N 07.00E. Visibility good with 5/10 cloud below. No searchlights, flares or flak. First warning was fire from unseen aircraft which was dead astern or below, whereupon Weicker dove to starboard. Subsequently a "Boozier" warning came through. The fighter fired from 300 yards to 150 yards range. Rear Gunner was Warrant Officer J. Martin (trained at No.3 BGS and No.22 OTU); Mid-Upper Gunner was Flight Sergeant R.B. Nairn (trained at No.3 BGS and No.24 OTU). Aircraft lost 8,000 feet during engagement. Damage to bomber listed as follows: "H2S blister destroyed. Bomb doors and rear turret damaged. Starboard elevator and tail plane damaged." Casualties to crew described as follows: "Rear gunner injured; M/U, W/Air and Engineer bailed out." Narrative as follows:

Upon returning from Russelheim on the night of 25th/26th August 1944, at 0120/25 flying at 18,000 feet, on a heading of 224T at a position 4930 N 0700 E, Lancaster aircraft "O" serial number PB413 was attacked by an unidentified aircraft. Visibility during the encounter was good, with 5/10 cloud below. The first warning of the fighter's presence was tracer which enveloped the aircraft. Pilot dived steeply to starboard, trying to regain level flight after approximately 1,000 feet was lost. Due to damaged controls a further 7,000 feet was lost before aircraft was again in level flight. Approximately 15 seconds after starting the dive pilot instructed crew through intercom that aircraft was out of control. However, during this period three members of the crew, obviously under the impression that the aircraft would ultimately crash, abandoned the aircraft. They were Engineer using front escape hatch; the W/Air and the MUG using main entrance. The fighter was lost during evasive action and was not seen again.

Damage to our aircraft: H2S blister destroyed, bomb doors and rear turret damaged., starboard elevator and tail plane damaged. No damage to the fighter.

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WEIKEL, Sergeant Alfred Jay (R77595) - **Mention in Despatches** - No.4 Repair Depot - 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 at Absarokee, Montana, 6 November 1910. Educated in Nanton, Cranbrook, and Calgary. Ranch hand. Home in Lethbridge, Alberta; enlisted in Calgary, 21 November 1940. Airframe Mechanic, trained at School of Technical Training, St.Thomas, 25 January to 22 July 1941 when posted to No.4 Repair Depot. Promoted LAC, 7 September 1941; promoted Corporal, 1 December 1941; promoted Acting Sergeant, 5

December 1941; promoted Flight Sergeant, 1 January 1945. Posted to Scoudouc, 19 July 1945; to No.7 Release Centre, 27 September 1945; released 4 October 1945.

While in charge of various aircraft salvage operations this NCO has consistently proven his reliability, resourcefulness and keen devotion to duty. In one particularly difficult situation his display of efficiency won high commendation. Sergeant Weikel has at all times set an inspiring example to those who work under him.

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WEIR, F/O (now F/L) Clifford Wallace (J20358) - **Commended for Valuable Services in the Air** - No.6 Communications Flight (now NWAC) - Award effective 23 February 1946 as per **Canada Gazette** of that date and AFRO 280/46 dated 15 March 1946. Born 28 August 1912 in Dauphin, Manitoba where he was a policeman before enlisting. Enlisted in North Bay, Ontario, 15 September 1940. To No.2 WS, 13 October 1940. To No.2 ITS, 18 December 1940. Promoted LAC, 16 January 1941 and posted that date to No.2 Manning Depot; to No.14 EFTS, 23 January 1941; to No.2 Manning Depot, 17 March 1941; to No.7 SFTS, 10 April 1941; graduated and promoted Sergeant, 21 June 1941. To Trenton, 22 June 1941. To "P", 20 August 1941. To No.2 BGS, 25 September 1941. Promoted Flight Sergeant, 21 December 1941. Promoted WO2, 21 June 1942. Commissioned 7 October 1942. Promoted Flying Officer, 8 April 1943. Served overseas but returned to NWAC. Remained in postwar RCAF (service number 27170); Flying Officer as of 1 October 1946.. To Northwest Air Command, 3 June 1948; duties included command of the Para-Rescue School at Edmonton. Promoted Flight Lieutenant, 1 June 1949. To JSES (whatever that is, appears to be at Churchill), 16 July 1950. To Tactical Air Group, 28 November 1951. To Tactical Air Group, 28 November 1951. To No.408 Squadron, 31 August 1952, serving with that unit to 25 June 1955 (promoted Squadron Leader, 1 January 1953). Released 31 December 1957.

This officer has been employed as a captain in the Communications Flight for the past three years and is now serving as Officer Commanding Communications Section. His work as a bush pilot has been outstanding and was considered of the utmost value in the success of bush air operations carried out during joint Army-Air Force winter exercises north of Prince Albert during the past year.

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WEIR, WO2 Hugh Patterson (Can 144A) - **Mention in Despatches** - No.64 Base (AFRO gives unit only as "Overseas") - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. Born 25 July 1941. Home in Toronto; enlisted there 19 February 1936. Promoted LAC, 25 May 1938. Promoted Corporal, 1 February 1940. Promoted Sergeant, 1 June 1940. To No.1 BGS, 31 July 1940. Promoted Flight Sergeant, 1 January 1941. To No.132 (Fighter) Squadron, 19 January 1942. Promoted WO2, 1 September 1942. To No.1

BGS, 1 October 1942. To "Y" Depot, 1 October 1944. To United Kingdom, 13 October 1944. Promoted WO1, 1 March 1946. Repatriated to Canada, 7 July 1946. To No.1 Air Command, 10 July 1946. To Test and Development, Rockcliffe, 20 August 1946. Reverted to Sergeant, 1 October 1946 and assigned postwar number of 20800. DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation for a BEM dated 2 February 1945. Warrant Officer in charge of Power Plant Bay. Postwar technical NCO at St.Hubert; certificate mailed to him at Training Command Headquarters, 20 June 1949.

This Warrant Officer has done valuable work in organizing and efficiently maintaining the Power Plant Section of the Base Major Servicing Section. By his enthusiasm and ability he has assured a continued supply of power plants, sometimes under difficult circumstances, and thereby materially assisted the work of the Servicing Wings in providing serviceable aircraft for operational use. Warrant Officer Patterson on 13 January 1945, while off duty, led a party of men to crashed aircraft Lancaster X KB793, disregarding the probability of high explosives. Although the crew had previously baled out except the pilot, who was killed, his prompt action in arranging rescue facilities from a nearby unit, which arrived within minutes, was commendable and shows initiative which under different circumstances might have saved further loss of life.

WEIR, WO2 Hugh Patterson (Can 144A) - **Mention in Despatches** - Overseas - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946.

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WEIR, F/O James Allister (J24474) - **Distinguished Flying Cross** - No.415 Squadron - Award effective 19 December 1944 as per **London Gazette** of that date and AFRO 293/45 dated 16 February 1945. Born in Windsor, Ontario, 3 January 1922; home there; enlisted there 2 February 1942 and posted to No.1 Manning Depot. To No.1 ITS, 23 May 1942; promoted LAC, 17 July 1942; to No.7 EFTS, 15 August 1942; to No.5 SFTS, 24 October 1942; (graduated and commissioned 19 March 1943. To "Y" Depot, 2 April 1943; to RAF overseas, 7 April 1943. Promoted Flying Officer, 19 September 1943. Repatriated 15 November 1944. To No.1 Air Command, 17 January 1945. To Release Centre, 6 February 1945; released 28 March 1945. Served in postwar RCAF as a pilot in the Reserve (service number 85166), 1 April 1949 to 12 September 1951 while taking medical studies in Toronto (to Goose Bay, 13 June 1949; promoted Flight Lieutenant, 1 July 1950 when posted to No.424 Squadron). Subsequently he was a medical officer with Trans-Canada Airlines.

In October 1944, this officer piloted an aircraft detailed to attack Bochum. Early on the outward flight the port outer engine became defective but Flying Officer Weir continued his mission. Whilst over the enemy territory the aircraft was hit by anti-aircraft fire. One of the petrol tanks was pierced by fragments of shrapnel. A little later an enemy fighter closed in but by skilful manoeuvring the enemy

fighter was evaded. Whilst over the target the bomber was again hit by anti-aircraft fire. Nevertheless, Flying Officer Weir executed a successful bombing attack and afterwards flew the damaged aircraft to an airfield in this country. This officer has invariably displayed a high standard of skill, courage and resolution.

DHH file 181.009 D.1513 (Library and Archives Canada RG.24 vol.20600) has original recommendation by W/C J.C. Lecomte on drafted 26 October 1944 when he had flown 33 sorties (152 hours):

This officer was pilot of an aircraft detailed to attack Bochum in October 1944. On take-off the aircraft developed a strong vibration and when climb for bombing height was commenced it was found the port outer engine was not giving sufficient power. While flying in cloud the aircraft was struck by anti-aircraft fire and a petrol tank was holed besides other damage. Undaunted, he continued on and was hit again by flak and attacked by a fighter but by skilfully outmanoeuvring the attacker the aircraft sustained but slight damage from machine gun fire. In an effort to gain height, six five-hundred pound bombs were jettisoned but the maximum height obtainable was 6,000 feet below the briefed bombing height. However, he proceeded to the target and bombed with great accuracy. The aircraft was again hit by flak over the target and immediately after the port inner engine seized. Although petrol was very low he flew his badly damaged aircraft to a base in this country where he executed an excellent landing, the port outer engine seizing immediately on touch-down. Flying Officer Weir displayed exceptional skill, outstanding devotion to duty and great determination in successfully completing his operational mission under adverse conditions. Throughout his operational tour which he has completed, his keen and courageous spirit has been an outstanding example. It is most strongly recommended his efforts be rewarded by the immediate award of the Distinguished Flying Cross.

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WEIR, P/O Kenneth Shore (J87220) - **Distinguished Flying Cross** - No.12 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 17 November 1944 and AFRO 239/45 dated 9 February 1945. Born 5 June 1917. Home in Trail, British Columbia; enlisted in Toronto, 15 June 1942 and granted Leave Without Pay until 2 July 1942 when posted to No.1 Manning Depot. To No.4 Manning Depot, 27 August 1942. To No.5 ITS, 24 October 1942; promoted LAC, 23 January 1943; to No.1 BGS, 24 January 1943; to No.9 AOS, 15 May 1943; graduated and promoted Sergeant, 25 June 1943. To "Y" Depot, 9 July 1943. To United Kingdom, 15 July 1943. Commissioned 6 June 1944. Promoted Flying Officer, 6 December 1944. Served at No.85 OTU after his Bomber Command tour. Repatriated 5 August 1945. To No.8 Release Centre, 9 August 1945. Released 9 October 1945. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office document Air 2/8823 has

recommendation dated 14 August 1944 when he had flown 30 sorties (160 hours 20 minutes), 15 February to 8 August 1944.

15 February 1944 - Berlin
21 February 1944 - Stuttgart
24 February 1944 - Schweinfurt
1 March 1944 - Stuttgart
15 March 1944 - Stuttgart
22 March 1944 - Frankfurt
26 March 1944 - Essen
30 March 1944 - Nuremburg
18 April 1944 - GARDENING, Baltic
20 April 1944 - Cologne
24 April 1944 - Mannheim
26 April 1944 - Essen
9 May 1944 - Merville
10 May 1944 - Dieppe
19 May 1944 - Orleans
27 May 1944 - Aachen
4 June 1944 - Sangate
5 June 1944 - St.Martin
11 June 1944 - Evreux
14 June 1944 - Le Havre
24 June 1944 - Flers
12 July 1944 - Tours
18 July 1944 - Gelsenkirchen
18 July 1944 - Caen
20 July 1944 - Courtrai
28 July 1944 - Stuttgart
30 July 1944 - Caumont
2 August 1944 - Le Catelliers
5 August 1944 - Bleye
8 August 1944 - Aire sure Lys

Pilot Officer Weir, a Canadian Air Bomber, has now completed thirty most successful operations against the enemy, including attacks on many such targets as Berlin, Stuttgart, Hamburg, Frankfurt, Nuremburg and the Ruhr where fierce opposition has been encountered. In addition he has bombed many small but vital tactical targets in France demanding the utmost accuracy and skill on the part of the bomb aimer.

He has proved himself more than equal to his task, pressing home every attack with exceptional skill, which has only been equalled by his courage and devotion

to duty. He has been very largely responsible for the repeated successes achieved by his captain and crew and has set a shining example to the rest of the squadron.

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

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WEISBERG, FS Newton David (R109729, later J88303) - **Mention in Despatches** - Overseas - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. American citizen, born 23 October 1920. Home in Detroit. Enlisted Windsor, Ontario, 11 July 1941 and posted to No.4A Manning Depot. To No.1 WS, 20 August 1941; to No.13 SFTS, 10 September 1941 (non-flying duties). To No.3 ITS, 25 September 1941; promoted LAC, 7 November 1941; to No.21 EFTS, 21 November 1941; ceased training, 24 December 1941 and posted to Trenton; to No.6 BGS, 31 January 1942. Promoted Sergeant, 2 March 1942. To "Y" Depot, 3 March 1942. To RAF overseas, 17 March 1942. Promoted WO2, 2 March 1943. Promoted WO1, 2 September 1943. Commissioned 26 July 1944 (J88303). Repatriated 12 September 1944. To No.4 BGS, 12 November 1944. Promoted Flying Officer, 26 January 1945. To No.1 Composite Training School, 30 March 1945. To No.4 Release Centre, 4 November 1945. Released 13 November 1945. No citation in AFRO.

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WEISER, F/O William (J10822) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 4 October 1943 as per **London Gazette** dated 15 October 1943 and AFRO 2610/43 dated 17 December 1943. Born in Newark, New Jersey, 6 March 1919. Home in The Bronx, New York. Enlisted in Ottawa, 9 June 1941. Trained at No.1 ITS (graduated 25 September 1941), No.20 EFTS (graduated 5 December 1941) and No.16 SFTS (graduated 27 March 1942). DFC and Bar both presented by King George VI, 11 August 1944. Repatriated to Canada, 1944, serving with both Western and Eastern Air Command; remained in postwar RCAF, rising to Air Commodore by June 1963 (service number 19688). Postings included CEPE (1947), US Armed Forces Staff College (1947-48), AFHQ (1948-50), CJS Washington (October 1950-August 1952), Training Command Headquarters at Trenton (1952-53), No.2 Fighter Wing in Grostenquin (July 1953-October 1955), Air Defence Command Headquarters (October 1955-October 1959), AFHQ (1959-63), and NORAD. Awarded Queen's Coronation Medal, 23 October 1953. Retired 16 June 1970, retiring to Welland, Ontario.

Flying Officer Weiser has flown on operations against some of the enemy's most important targets, and has always displayed great determination to complete his mission successfully. By his courage and devotion to duty he has set an excellent example to his crew.

WEISER, S/L William, DFC (J10822) - **Bar to Distinguished Flying Cross** - No.405 Squadron

- Award effective 10 May 1944 as per **London Gazette** dated 23 May 1944 and AFRO 1380/44 dated 30 June 1944.

This officer has completed two tours of operational duties. Most of the sorties completed by him have been accomplished in the face of heavy enemy action over such targets as Berlin, Hamburg and Essen. As a flight commander Squadron Leader Weiser has displayed skill, courage and devotion to duty of a high order. His enthusiasm and organizational ability have been valuable assets to his squadron.

WEISER, W/C William, DFC (J10822) - **Member, Order of the British Empire** - WAC Headquarters - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Award sent by registered mail April 1948.

This officer as Staff Officer Training, Western Air Command, has been responsible for the training of three heavy Operational Training Units in this Command. He has consistently worked beyond normal hours in perfecting a system of training to cope with weather and terrain difficulties experienced on this coast. By his own example, energy and devotion to the service, he has been an inspiration to all personnel associated with him.

Public Record Office Air 50/248 has the following Combat Report relevant to his operations for night of 23/24 November 1943 (target Berlin, Lancaster V/405, JA974). Crew included F/L William Weiser (captain), Flight Lieutenant Glenmore Benjamin Ellwood (navigator), Pilot Officer Frank Cousins, RAF (Bomb Aimer), Pilot Officer Meyer (Wireless Operator), Pilot Officer Lloyd Gerrard Coburn (Mid-Upper Gunner), Flying Officer Henry Cecil Banks (Rear Gunner) and Flight Sergeant Andrew Christian Sondergaard (Flight Engineer).

On the night of 23//24 November 1943, at position 52.33 North 09.40 East, heading 250 degrees True, I.A.S. 168 knots, height 20,000 feet, our aircraft, Lancaster "V", JA974, 405 RCAF Squadron, was attacked by an unidentified enemy aircraft. The attack came from starboard quarter down at a range of 300 yards. One short burst was fired by enemy aircraft at 300 yards. Our rear gunner did not open fire. The evasive action taken was a corkscrew to starboard. The enemy aircraft was lost and seen no more. No damage was sustained by our aircraft. The attack took place cloudy night naze, no moon, there was no flak or searchlights cooperating. Monica gave first indication of attack. There is no damage claimed to enemy fighter.

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WELCH, F/O George Alfred (J28165) - **Mention in Despatches** - Overseas - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 4 November 1922. Home in London, Ontario; enlisted Hamilton, 11 June 1942 and posted to

No.1 Manning Depot. To No.5 ITS, 26 September 1942; promoted LAC, 5 December 1942; to No.13 EFTS, 29 December 1942; to No.2 SFTS, 20 March 1943; graduated and commissioned 9 July 1943. To "Y" Depot, 23 July 1943; to United Kingdom, 2 August 1943. Promoted Flying Officer, 9 January 1944. Repatriated 5 August 1945. To No.1 Air Command, 10 August 1945. To Station Mountain View, 11 September 1945. Released 29 September 1945.

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WELCH, FS Howard Robert (R115098, later J18648) - **Distinguished Flying Medal** - No.405 Squadron - Award effective 1 September 1943 as per **London Gazette** dated 10 September 1943 and AFRO 2322/43 dated 12 November 1943. Born 4 February 1922. Home in Belleville, Ontario; enlisted Toronto, 14 July 1941 and posted to No.1 Manning Depot. To No.4 WS, 27 September 1941; promoted LAC, 29 October 1941. Posted to Trenton, 9 December 1941; to No.4 BGS, 14 February 1942. Graduated and promoted Sergeant, 16 March 1942. To "Y" Depot, 17 March 1942. To RAF overseas, 30 April 1942. Commissioned with effect from 11 July 1943 (J18648). Promoted Flying Officer, 11 January 1944. Invested with award by King George VI, 29 February 1944. Repatriated 9 February 1945. To No.1 Air Command, 21 February 1945. To No.4 Release Centre, 28 March 1945. Released 4 April 1945. Died in Belleville, Ontario, 28 July 2005. RCAF photo PL-26665 (ex UK-8444 dated 3 March 1944) taken after investiture at Buckingham Palace - F/O R.J. Williams, DFM (Birkenhead, England), F/O L.M. Holtby, DFC (Hawksbury, Ontario), F/O G.S. McMenery, DFC (Hamilton), F/O H.W. [sic] Fenton, DFC (Ottawa) and P/O R.H. Welch, DFM (Belleville). RCAF photo PL-26669 (ex UK-8450 dated 3 March 1944) taken after investiture at Buckingham Palace - P/O R.H. Welch, DFM (Belleville), F/O G.S. McMenery, DFC (Hamilton), F/O L.M. Holtby, DFC (Hawksbury, Ontario), F/O H.W. Fenton, DFC (Ottawa).

This airman has participated in a large number of operational sorties against the enemy. He is a cool and efficient air gunner, who has always displayed the greatest keenness to take part in operations. Many of his operations have been attacks on the heavily defended industrial centres in the Ruhr and he has also taken part in minelaying sorties.

Note: As of 21 September 1943, G/C J.E. Fauquier was suggesting home leave for four members of a crew before they began an instructional tour. These were J17117 P/O G.S. McMenery (46 sorties), J16787 P/O H.W. Fenton (45 ½ sorties), J17565 P/O L.W. Holtby (46 sorties) and R115098 Flight Sergeant H.R. Welch (44 sorties). Request turned down - "Path Finder personnel will be required to complete a tour of non-operational duties before becoming eligible for special leave."

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WELCH, F/O John Alexander (J87445) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 25 May 1945 and AFRO 1291/45

dated 10 August 1945. Born 8 October 1911. Home in Thornloe, Ontario; enlisted Timmins, 28 July 1942. To No.2 Manning Depot, 25 August 1942. To No.3 WS, date uncertain; promoted LAC, 29 January 1943; to No.7 BGS, 6 August 1943; graduated and promoted Sergeant, 20 September 1943. To "Y" Depot, 4 October 1943. Taken on strength of No.3 PRC, Bournemouth, 8 October 1943. Commissioned 26 June 1944. Promoted Flying Officer, 26 December 1944. Repatriated 14 May 1945. To No.1 Air Command, 27 May 1945. To No.13 EFTS, 22 June 1945. To No.4 Release Centre, 3 September 1945. Released 8 September 1945, returning to Thornloe. Award presented 20 August 1949. Died in Toronto, 30 January 1996. 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 45 sorties (193 hours 40 minutes), 27 May 1944 to 14 February 1945.

27 May 1944 - Le Clipon (4.00)
4 June 1944 - Calais (3.40)
5 June 1944 - Merville (5.50)
6 June 1944 - Conde sur Loireau (5.45)
12 June 1944 - Arras (4.35)
15 June 1944 - Boulogne (4.10)
16 June 1944 - Sterkrade (4.40)
1 July 1944 - Biennais (4.25)
4 July 1944 - Biennais (4.15)
5 July 1944 - Biennais (4.15)
9 July 1944 - Mont Condon (3.45)
7 August 1944 - TOTALIZE (2.40)
12 August 1944 - La Pallice (5.25)
14 August 1944 - TRACTABLE (2.35)
18 August 1944 - Bremen (3.35)
25 August 1944 - Russelsheim (6.50)
26 August 1944 - Kiel (5.10)
11 September 1944 - Castrop Rauxel (3.20)
12 September 1944 - Wanne Eickel (3.25)
13 September 1944 - Nordstern (3.20)
20 September 1944 - Calais (2.05)
25 September 1944 - Calais (2.10)
30 September 1944 - Bottrop (3.20)
6 October 1944 - Sterkrade (3.05)
14 October 1944 - Duisburg (3.20)
28 October 1944 - Cologne (4.05)
29 October 1944 - Walcheren (2.05)
31 October 1944 - Cologne (4.05)
4 November 1944 - Bochum (3.45)
6 November 1944 - Gelsenkirchen (3.40)

11 November 1944 - Dortmund (4.10)
16 November 1944 - Julich (3.15)
18 November 1944 - Wanne Eickel (4.25)
12 December 1944 - Essen (4.20)
21 December 1944 - Cologne (4.05)
30 December 1944 - Cologne (4.10)
2 January 1945 - Nuremburg (6.15)
5 January 1945 - Hannover (4.20)
5 January 1945 - Royan (5.00)
22 January 1945 - Duisburg (3.50)
28 January 1945 - Stuttgart (5.50)
7 February 1945 - Cleve (3.50)
8 February 1945 - Politz (7.45)
12 February 1945 - Dresden (8.00)
14 February 1945 - Chemnitz

As a Wireless Air Gunner, Flying Officer Welch has displayed efficiency, reliability and a fine fighting spirit. He has engaged in numerous operational sorties, many of them against very heavily defended targets. Amongst those he has attacked are included Bremen, Cologne and Hannover. Flying Officer Welch has never failed to carry out his duties and has consistently demonstrated his eagerness to participate in operations whenever possible.

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WELDON, F/O George Arthur (J22042) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 24 May 1944 as per **London Gazette** dated 6 June 1944 and AFRO 1660/44 dated 4 August 1944. Born in Dartmouth, 28 January 1923. Home in Dartmouth, Nova Scotia; enlisted Halifax, 15 December 1941 and posted that date to No.1 Manning Depot. To No.5 ITS, 28 March 1942; promoted LAC, 23 May 1942; to No.13 EFTS, 4 July 1942; to No.2 SFTS, 29 August 1942; graduated and commissioned 18 December 1942. To "Y" Depot, 1 January 1943; to RAF overseas, 6 January 1943. Promoted Flying Officer, 18 June 1943. Promoted Flight Lieutenant, 18 December 1944. Repatriated 8 August 1945. To Moncton, 11 August 1945. To Air Navigation School, 20 November 1945. To Eastern Air Command, 26 January 1946. To Eastern Air Command Communications Flight, 29 January 1946. To No.1 Composite Training School, 10 April 1946. Released 11 September 1946. Attended Dalhousie University for one year, four years at University of Toronto (B.Sc. in Engineering) and University of Buffalo (MBA). Died in Halifax, 31 March 2011. Award sent by registered mail to Fonthill, Ontario, 17 September 1953. RCAF photo PL-28959 (ex UK-10225 dated 2 May 1944) shows F/O George Weldon (Dartmouth) and F/O Ben Scobie (Edmonton) after raid on Dusseldorf; Scobie was killed in action on 27 May 1944. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." DHist file 181.009 D.1729 (PAC RG.24 Vol.20607) has recommendation dated 20 March

1944 when he had flown 15 (draft citation) or 16 (form) trips, two unsuccessful (103 hours 55 minutes) although on two trips the duty had not been completed.

This officer has successfully completed fifteen bombing sorties on some of the most heavily defended targets. His courage and determination has always been of the highest order and on two occasions his skill at flying was responsible for the safe return of his aircraft after it had been heavily attacked over the target area. His enthusiasm to strike at the enemy has been outstanding and his fine record is considered worthy of commendation.

The sortie list was as follows:

29 September 1943 - Bochum (5.25)
3 October 1943 - Kassel (7.25)
8 October 1943 - Hanover (5.30)
23 October 1943 - Kassel (4.15, duty not carried out)
3 November 1943 - Dusseldorf (5.39)
22 November 1943 - Berlin (7.40)
25 November 1943 - Frankfurt (8.05)
26 November 1943 - Stuttgart (7.10)
3 December 1943 - Leipzig (8.35)
20 December 1943 - Frankfurt (7.15)
29 December 1943 - Berlin (8.00)
20 January 1944 - Berlin (3.25, duty not carried out)
15 February 1944 - Berlin (6.15)
6 March 1944 - Trappes (5.00)
7 March 1944 - Le Mans (5.40)
15 March 1944 - Leipzig (8.35)

RCAF Press Release No. 3553 dated 22 December 1943 from F/O Eggleston reads:

WITH THE RCAF BOMBER GROUP OVERSEAS: - When an enemy night fighter, identified as an ME-109 by the mid-upper gunner and rear gunner, attacked the Halifax bomber "N" for "Nan" from the Lion squadron of the RCAF Bomber Group, during an attack on the industrial city of Frankfurt, it almost proved fatal to four Canadian members of the crew.

"We were just making our run in on the target when the enemy night fighter attacked from dead astern", said F/O G.A. Weldon, Lake Road, Dartmouth, N.S., pilot of the aircraft.

"The rear gunner, an Englishman, gave him a burst of 400 rounds, but cannon shell from his fire put both our starboard engines out of commission, shot away

the hydraulics and D.R. compass, which made it a difficult job to keep the aircraft level. However, we made the run in successfully and dropped our bomb load on the aiming point," said Weldon.

"The fighter broke away on the port beam and I gave him a burst of 800 rounds", said Sgt. A.L. Litke, Fawcett, Alberta, rear gunner of the aircraft. "I could see tracer hitting him, but he disappeared before I could tell whether we had damaged him or not", Litke concluded.

Continuing the story of the attack the pilot said, "The flight engineer, an Englishman, managed to get the starboard outer engine going again and we "stooged" out over Germany at about 15,000 feet. Over the sea, the starboard outer conked out on us again and the rest of the way we were forced to fly on two engines at 3,000 feet."

"We realized there was little chance of reaching home base and consequently made for the first airfield we sighted. With the hydraulics u.s. from the enemy's fire, we were unable to get the wheels down, so I told the rest of the crew to get into crash position and prepare for a belly landing."

"We hit the deck with a terrific thud. The props gave way when we landed, but every one of us was able to walk away from the aircraft without injury. During the run down the runway, the rear gunner pulled the release on the rear turret doors and rolled out. Of course, we did not find this out until afterward, but luckily he got out of it without a scratch," Weldon said.

The other Canadian members of the crew were F/O D.R. Rand, navigator, 1845 West 11th Avenue, Vancouver, and F/S J. Heaton, bomb-aimer, Scarlett Road, Weston, Ontario.

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WELLS, F/O Edward Arnold (J86459) - **Distinguished Flying Cross** - No.226 Squadron - Award effective 18 January 1945 as per **London Gazette** dated 26 January 1945 and AFRO 471/45 dated 16 March 1945. Born 14 June 1917. Home in Vancouver; enlisted there 29 December 1941 and granted Leave Without Pay until 29 March 1942 when posted to No.3 Manning Depot. To No.15 SFTS (guard duty), 11 May 1942. To No.4 ITS, 6 June 1942; promoted LAC, 14 August 1942. To No.1 BGS, 12 September 1942; taken on strength of No.10 AOS, 7 November 1942. Graduated and promoted Sergeant, 5 March 1943. To No.34 OTU, 19 March 1943. To "Y" Depot, date not shown; to United Kingdom, 15 July 1943. Commissioned 20 April 1944. Promoted Flying Officer, 20 October 1944. Repatriated to Canada, 4 September 1945. Released 18 October 1945. Award presented at Government House, 24 January 1956. Postwar he lived in Edmonton, serving with No.418 Squadron, RCAF Auxiliary, 15 September

1946 to 1 June 1949 (service number 120029).

Flying Officer Wells has completed two tours of operational duty. He has taken part in attacks against a great variety of targets including flying bomb sites, enemy gun positions and troop concentrations. In August 1944 he was responsible for the formation obtaining hits on an important road/railway bridge at Venlo despite intense opposition from the ground defences. An outstanding navigator, this officer has invariably displayed a high degree of skill, keenness and courage in the performance of his duties.

NOTE: Public Records Office Air 2/9045 has recommendation dated 23 November 1944 when he had flown 82 sorties (178 hours 55 minutes) as a Navigator/Bomb Aimer. Text is more detailed than that published, although it jumps back and forth between Pilot Officer and Flying Officer in ascribing his rank:

Flying Officer Wells has now completed two operational tours comprising 82 operations against the enemy, bot by day and by night. He has been the leading Navigator/Bomb Aimer in the Wing Leader's aircraft on eight occasions. His operations have been carried out against a great variety of targets including flying bomb sites, gun positions, troop concentrations and high priority targets in support of the British Second Army.

On the 28th August 1944, in an attack on the road/railway bridge at Venlo he was responsible for the formation securing six direct hits on this very important target despite heavy and intense flak opposition from the ground defences. On another occasion whilst attacking a panzer concentration in Foret de Anglais, Pilot Officer Wells pressed home his attack with determination in spite of heavy anti-aircraft fire and all the bombs fell on the target.

During all his operations, Flying Officer Wells has shown outstanding skill, keenness and courage in his duties. His example to others has been of the greatest value in the squadron. He is therefore recommended for the non-immediate award of the Distinguished Flying Cross.

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WELLS, Sergeant Frederick John (R51274) - **Mention in Despatches** - No.21 Staging Unit - Award effective 14 November 1944 as per **Canada Gazette** of that date and AFRO 2684/44 dated 15 December 1944. Born 23 December 1911. Home possibly in Vancouver; enlisted Regina, 15 January 1940 as Wireless Electrical Mechanic. Promoted AC1, 15 April 1940. Promoted LAC, 1 October 1940. To No.3 SFTS, 2 December 1940. Promoted Corporal, 15 March 1941. To No.2 ITS, 22 April 1942. Promoted Sergeant, 1 August 1942. To No.3 Repair Depot, 23 September 1943. To No.149 Squadron, 5 October 1943. To Station Terrance, 25

November 1943, serving there to 31 March 1944. To No.21 Staging Unit, 27 June 1944. To Western Air Command Headquarters, 7 June 1945. Retained rank of Sergeant on 1 October 1946 when accepted in permanent postwar RCAF (service number 21033). Still in RCAF as of 1953. Cited with Sergeant Edward Howard Baker (which see), Sergeant Felix Londeau, Sergeant Henry Arnold Joseph Rosko, Sergeant Larus Scheving, Sergeant Michael George Svos, and Sergeant Ronald James Ward for a rescue of occupants of a crashed aircraft.

These Sergeants showed complete disregard for their own safety when assisting in the rescue of fourteen occupants of a large transport aircraft which crashed recently in British Columbia. The aircraft crashed in a wooded area, which had windfalls up to fifteen feet. In order to effect the rescue, they had to work within a few feet of the wreckage, where there was no chance of escape in the event of explosions, which occurred shortly after the rescue. As a result of their able work, eight of the occupants of the burning aircraft were saved. These airmen displayed outstanding courage and devotion to duty in the face of grave danger.

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WELLS, F/L Jack Clinton (J13780) - **Distinguished Flying Cross** - No.635 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 13 October 1944 and AFRO 2637/44 dated 8 December 1944. Born in Gleichen, Alberta, 5 March 1923 (5 February 1923 according to obituary). Home in Vancouver; enlisted in Calgary, 27 June 1941 and granted Leave Without Pay until 27 August 1941 when posted to No.3 Manning Depot. To No.5 BGS, 10 September 1941 (guard duty). To No.2 ITS, 10 October 1941. Promoted LAC, 5 December 1941. Posted to Trenton, 17 January 1942. Taken on strength of No.8 AOS, 31 January 1942; taken on strength of No.9 BGS, 9 May 1942; taken on strength of No.1 ANS, 4 July 1942; commissioned 21 August 1942; to No.1 BGS, 22 August 1942; to "Y" Depot, 9 October 1942; to RAF overseas, 27 October 1942. Promoted Flying Officer, 21 February 1943. Promoted Flight Lieutenant, 20 April 1944. Repatriated 28 October 1944. To No.5 OTU, 3 December 1944. To No.9 Release Centre, 16 September 1945; released 19 September 1945. After the war he first went to Klemtu on the coast to captain a fish packer, then on to Prince Rupert in 1949 as cold storage foreman for Royal Fisheries. In 1965 he joined the Canadian Coast Guard as deckhand on the **Alexander MacKenzie** out of Prince Rupert and worked his way to a Masters Home Trade certificate at Western Maritime Institute. He was relief master for the rescue cutters out of Victoria before going back to Prince Rupert for the new posting of Master of the **Point Henry** rescue cutter until his retirement in 1988. Moved to Aldergrove in 1982, then to Burnaby in 2009. Died in New Westminster, 20 June 2015. Obituary stated he had flown six missions on U-Boat patrol in the Bay of Biscay and Atlantic in Whitley aircraft, nine missions in main Force RAF Bomber Command (No.78 Squadron, Halifax aircraft) and 45 sorties with Pathfinder Force, RAF Bomber Command (Nos.35 and 635 Squadrons, Lancasters). 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 fortitude, courage and devotion to duty". Public Records Office Air 2/9025 has recommendation dated 19 July 1944 when he had flown 40 sorties

(209 hours 45 minutes), 27 March 1943 to 18 July 1944.

27 March 1943 - Rouen (4.0)
13 July 1943 - Aachen (5.50)
15 July 1943 - Montbeliard (7.50)
24 July 1943 - Hamburg (6.40)
25 July 1943 - Essen (5.40)
27 July 1943 - Hamburg (6.50)
29 July 1943 - Hamburg (4.50)
30 July 1943 - Remscheid (6.05)
2 August 1943 - Hamburg (6.05)
10 August 1943 - Nuremburg (8.00)
5 September 1943 - Mannheim (6.10)
8 September 1943 - Special target (3.00)
15 September 1943 - Montlucon (5.45)
16 September 1943 - Modane (7.00)
22 September 1943 - Hannover (5.30)
23 September 1943 - Mannheim (6.00)
17 November 1943 - Ludwigshafen (2.15)*
18 November 1943 - Ludwigshafen (6.30)
20 December 1943 - Frankfurt (5.30)5)
21 January 1944 - Magdeburg (6.30)
30 January 1944 - Berlin (6.15)
15 February 1944 - Berlin (6.35)
1 March 1944 - Stuttgart (6.15)
15 March 1944 - Stuttgart (6.50)
18 March 1944 - Frankfurt (4.45)
22 March 1944 - Frankfurt (1.20)*
24 March 1944 - Berlin (6.30)
30 March 1944 - Nuremburg (7.00)
1 May 1944 - Malines (2.45)
3 May 1944 - Montdidier (3.25)
6 May 1944 - Mantes (3.10)
19 May 1944 - Orleans (4.25)
28 May 1944 - Angers (4.25)*
31 May 1944 - Trappes (4.25)
3 June 1944 - Calais (1.50)
8 June 1944 - Alencon (4.35)
27 June 1944 - Neuville (3.30)
14 July 1944 - Revigny sur Ormain (7.40)
15 July 1944 - Nucourt (4.00)
18 July 1944 - Wesseling (4.00)

This officer has proved himself to be a Bomb Aimer of outstanding fortitude and skill. He has carried out a large number of operations against some of the most heavily defended targets in Germany including Berlin. His duties have called for a high degree of accuracy and judgement. He has risen to the occasion at all times and has produced outstanding results. He is deserving of the highest praise.

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WELLS, S/L Laurence Frank (J7518) - **Mention in Despatches** - Overseas - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. Born 12 November 1914. Home in Weston, Ontario; enlisted at Moncton, 25 November 1940 and posted to No.2 Manning Depot. To No.1 ANS, 23 December 1940 (non-flying duties). To No.2 ITS, 21 February 1941. Promoted LAC, 8 April 1941. Taken on strength of No.13 EFTS, 8 April 1941. Ceased training and posted to No.1 Manning Depot, 9 May 1941. Posted elsewhere, 12 May 1941. To No.2 ANS, 28 August 1941. Commissioned 11 September 1941. To "Y" Depot, 12 September 1941. To RAF overseas, 3 October 1941. Promoted Flying Officer, date uncertain; promoted Flight Lieutenant, 1 August 1942. Promoted Squadron Leader, 11 May 1944. Repatriated 31 March 1945. To No.1 Air Command, 22 April 1945. To Eastern Air Command, 15 May 1945. To Release Centre, 12 September 1945. Released 22 September 1945.

RCAF Press Release 4190 dated 1 October 1944 throws more light on his operational career:

Somewhere in Yugoslavia - A Royal Canadian Air Force officer huddled in a shallow slit trench in a Yugoslav cornfield. German aircraft were roaring low overhead. One bomb struck near enough to slam the officer against the side of the trench, throwing dirt in his face and temporarily deafening him. "That was too close," he observed to the wireless operator who shared the trench with him.

The attackers passed on. The officer got up, stepped out of the trench - and stumbled into a crater. The bomb had landed only four feet away. Only the fact that it had dug deep into the ploughed ground before exploding saved the pair in the trench.

That sort of experience is losing its novelty for Squadron Leader L.F. Wells of Humberview Crescent, Weston, Ontario. For three months, in command of an RAF party which operates airfields in Yugoslavia, he has been in the midst of the fantastic warfare being waged between the Germans and the Partisan forces of Marshal Tito. It is a game of cops and robbers played for keeps - a life of constant alarms, of hairs breath escapes, of impudent operations under the noses of the infuriated Germans.

"They really hate us", says Squadron Leader Wells. "They consider Yugoslavia is theirs, and it maddens them that we can operate a regular transport service into the

country.”

The air strips in the country serve a double purpose: military supplies are flown in to the Partisan forces, and wounded Partisans are evacuated to Allied hospitals. The service is sometimes interrupted, but never stopped, by German punitive expeditions. It is a see-saw struggle; driven from one strip, the RAF parties establish another somewhere else, and wait for the Partisans to recapture the original field from the constantly harried Germans.

“When the Germans come, they usually follow the same pattern,” Wells said. “First they send aircraft to bomb and strafe. Then come the parachutists, then tanks and armoured cars, and finally the infantry. All the time the Partisans keep sniping at them, cutting off small parties, slashing at their supplies and communications, and making their life miserable. Tito, with Allied help, is tying up some sizable German forces.”

Audacity is the guiding principle of the RAF parties. On one occasion Wells and his detachment retreated from their field under bombardment, with the Germans pressing in to encircle the position. The only way of escape was a little-known track through the mountains. Instead of taking it, they hid by the trail till nightfall, returned, put the strip in operation, and retreated again at daybreak.

“The country is tough for travelling on foot”, Wells says. “Once I walked three days, dawn till dark, escaping from our strip. When the guerillas won it back, I did the return trip by air in 12 minutes.”

No quarter is given and few prisoners are taken in the fighting which goes on in the wild Yugoslav mountains. Captured Partisans are lined up and shot with no questions asked. To give himself and his men an extra chance in case of capture, Wells had small Union Jacks stitched by a Yugoslav woman to the shoulders of their battle dress.

“The Partisans wear the same khaki battle dress we do, and I thought the Union Jacks might be handy in a pinch”, he explained. “If they see you’re British the Germans will take you prisoner, but they don’t waste much time about it and I wanted out identity to be noticeable.”

He told of an incident in which several British citizens and a Polish newspaperman were captured with a group of Partisans. “They were all lined up and the firing party marched out”, he said. “At the last moment, one of them shouted, ‘Is this the way you treat British prisoners?’ The NCO in charge of the firing party would have shot them anyway, but a German officer happened to overhear the words. They were sorted out on the spot; the Partisans were shot and

the British sent to a prison camp.”

The Partisans, Wells said, take superlative care of the British detachments, often endangering their own lives to keep them safe. “They try to keep us away from the fighting”, he added. “We keep our saddle bags packed with rations, ready to move at a moment’s notice. When we get word that it’s time to move out, they always provide a good-sized escort to guide us and run interference. And we always get the best of everything in the country.”

Stocky, powerfully built, a construction engineer before the war, Squadron Leader Wells frankly enjoys the thrill-packed life inside enemy lines. He was one of the first group of flying control officers to come overseas from Canada, serving in Africa and the Middle East for almost three years before the assignment to Yugoslavia.

RCAF Photo PL-42514 (13 March 1945) has the following caption: “Squadron Leader L.F. Wells, Weston, Ontario (Humberview Crescent) who has spent several months as a flying control officer with Marshal Tito’s Partisans in Yugoslavia. His task was to organize landing strips in ‘free’ Partisan territory on which aircraft carrying supplies for the Partisans could land, and from which they could take off again laden with Partisan wounded.”

RCAF Photo PL-42515 (13 March 1945) has the same caption.

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WELLS, F/L Ronald Gladstone (C22667) - **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 26 July 1911. Home in Sardis, British Columbia; enlisted in Vancouver, 18 January 1941. To Trenton, 1 March 1941. To No.18 EFTS, 11 April 1941. Promoted Sergeant, 12 April 1941, then granted indefinite leave and employed as an instructor. Taken back on RCAF strength, 12 September 1942 while at No.19 EFTS and with rank of WO2. To No.5 Manning Depot, 19 September 1942. To No.6 SFTS., 10 October 1942. Commissioned 31 December 1942. To No.1 Flying Instructor School, 22 January 1943. Promoted Flying Officer, 1 May 1943. To No.164 (Transport) Squadron, 25 May 1944. To Pennfield Ridge, 10 July 1944. Promoted Flight Lieutenant, 1 October 1944. To No.6 OTU, 14 September 1945. To Release Centre, 9 February 1946. Released 1 March 1946. Died at 100 Mile House, British Columbia, 16 April 2006 as per **Legion Magazine** of May/June 2007. As of recommendation he had flown 3,023 hours, 2,900 as instructor, 270 in previous six months. Award presented 6 May 1950.

This officer is an elementary instructor who has been attached to the flying staff of Transport Conversion Squadron since its inception. He is a cool and capable pilot whose air work has added considerably to the high standard of training carried out by this Unit. He has set a splendid record throughout his instructional

service.

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WELSH, F/O John Frederick (J26054) - **Distinguished Flying Cross** - No.254 Squadron - Award effective 3 November 1944 as per **London Gazette** of that date and AFRO 2637/44 dated 8 December 1944. Born 28 November 1920 in Vancouver; home there. Educated there - Dawson School (September 1926-June 1934) and Fairview High School (Sept 1934-January 1937). Worked as clerk and cashier in Vancouver, 1937-39, machinists apprentice in Edmonton, September to November 1939, working for his plumber-father. Enlisted there 20 June 1941 and posted to No.2A Manning Depot. To No.8 BGS, 21 July 1941 (guard). To No.4 ITS, 30 August 1941; graduated and promoted LAC, 24 September 1941; posted that date to No.5 EFTS; graduated 21 November 1941; posted next day to No.10 SFTS; graduated 13 March 1942 and promoted Sergeant. On strength of No.9 AOS, 1 June to 4 December 1942; No.1 General Reconnaissance School, 5 December 1942 to 2 April 1943; commissioned 28 December 1942. Attended No.32 OTU, Patricia Bay, 5 April to 25 June 1943 learning torpedo-bombing. Promoted Flying Officer, 28 June 1943. To "Y" Depot, 11 July 1943. To RAF Trainee Pool, 15 July 1943. Arrived in Britain 22 July 1943; attended No.132 OTU, 21 September to 14 December 1943; at No.1 Torpedo Training Unit, 14 December 1943 to 15 February 1944. On strength of No.254 Squadron, 16 February 1944 to 9 March 1945; promoted Flight Lieutenant, 28 December 1944. Flew 54 sorties (171 hours 35 minutes of operational time). Repatriated to Canada, 2 August 1945; released 9 October 1945. Award presented 27 March 1949. In heating and plumbing business in Vancouver after the war. Joined RCAF Primary Reserve, 1 September 1951. While taking refresher flying training he was killed at Granite Falls, Washington, 30 January 1952 (crash of Chipmunk CF-CYC; dual cross-country flight, Vancouver-Seattle-Vancouver with H. O'Reilly, civilian flying instructor, Aero Club of British Columbia, who was seriously injured).

Flying Officer Welsh is a highly skilled and courageous pilot who possesses qualities of a fine leader. In September 1944 he participated in an attack on the harbour at Den Helder. In spite of fierce anti-aircraft fire Flying Officer Welsh pressed home his attack to close range and obtained hits on his target. This officer has completed very many sorties.

Training: Assessed at interview of 12 March 1941 as "Clean cut lad. Very keen to join Air Force. While not having completed graduation from High School, appears to be intelligent and has personality. Believe he is equal to Graduation in knowledge; did well in school and is well recommended. Alert and observant. Recommended to take Canadian Legion course." Enlisted Vancouver 20 June 1941.

Attended No.4 ITS, Course No.34, 28 August to 24 September 1941 - 436 marks out of 500, placed 22 in class of 120. Courses and marks as follows: Mathematics (79/100), Armament, practical and oral (93/100), Signals (100/100), Sanitation and Hygiene (31/40), Drill (76/100),

Law and Discipline (57/100).

Attended No.5 EFTS, Course 39, 25 September to 21 November 1941 - 10 hours on Link, 75.20 on Tiger Moth (32.25 dual, 42.55 solo, 10.00 instruments). Placed 23 in class of 77 - Courses and marks in Ground School were: Airmanship (162/200); Airframes (58/100); Engines (69/100); Signals, Practical (100/100); Theory of Flight (67/100), Air Navigation (179/200), Armament , oral) (180/200); Officer qualities (120/200).

Attended No.10 SFTS, Course 43, 24 November 1941 to 13 March 1942. Flew Cranes - 57.20 dual day, 56.20 solo day, 7.55 dual night, 8.05 dual night, 20.45 on instruments, 26.00 in Link. Got 503/750 in air, though considered slow on instruments but tried hard. Courses and marks in Ground School as follows: Airmanship and Maintenance (127/200); Armament, written (78/100); Armament, practical (89/100); Navigation (126/150); Meteorology (34/50); Signals, written (46/50), Signals, practical (95/100).

On strength 9 AOS, 1 June 1942 to 4 December 1942.

Course at No.1 GRS, Summerside, 5 December 1942 to 2 April 1943. Ranked 17th out of 21, flew 37.05 hours by day.

Attended No.32 OTU, Course 17, 5 April to 25 June 1943. Logged 4.35 day dual on Oxford, 3.35 as first pilot (day) on Oxford, 1.30 dual (night) on Oxford; 61.25 day first pilot on Hampden, 5.50 day 2nd pilot on Hampden, 15.15 as first pilot (night) on Hampden. Dropped sticks of four bombs on 16 occasions; fired 200 rounds on ground, 200 rounds air-to-ground. Torpedo training consisted of six dummy torpedo drops, 18 aiming practices, 18 Light Torpedo Attacks. Ground Training was in following subjects:

Recce and coding: 75
Warship Recognition - 93
MV Recognition - 65
Aircraft recognition - 92
Armament - 78
Torpedos - 95
Signals - 72
Morse - 95
Aldis - Pass
Meteorology - 70
Tactics - 71

Assessed as "Above average results. This pupil has considerable ability, but he is inclined to waste his time."

No.132 OTU Report - on course 22 September to 15 December 1943. Courses and marks were:

Airmanship (246/300), Armament (243/300), Ship recognition (86/100), Navigation (162/200), Signals (76/100), General Flying (310/400), Applied Flying (157/200), Instrument Flying (200/250), Night Flying (78/100), Link (43/50), total 788/100. "A very good pupil who is very keen. Inclined to be overconfident". Time on aircraft - Beaufort (3.10 dual to 1st day solo, 6.55 dual, 2.05 solo; 2.20 to first night solo, 2.20 night dual in all; 40 minutes night solo; Beaufighter, 36.10 day solo and 13.15 night dual.

Notes: First sortie - 12 July 1944 - anti-shipping;

On 12 September 44 was attacking shore installations on island of Texel and harbour of Den Helder.

On a form dated 8 July 1945 he claimed to have flown 54 sorties, 171.35 operational hours plus 272.15 non-operational hours. Last sortie was 14 February 1945. Time on aircraft - Beaufort, 14.15, Beaufighter 399.00, Mosquito, 70.50; Oxford 9.35. Claimed two assessed torpedo hits on Anti-Shipping strikes.

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WELSMAN, F/O William Walter (J92181) - **Distinguished Flying Cross** - No.640 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 2 September 1911. Home in Toronto; enlisted there 22 July 1942. To No.1 Manning Depot, 27 August 1942. To No.9 SFTS, 23 October 1942 (non-flying duties). To No.1 ITS, 20 February 1943. Promoted LAC, 30 April 1943. Taken on strength of No.1 AOS, 5 June 1943; promoted Sergeant, 15 October 1943. To "Y" Depot, 29 October 1943. Taken on strength of No.3 PRC, Bournemouth, 31 October 1943. Commissioned 24 October 1944. Promoted Flying Officer, 29 April 1945. Repatriated 19 May 1945. To No.1 Air Command, 27 May 1945. To No.13 EFTS, 27 June 1945. To No.4 Release Centre, 6 August 1945. Released 14 August 1945. Award sent by registered mail 28 June 1949. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8750 has recommendation dated 6 April 1945 when he had flown 37 sorties (194 hours 21 minutes), 18/19 August 1944 to 15/16 March 1945.

18 August 1944 - Sterkrade (4.48)
24 August 1944 - Brest (5.08)
25 August 1944 - Watten (3.31)
27 August 1944 - Homberg (4.25)
9 September 1944 - Le Havre (4.08), abandoned as ordered.
10 September 1944 - ALVIS 2 (3.39)
12 September 1944 - Scholven (4.03)
13 September 1944 - Nordstern (4.20)
17 September 1944 - Boulogne (3.48)

25 September 1944 - Calais (3.47), abandoned as ordered
30 September 1944 - Bottrop (4.37)
7 October 1944 - Cleve (4.14)
9 October 1944 - Bochum (5.12)
14 October 1944 - Duisburg (4.43)
14 October 1944 - Duisburg (5.43)
25 October 1944 - Essen (5.15)
30 October 1944 - Cologne (5.53)
31 October 1944 - Cologne (4.54)
4 November 1944 - Bochum (4.47)
6 November 1944 - Gelsenkirchen (4.49)
21 November 1944 - Sterkrade (5.46)
17 December 1944 - Duisburg (6.00)
22 December 1944 - Bingen (5.43)
24 December 1944 - Essen/Mulheim (5.14)
27 December 1944 - Opladen (5.37)
30 December 1944 - Cologne (6.01)
22 January 1945 - Gelsenkirchen (5.20)
28 January 1945 - Stuttgart/Kornwestheim (7.30)
1 February 1945 - Mainz (6.12)
4 February 1945 - Gelsenkirchen (5.07)
7 February 1945 - Goch (5.52)
8 February 1945 - Wanne Eickel (5.20)
13 February 1945 - Bohlen (7.53)
14 February 1945 - Chemnitz (8.02)
12 March 1945 - Dortmund (5.28)
14 March 1945 - Homberg (5.50)
15 March 1945 - Hagen (5.42)

This officer has completed his first tour of operations as navigator in Bomber Command, having attacked such targets as Duisburg, Dortmund, Chemnitz, Essen and many others in the Ruhr area.

During his first operational sortie against Sterkrade on 18th August 1944, this navigator's aircraft had only just set course for the target when the starboard outer engine had to be feathered, causing the loss of important navigational equipment. The captain and crew decided to carry on to the objective in spite of these difficulties.

Pilot Officer Welsman did an excellent job in that he navigated his aircraft accurately to the target and back with the limited navigational aids at his disposal. For his fortitude, skill and devotion to duty I strongly recommend him for the award of the Distinguished Flying Cross.

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WELSTEAD, W/C William Gordon (C1276) - **Air Force Cross** - No. 1 Air Command - Award effective 21 April 1945 as per **Canada Gazette** of that date and AFRO 802/45 dated 11 May 1945 - Born in St.Catharines, 1912; educated there before studying forestry at University of Toronto. Enlisted at Camp Borden, 3 October 1939. With No.10 SFTS as of 5 March 1941. To No.12 SFTS, 20 March 1942. Promoted Squadron Leader, 1 June 1942. Promoted Wing Commander, 15 October 1942. To No.1 SFTS, 12 June 1943. To No.1 Air Command, 16 January 1944. Released 6 September 1945. Re-engaged as Wing Commander, 1 October 1946 (service number 19873). Promoted Group Captain, 1 August 1952. From 1952 to 1954 was Canadian Military Attache in Prague. Queen's Coronation Medal, 28 October 1953. Retired, 1976. Published a family history, **Some Welstead Roots**, 1980. Died in St.Catharines, Ontario, 30 January 1995. Award presented at Trenton, 17 December 1948. No citation in AFRO. Governor General's Records (RG.7 Group 26, Vol.58, file 190-I, dossier 6) has citation. When recommended he had flown 2,817 hours of which 1,476 were as instructor, 67 in previous six months.

This officer has served with distinction in the British Commonwealth Air Training Plan throughout its duration. As a flying instructor his work has been exemplary and as a Commanding Officer of a Service Flying Training School his ability and leadership have been an inspiration to all aircrew who have trained under him. His energetic and professional ability are worthy of the highest praise and his devotion to duty has been most commendable. This officer has contributed very greatly to flying training.

Caption for photo PL-38283 reads, "Formerly a flying instructor at Geraldton, Orillia and St. Catharines Flying Clubs, Wing Commander W.G. Welstead, AFC, 202 Faraday, Ottawa served with the RCAF from 1939 to 1946 and has recently rejoined th service. He will proceed to No.1 Air Command, Trenton, to supervise training of RCAF Auxiliary Squadrons. For the past year W/C Welstead has been Secretary-Manager of the Royal Canadian Flying Club Association. He attended the RCAF War Staff College in Toronto in 1944 and the Empire Central Flying School in England in 1944-45. During the war he instructed at Dauphin and Brandon, Manitoba and commanded the RCAF Stations at Camp Borden and Mohawk in Ontario.

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WENZEL, F/L Clifton Leonard (J22331) - **Distinguished Flying Cross** - No.78 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1507/45 dated 28 September 1945. Born 31 January 1922. Enlisted in Calgary, 9 January 1941 and posted to No.2 Manning Depot. To No.1 ANS, 20 February 1941 (guard). To No.2 ITS, 10 April 1941; graduated and promoted LAC, 15 May 1941 when posted to No.16 EFTS; graduated 13 July 1941 and posted next day to No.12 SFTS; graduated and promoted Sergeant, 25

September 1941). Posted to No.13 (Operational Training) Squadron, 26 September 1941; to Western Air Command, 23 December 1941; to No.1 ANS, 5 January 1942; commissioned 29 July 1942; to No.1 General Reconnaissance School, 7 August 1942; to "Y" Depot, 31 October 1942; to RAF overseas, 22 November 1942. Promoted Flying Officer, 29 January 1943. Promoted Flight Lieutenant, 29 July 1944. Date of repatriation and release uncertain. Joined RAF, 1947 (service number 59326) and awarded Air Force Cross, June 1949; transferred to RCAF, 16 July 1951 and was still serving (Squadron Leader, Auxiliary, service number 41388) as of 1965. Died 3 March 2011. No file found at DHist.

Flight Lieutenant Wenzel has always shown outstanding keenness for operations. He has attacked some of the most heavily defended targets in enemy territory with success. During one of his sorties, while over Essen, severe anti-aircraft fire was encountered which damaged his aircraft. Despite this the target was successfully attacked. On the homeward flight the aircraft became almost unmanageable due to the damage sustained. Nevertheless, it was flown back to this country where the crew were forced to abandon it as fire had broken out. This officer has always set his mind fearlessly on the task in hand and has proved to be a most gallant captain of aircraft.

NOTE: The Ottawa **Citizen** of 8 November 2005 reported under the headline "War Hero Finally Wins Longest Battle of his Life" that Wenzel had finally been awarded a full military pension that had long been denied to him. The case had been studied by the Canadian Forces Ombudsman (Yves Cote) whose report, **For the Sake of Fairness**, sided with Wenzel after the matter had been raised by Senator Michael Meighen and then referred to the ombudsman by the Minister of National Defence (Bill Graham). The issue apparently revolved around interpretation of whether his postwar activities (including RAF service and a role in the Canadian civil aviation industry) had been "in the public interest." The **Citizen** issue of 9 November 2005 continued with the story but also provided the following anecdote:

As the fireball that was his Halifax bomber exploded high above him, Clifton Wenzel thudded to safety on a neatly ploughed English country side on October 23, 1944.

His bomber had been struck four hours earlier by German anti-aircraft fire, but somehow Mr. Wenzel guided his disabled airplane, with its six other crew members, back to English airspace. During the flight, the left wing continued to flame and the words, "Cliff Wenzel, you're going to live" repeated themselves over and over in his head.

The first person Mr. Wenzel saw when he detached his parachute was the wife of an English vicar.

"Are you one of us ?" she asked. "I think so", he replied.

“Come in, I’ll make you a cup of tea”. But the vicar stepped out in front of his wife. “Hell, no, that’s not what he wants”, he said, thrusting half a glass of scotch at the downed, but safe, Canadian airman.

RCAF Press Release No. 1443 dated 11 December 1944 from “MacPherson” read as follows:

WITH CANADIANS FLYING IN THE RAF: -- F/O C.L. Wenzel of Edmonton (10241 – 107th Street), second tour pilot in a Halifax bomber squadron, and the six other members of his crew, five of them Canadians, have the highest regard for the parachute section on their station.

Wenzel, centre in the accompanying photographs napped by an RCAF cameraman, and F/S Frank Sonoski of Weston, Ontario, his wireless operator, and other crew mates have drawn replacements for those they lost when forced to bail out of their Halifax on return from a recent bombing mission.

The Halifax, R for Roger, was a veteran of 79 bombing missions when Wenzel lifted her and the heavy bomb load off the runway for a quick trip to Essen. Everything went along fine until just before R-Roger was about to give up her bombs over the target when her port wing was shattered by a flak burst. She listed to port and Wenzel had to hold her hard over to keep her on the bombing run.

Once rid of the bombs, Wenzel turned R-Roger’s nose back to England, but the veteran was hard hit. The air speed indicator became unserviceable and just as the Halifax was crossing the French coast, oil in the port inner engine dried up and Wenzel was unable to feather it. He pulled up the nose of the valiant warrior and slammed the throttles wide open.

The damaged engine was running wild and suddenly fire broke out around it. Wenzel pushed the button for the automatic fire extinguisher, but it failed to quench the flames and the skipper ordered the crew to don their parachutes.

R-Roger labored her way back to the English coast and Wenzel ordered his crew to bail out. When they had all left the aircraft, the skipper headed R-Roger out to sea in an attempt to prevent damage to little farms and villages on the English land below, and “hit the silk” himself.

Wenzel landed safely near a Vicarage and “it was the best time I ever had,” he remarked.

The balance of the crew landed nearby and police officers and a group of American soldiers in a jeep rounded them up. Only the rear gunner was injured,

sustaining a leg injury due to a hard landing.

R-Roger completed her eightieth bombing mission and ended her life in an open field not far from where members of her crew had landed.

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WERBISKI, FS Michael Nicholas (R134479, later J88666) - **Distinguished Flying Medal** - No.224 Squadron - Award effective 9 December 1943 as per **London Gazette** dated 24 December 1943 and AFRO 297/43 dated 11 February 1944. Born at Rockton, Manitoba, 17 September 1919, home there. Enlisted in Winnipeg, 15 October 1941 and posted to No.1 Manning Depot. To Mountain View, 22 November 1941. To No.4 Wireless School, 10 April 1942. Promoted LAC, 11 May 1942; to No.7 BGS, 24 October 1942; graduated and promoted Sergeant, 23 November 1942. To "Y" Depot, 7 December 1942; to No.31 Personnel Depot, 21 December 1942; to No.111 OTU, 23 December 1942. Date of posting overseas uncertain. Promoted Flight Sergeant, 23 May 1943. Promoted WO2, 23 November 1943. Commissioned 17 July 1944. Promoted Flying Officer, 17 January 1945. To No.111 OTU, 25 April 1945. Repatriated to Canada, 18 June 1945. To Release Centre, 24 June 1945. Retired 17 August 1945. Rejoined RCAF Supplementary Reserve in North Bay, 2 July 1953 as Radio Officer in rank of Flying Officer (service number 218564); released 21 September 1954. Died in Winnipeg, 27 January 2000. Invested with award by King George VI, 31 November 1944. Cited with FS A.P. Gibbs (RCAF - see above for citation) and F/O H. Sutherland (RAF, trained in Canada). See photo PL-26999 (ex UK-7375 dated 19 January 1944) showing (left to right) P/O A/B. Gibb (Vancouver), F/O J.M. Ketcheson (Trenton), FS E.E. Davison (Beachburg, Ontario), FS W.P. Foster (Guelph), FS D.H. Griese Beachburg) and FS M.N. Werbiski (Borketon, Manitoba), with squadron mascot, "Dinty". Photo PL-33887 shows him after investiture. PL-33890 shows him with F/O E.O. George, DFM.

Note: Public Record Office Air 2/5027 has original recommendation drafted 21 November 1943, reproduced in Ian Tavender, **The Distinguished Flying Medal Register for the Second World War** (Savannah, 2000):

Flight Sergeant Werbiski was front gunner in Flying Officer Sutherland's machine on 21st November 1943, on convoy cover. When the Captain attacked an He.177 by flying directly behind and above, Werbiski brought his guns to bear so accurately that he set the starboard engine of the He.177 heavily belching smoke. The He.177 jettisoned its bombs, broke off the attack, lost height and disappeared eastwards. Three more attacks were made against other He.177s on which Werbiski registered hits on each machine. From his position in the nose of the Liberator and being close over the rear of the He.177 which fired point-blank at him with cannon and machine gun fire, he was not perturbed in shooting and he was rewarded in observing hits on each enemy of four individual He.177s. His shooting with only a .5 inch gun speaks very highly of the accuracy and courage

displayed in such close proximity to enemy aircraft with no protection. His keenness for operations against the enemy is outstanding. The crew received congratulations from the Senior Naval Officer on completion of their combats which all took place over the top of the convoy amongst heavy flak from our own ships who seemed unable to distinguish friend from foe. It is impossible to estimate just how much serious damage to the convoy this brilliant action prevented. Strongly recommended for the immediate award of the Distinguished Flying Medal.

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WERNHAM, F/L James Chrystall (J6144) - **Mention in Despatches** - No.405 Squadron (deceased) - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born in Gourock, Scotland, 15 October 1917. Home in Winnipeg. Educated at Daniel McIntyre Collegiate, 1931-1933 (Senior Matriculation). Took courses in Accounting. Worked as a clerk for Imperial News, 1938, leaving for lack of opportunities. Worked as accountant for John Deere Plow Company, 1938-1940. Militia service with Winnipeg Grenadiers and 17th Field Battery. Hobby was stamp collecting. Interviewed 15 August 1940 and described as "Very fine appearance; nice manners, intelligent, should be first class observer material." Enlisted in Winnipeg, 10 October 1940. To No.2 SFTS, 9 November 1940. To No.1 ITS, 3 January 1941; graduated and promoted LAC, 3 February 1941 when posted to No.1 AOS; graduated 27 April 1941, having logged 64 hours 35 minutes in Ansons as first and second navigator, day and night; was eighth in a class of 40). To No.1 BGS, 27 April 1941; graduated 9 June 1941 and promoted Sergeant; while there described as "An intelligent man who absorbed instruction readily. Actually much better than his marks indicate. Was popular with the men and helpful to instructors". Flew 14.35 in Battles and daytime bombing exercises, 5.45 on daytime gunnery exercises). To No.1 ANS, 9 June 1941; graduated and commissioned 8 July 1941; placed 26th in a class of 111). Embarked from Canada, 27 July 1941. Arrived at No.3 PRC, Bournemouth, 4 August 1941. To No.19 OTU, 15 August 1941; to No.77 Squadron, 27 October 1941. To No.405 Squadron, 15 April 1942. Missing, 8/9 June 1942 (Prisoner of War) in Halifax W7708. promoted Flying Officer, 8 July 1942. Murdered 25 March 1944 following the mass escape from Stalag Luft III ("The Great Escape"). Certificate sent to his mother, 30 December 1948. No citation in AFRO.

He was in the crew of Halifax 7708, No.405 Squadron, shot down 8/9 June 1942. The crew consisted of F/L John Angus MacLean (RCAF, evaded, awarded DFC), Wernham, R68554 Sergeant William Cameron Kerr (Saskatoon), R51849 FS Gilbert Bailey Porter (Cater, Ontario; wife in UK), R59688 FS Harry Olsen (Winnipeg), 544866 Sergeant F. Shields, 997362 Sergeant W.J. Forbes. All RCAF became POWs except MacLean. Wernham went to Stalag Luft III on 15 June 1942 - one of the first inmates. He was last seen alive at Hirschburh, 29 March 1944.

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WERRY, Corporal Elmore William (R51871) - **Air Force Medal** - No.116 Squadron (Canada) - Award effective 1 January 1943 as per **Canada Gazette** dated 9 January 1943 and AFRO 55/43 dated 15 January 1943. Born in Brandon, Manitoba, 9 July 1908. Served in 18th Canadian Light Horse, 1 July 1928 to disbandment of unit. Educated to partial Senior Matriculation plus one year of technical training (automotive electrician). He listed numerous civil occupations - General Mechanic (six months), "Power Farmer" (seven years), miner (two years), mechanic and driver (six months), and driver (six months). Enlisted in Sudbury, 10 June 1940 as Aero Engine Mechanic. To No.2 Manning Depot, Brandon on enlistment. To School of Technical Training, St. Thomas, Ontario, 31 July 1940. Promoted AC1, 7 December 1940. To No.5 (BR) Squadron, Dartmouth, 11 December 1940. Trained in Morse code and qualified as Lewis Gunner with that squadron and applied to remuster as aircrew. Promoted LAC, 7 March 1941. To No.116 (BR) Squadron, 2 July 1941. Promoted Acting Corporal, 1 June 1942. On 8 July 1942 described as "Good reliable First Engineer on Catalina aircraft". Killed with five others, 9 December 1942 in the crash of Catalina ZZ136. Aircraft crashed just after take-off; body recovered before depth charges exploded. Award presented to next-of-kin by Governor General, 10 April 1943.

Corporal Werry has been with the squadron since its formation and has shown keen devotion to his duties at all times. His work during operational flights, both as engineer and gunner, is highly commendable, and the initiative taken on his part has been a fine example to younger members of the crew. He has a total of 817 flying hours, 657 of which have been on operational flights.

NOTE: Recommended by S/L M.S. Doyle, 5 October 1942. Total flying time recorded as 817 hours five, minutes, of which 657 hours 35 minutes had been on "war flights" and total "war flights" numbered 80.

Logbook on file reports his first flight was 31 December 1940 (test flight, 25 minutes, Stranraer 910, F/O G.M. Cook, No.5 Squadron). His first flight in a Catalina was with No.116 Squadron on 14 October 1941 (W/C Blanchard, 40 minute test flight, W8432). The longest flights were described as "OAS" (Outer Anti-Submarine patrol ?) including those of 5 November 1941 with S/L N.E. Small (13 hours 35 minutes by day and three hours 40 minutes by night, on Z2138), 22 November 1941 with S/L Small (15 hours 25 minutes by day, five hours five minutes by night, Z2138), 2 February 1942 with F/L G.M. Cook (13 hours 25 minutes by day, three hours by night, Z2138), 15 February 1942 with F/L G.M. Cook (13 hours by day, two hours 30 minutes by night, DP202), 1 March 1942 with F/L G.M. Cook (a sea search rather than "OAS", with F/L G.M. Cook, 14 hours 30 minutes by day and three hours 30 minutes by night, DP202, "for survivors of torpedoed freighter - none found"), 9 April 1942 with F/L G.M. Cook (17 hours ten minutes by day, three hours 24 minutes by night, W8432), 24 April 1942 with F/L G.M. Cook (18 hours 15 minutes by day, three hours 50 minutes by night; Z2140, practiced air-to-ground firing with bow gun). Several logbook entries suggest that he was also being given dual instruction (30 minutes on 6 May 1942, 45 minutes on 9 May 1942, two hours on 15 May 1942 during the course of a patrol that lasted 18 hours 55 minutes by day and two hours 40 minutes at night). On 28 July 1942 he was in a crew captained by P/O MacLennan which took Catalina

Z2137 to Squantum Naval Base, continuing on 29 July 1942 to Norfolk (Virginia) Naval Base, testing ASV radar there on 2 August 1942 and returning to Dartmouth on 5 August 1942. A sortie on 13 September 1942 with F/O MacLennan (DP202) lasted 14 hours 35 minutes and was noted, "Sighted sub - failed to make contact". As of 5 December 1942 (the last entry in the logbook) he had flown 923 hours 20 minutes (day) and 69 hours 35 minutes (night).

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WERTZLER, Sergeant Edward Eugene (R70619, later J85995) - **Distinguished Flying Medal** - No.460 Squadron - Award effective 12 January 1943 as per **London Gazette** dated 2 February 1943 and AFRO 272/43 dated 19 February 1943. Born 5 October 1919. Home in Red Deer, Alberta; enlisted Regina, 24 August 1940. To Eastern Air Command, 14 September 1941. To No.1 ITS, 12 October 1941; graduated and promoted LAC, 8 November 1940 when posted to No.1 WS; to No.4 BGS, 15 March 1941; graduated and promoted Sergeant, 14 April 1941 when posted to Embarkation Depot. To RAF overseas, 14 June 1941. Promoted Flight Sergeant, 1 December 1941. Promoted WO2, 30 June 1942. Promoted WO1, 30 May 1943. Commissioned 10 April 1944. Promoted Flying Officer, 10 October 1944. Repatriated 13 June 1945. Retired 7 September 1945. Invested with award by King George VI, 18 May 1943.

On the night of the 4th January 1943, this airman was the air bomber of an aircraft which attacked a target in the Ruhr. Shortly after leaving the target area the aircraft was attacked by an enemy fighter. Sergeant Wertzler was wounded in the right leg and although his turret became unserviceable, he resolutely manned his guns until the attacker was eventually shaken off. Meanwhile, a fire had broken out in the bomber, but Sergeant Wertzler put out the flames with extinguishers despite a painful injury in his eye caused by one of the extinguishers exploding accidentally. This airman has displayed great courage and initiative in harassing circumstances.

The website "Aircraft Accidents in Yorkshire" includes the following entries:

LANCASTER W4329 DAMAGED BY ENEMY AIRCRAFT, RETURNED TO BREIGHTON AIRFIELD - This aircraft took off from Breighton airfield at 17.15hrs on 21st December 1942 to bomb Munich. They bombed the target area at 21.14hrs from 10,000 feet and made for home. They spotted a Junkers Ju.88 at just after 23.00hrs which was in the process of making an approach to attack them. The pilot of the Lancaster put the aircraft into a diving turn to port. The Ju.88 followed them and made it's attack from 50 yards. The Lancaster was hit in the port wing and rudder in this action but the mid and rear gunners returned fire and strikes were seen to hit the Ju.88. The pilot of the Lancaster then flew into cloud and the Ju.88 was not seen again. A safe return to Breighton was made and they landed at 02.06hrs. The crew were as follows: Pilot - Flight Sergeant Peter Stuart Isaacson, DFM, RAAF (401068); Bomb Aimer - Sergeant Edward Eugene Wertzler, RCAF (R70619), of Red Deer, Alberta, or Regina, Saskatchewan; Navigator - Flight Sergeant Lawrence Matthew John Evans, RAAF (407735), of York, Western Australia;

Flight Engineer - Sergeant Clarence Askham, RAFVR (936478), of Armley, Leeds, Yorkshire; WOP/AG - Sergeant Erle Melville "Bill" Copley, RAAF (406434), of Perth, Australia; Air Gunner - Sergeant Joseph Grose, RAAF (416117), of Rose Park, South Australia; Air Gunner - Sergeant John Kenneth Swain, RAAF (407994), of Cammeray, New South Wales, Australia.

On 4/5 January 1943 this crew was flying operations to Essen in Lancaster W4818 when they were attacked by an enemy aircraft and Sgt Wertzler was wounded in both legs. The hydraulics operating the bomb bay were damaged as was its bomb release electrics and other areas of the fuselage were also damaged. The aircraft made a landing at Coltishall on return and the bomb aimer was admitted to hospital. It was his last operational flight and he was replaced in this crew. The above crew, plus others to make up a Lancaster crew, were posted to 156 Squadron PFF in late-January 1943. In Lancaster R5912 on operations to Berlin on 1 March 1943 with No.156 Squadron they were over the target and had just dropped their markers when incendiaries dropped from another aircraft above hit their Lancaster's mid-upper turret. The bombs lodged in the aircraft and jammed the elevator cables. The Lancaster then dived out of control but was eventually pulled out of its dive by P/O Isaacson with help from other members of the crew pulling on the control column. As a result of the high speed dive what was left of the mid-upper turret had broken away and the air speed indicator had stuck at its maximum limit. Joe Grose had got inside the aircraft after being wounded. The aircraft would not climb above 4,000 feet and the engines were not operating correctly. From Berlin they headed roughly west but uncertainly of their starting position drifted into the area of the Ruhr and all the ground defences that existed. The aircraft was flown from here, at roof-top height, through a barrage of searchlights and flak clear of the Ruhr. They crossed the North Sea and landed at Warboys where Joe Grose was hospitalised.

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WEST, Corporal Douglas Nelson (R169635) - **Mention in Despatches** - No.64 Base (AFRO gives only "Overseas") - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born 27 March 1917. Home in London, Ontario; enlisted there 16 June 1942. To No.5 Manning Depot, 19 July 1942. To No.5 SFTS, 11 September 1942 (guard). To No.1 ITS, 7 November 1942; graduated and promoted LAC, 22 January 1943. To No.7 AOS, 6 February 1943. To No.1 Manning Depot, 14 May 1943. To Rockcliffe, 4 June 1943. Classified as Clerk, 26 June 1943. To "Y" Depot, 28 June 1943. To United Kingdom, 15 July 1943. Repatriated 13 June 1945. To Scoudouc, 15 June 1945. To Halifax, 30 August 1945. Discharged 5 September 1945. No citation in AFRO. Had spent 14 months in Canada and 18 months overseas. Clerk in Operations Room. DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation sent to No.6 Group Headquarters, 2 February 1945.

This airman has shown remarkable zeal, energy and keenness for his work, far in excess of his duties. Although in a position with no apparent opportunities for promotion, he has consistently sought for ways to increase his service knowledge

and to apply that acquired knowledge to a cheerful and efficient prosecution of his duties.

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WEST, F/O James Watson (J39914) - **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 27 June 1924 in Hopewell, New Brunswick; attended Riverside Consolidated School; enlisted Moncton, 20 July 1942. To No.5 Manning Depot, 16 August 1942. To No.9 BGS. To No.3 ITS, 20 February 1943; graduated and promoted LAC, 30 April 1943; To No.11 EFTS, 1 May 1943; ceased training, 16 June 1943 and posted to No.5 Manning Depot; to No.4 BGS, 10 July 1943; graduated 13 November 1943 when posted to No.4 AOS; graduated and commissioned, 23 December 1943; to "Y" Depot, Lachine, 14 January 1944. To No.2 Aircrew Graduate Training School, 16 January 1944. To "Y" Depot, Lachine again, 27 February 1944. Taken on strength of No.3 PRC, Bournemouth, 10 April 1944. Promoted Flying Officer, 23 June 1944. Repatriated 5 August 1945. To No.1 Release Centre, 9 August 1945. Retired 16 September 1945. Postwar salesman. Died at Hopewell, Albert County, New Brunswick, 4 March 2017. Award sent by registered mail 28 June 1949. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1746 (PAC RG.24 Vol.20608) has recommendation dated 19 April 1945 when he had flown 29 sorties (188 hours 50 minutes); recommendation read:

This man has proven himself a very good, resourceful and efficient bomb aimer. His tour included the bombing of many heavily defended targets, i.e. Magdeburg, Hanover, Hamburg and Munster. This man at all times has been a co-operative crew member and has lent his whole-hearted aid to both pilot and navigator.

The sortie list was as follows:

5 January 1945 - Hanover (6.00)
6 January 1945 - Hanau (7.05)
13 January 1945 - Saarbrucken (7.35)
14 January 1945 - Grevenbroich (6.35)
16 January 1945 - Magdeburg (6.30)
28 January 1945 - Stuttgart (7.00)
1 February 1945 - Mainz (7.05)
2 February 1945 - Wanne Eickel (6.10)
4 February 1945 - Bonn (6.20)
17 February 1945 - Wesel (6.35)
20 February 1945 - Monheim (6.55)
21 February 1945 - Worms (7.35)
23 February 1945 - Essen (6.05)

24 February 1945 - Kamen (6.25)
27 February 1945 - Mainz (7.15)
1 March 1945 - Mannheim (7.00)
2 March 1945 - Cologne (6.00)
5 March 1945 - Chemnitz (9.00)
7 March 1945 - Hemmingstadt (6.30)
8 March 1945 - Hamburg (6.10)
10 March 1945 - Essen (5.55)
13 March 1945 - Wuppertal (5.50)
15 March 1945 - Castrop Rauxel (6.05)
19 March 1945 - Witten (7.20)
21 March 1945 - Rheine (4.40)
24 March 1945 - Gladback (6.00)
25 March 1945 - Munster (5.35)
31 March 1945 - Hamburg (5.45)
4 April 1945 - Harburg Rhenania (5.50)

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WEST, F/O John Charles (J38195) - **Mention in Despatches** - No.5 (BR) Squadron - Award effective 7 July 1945 as per **Canada Gazette** of that date and AFRO 1291/45 dated 10 August 1945. Born 27 March 1914. Enlisted in Toronto, 23 July 1942. To No.1 Manning Depot, 9 August 1942. To No.4 Manning Depot, 1 October 1942. To No.3 ITS, 5 December 1942; graduated and promoted LAC, 19 February 1943; to No.6 BGS, Mountain View, 6 March 1943; may have graduated 30 April 1943 but not posted to No.10 AOS until 26 June 1943; graduated and commissioned, 12 November 1943. To No.1 GRS, 26 November 1943. To No.3 OTU, 11 February 1944; To Eastern Air Command, 6 May 1944; to No.5 (BR) Squadron, 8 May 1944. Promoted Flying Officer, 12 May 1944. To Halifax, 9 June 1945. To No.4 Release Centre, 7 September 1945. Retired 17 September 1945. Living in Fort Erie, 1950. See **Field of Honour** (Bank of Montreal, c.1950) which credits him with 52 sorties.

Flying Officer West has proven himself to be an exceptionally keen and skilful navigator. One day in January 1945, the aircraft for which Flying Officer West was navigating was diverted to Bermuda off patrol. There were no maps or charts of the Bermuda area on the aircraft; nevertheless Flying Officer West, undaunted, drew up his own charts and navigated the aircraft to its destination within a very few minutes of his given estimated time of arrival. Flying Officer West has always encouraged good crew drill and he is an asset to the strength of any coastal squadron.

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WEST, F/O Lorne Edgar (J28342) - **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 5 December 1912 near Gilford, Ontario; attended the one room school house in Gilford and then Bradford High School. He played lacrosse, hockey and baseball. In his twenties he was an OPP Officer. Home in Brantford, Ontario; enlisted Toronto, 23 June 1942. To No.1 Manning Depot, 4 August 1942. To No.6 ITS, 7 November 1942; graduated and promoted LAC, 22 January 1943 but not posted to No.1 AOS until 6 February 1943; graduated and commissioned, 9 July 1943. To "Y" Depot, 23 July 1943. To United Kingdom, 2 August 1943. Promoted Flying Officer, 6 January 1944. Repatriated 16 November 1944. To No.1 Air Command, 11 January 1945. To No.4 Release Centre, 30 January 1945. To St. Hubert, 19 March 1945. To No.2 Release Centre, 27 August 1945. To No.4 Release Centre, 21 October 1945. To No.2 Release Centre, 17 March 1946. Retired 20 March 1946. Postwar in the automotive wholesale business, becoming Vice-President and Canadian Manager of Garage Supply and Auto Electric. In his sixties he embarked on a new career for 20 years as an industrial realtor with LePage, Yorklea Realty and CBRE. His obituary described him as "a farm boy, athlete, motorcycle cop, airman, business executive, Elder of Leaside United Church, President of Leaside Rotary, a Mason, member of the Leaside Curling Club, bridge player, gardener, superb carpenter, genealogist, hockey fan and analyst. He was constantly planning his next building project (while finishing three) and in his nineties embraced the computer world, taking numerous courses. A few years ago, Lorne was recognized as 'environmentalist of the year' by Simcoe County Conservation Authority after planting 16,000 trees." Died in Toronto, 24 April 2012. Award 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.1730 (National Archives RG.24 Vol.20607) has recommendation dated 11 October 1944 when he had flown 34 sorties (163 hours 15 minutes), between 22 May and 15 September 1944.

Flying Officer West, as navigator in Flying Officer Aldred's crew, has, throughout his tour, displayed exceptional coolness and tenacity of purpose. His skill as a navigator and ability to make instant decisions in an emergency enabled him on every occasion to direct his aircraft safely to the target. This skill, coupled with his complete disdain for all enemy defences, enabled this gallant crew to complete their many successful sorties. For his exceptional qualities of leadership and fine record of achievement, Flying Officer West is strongly recommended for the award of the Distinguished Flying Cross.

The sortie list was as follows:

22 May 1944 - Le Mans (5.00)
27 May 1944 - Bourg Leopold (4.50)
31 May 1944 - Querqueville (4.20)
12 June 1944 - Cambrai (4.35)
14 June 1944 - St. Pol (4.35)
16 June 1944 - Sautrecourt (4.00)

17 June 1944 - Rouen area (4.10)
21 June 1944 - St. Martin (4.25)
23 June 1944 - Bientque (3.50)
24 June 1944 - Bomierres (4.15)
27 June 1944 - Foret de Eauvry (4.00)
1 July 1944 - Biennais (4.45)
5 July 1944 - Biennais (4.15)
6 July 1944 - Coquereaux (4.15)
12 July 1944 - Thiverny (4.25)
15 July 1944 - Nucourt (5.15)
18 July 1944 - Wesseling (5.30)
20 July 1944 - Foret de Forestel (4.20)
25 July 1944 - Stuttgart (7.55)
28 July 1944 - Hamburg (5.20)
29 July 1944 - Ange sur Seules (4.45)
10 August 1944 - La Pallice (6.40)
12 August 1944 - Foret de Montrichard (5.35)
14 August 1944 - Bons Tassilly (4.40)
15 August 1944 - Brussels/Melsbroeck (4.00)
16 August 1944 - Kiel (5.50)
25 August 1944 - Brest (5.10)
27 August 1944 - Marquis Mincques (4.00)
31 August 1944 - Ile de Cezembre (4.50)
6 September 1944 - Emden (4.20)
9 September 1944 - Le Havre (5.50)
10 September 1944 - Le Havre (4.30)
13 September 1944 - Osnabruck (5.10)
15 September 1944 - Kiel (5.55)

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WEST, F/O Roland Burgess (J46846) - **Distinguished Flying Cross** - No.116 (BR) Squadron - Award effective 7 July 1945 as per **Canada Gazette** of that date, **London Gazette** dated 19 July 1945 and AFRO 1291/45 dated 10 August 1945. Born at Medford, Nova Scotia, 25 January 1919. Educated there and Kentville before becoming a boat pilot, Bay of Fundy. Home in Canning, Nova Scotia. Enlisted in Halifax 19 August 1941. To No.5A Manning Depot, 8 September 1941. To No.9 SFTS (guard), 24 October 1941. To No.3 ITS, 20 December 1941; graduated and promoted LAC, 14 February 1942; to No.21 EFTS, 21 February 1942; may have graduated 24 April 1942 but not posted to No.9 SFTS until 9 May 1942; to No.16 SFTS, 23 May 1942; graduated and promoted Sergeant, 11 September 1942. To No.31 GRS, 2 October 1942. To No.31 Personnel Depot, 21 December 1942. To No.111 OTU, 26 December 1942. Promoted Flight Sergeant, 15 May 1943. To Eastern Air Command, 9 June 1943. Promoted WO2, 11 August 1943. Commissioned 14 February 1944. Promoted Flying Officer, 14 August 1944.

Retained rank of Flying Officer in postwar RCAF (20309). Postwar he attended Staff School Toronto (1946); posted to No.103 Rescue Squadron, Greenwood. Award sent by registered mail 18 October 1950. Awarded AFC, 31 July 1947. Awarded McKee Trophy, 1948. Later recruiting officer in Brandon, Manitoba (1949) followed by duties at Centralia. Promoted Flight Lieutenant, 1 January 1950. Sent to command Air Navigation School, Summerside (1952) where he was promoted to Squadron Leader. Later to Goose Bay (promoted Squadron Leader, 1 January 1955) and then to jet training (1956); commanded No.416 Squadron (20 August to 30 November 1959). Later in infra-red research and with RCAF/CARDE (Canadian Research and Development Establishment) in Operation Lookout, Cape Canaveral, Florida, tracking missile re-entry. In 1964 to Air Material Command HQ. Retired 1966; Member, Canadian Aviation Hall of Fame, 1973. Died in Brockville, 2 July 2001 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2001. As of recommendation he had flown 1,600 hours (704 operational - 84 sorties). No citation to DFC in AFRO other than "in recognition of valuable services in the air." Following from DHist files:

Flying Officer West has been an outstanding aircraft captain throughout his tour of operations against the enemy. At all times he has shown the highest degree of skill and determination, even on the most hazardous and difficult sorties. His keen sense of duty, resourcefulness and courage have gained him distinction in his squadron and have inspired all who have served under him. His devotion to duty has been outstanding.

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WEST, FS William Archibald (R85000) - **British Empire Medal** - No.6088 L/W/S 25 Sector - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1219/45 dated 27 July 1945. Born at Hopewell Hill, New Brunswick, 6 April 1921 (RCAF press release announcing award); home there; farmer; enlisted in Moncton, 7 April 1941 as Radio Mechanic and assigned to No.119 (BR) Squadron. To University of New Brunswick, 30 May 1941. Promoted LAC, 11 October 1941. To No.1 Manning Depot, 18 October 1941. To No.31 Radar School, 23 October 1941. To "Y" Depot, 20 January 1942. To RAF Overseas, 23 January 1942. Reclassified as Radar Mechanic, 20 April 1942. Promoted Corporal, 1 July 1942. Promoted Sergeant, 28 March 1943. Repatriated 21 August 1945. To No.1 Release Centre, 30 August 1945. To "K", 31 August 1945. Discharged 20 October 1945. No citation in Canadian sources. Public Records Office Air 2/9094 has recommendation. NOTE: precise nature of units uncertain; what do "LWS" and "WOU" signify? Award sent by registered mail.

During the withdrawal of 6088 L.W.S. and W.O.U. posts in December 1944 rendered necessary by the German offensive in the Ardennes, Flight Sergeant West maintained a high standard of conduct. As technical NCO he had little rest for four days and by his untiring efforts and devotion to duty throughout this arduous period he contributed materially to the success of the withdrawal. He accompanied a Radar Officer of 25 Sector as a driver on a mission to recover a

Technical Vehicle abandoned near Bastogne and although the return route was under shell fire and the prime mover and towed vehicle could only be moved at a very slow speed, he successfully brought his charge to safety. On another occasion he volunteered to go with a Royal Air Force Regiment escort to bring back or destroy Royal Air Force vehicles reported abandoned in the St.Vith area. Three excursions were made and some vehicles were destroyed. Flight Sergeant West has set a fine example to all personnel of his unit.

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WESTAD, WO Ronald Alvin (R115716, later J87566) - **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 15 October 1922. Home in North Vancouver; enlisted Vancouver 25 July 1941. To No.2 Manning Depot, 19 August 1941. To No.3 Personnel Holding Unit, 15 December 1941. To No.2 WS, 28 February 1942. Promoted LAC, 2 April 1942. To Trenton, 11 June 1942. To No.6 BGS, 4 July 1942; graduated 14 August 1942 and promoted Sergeant. To "Y" Depot, 15 August 1942, To RAF overseas, 27 October 1942. Promoted Flight Sergeant, 14 February 1943. Promoted WO2, 14 August 1943. Commissioned 21 June 1944 (J87566). Repatriated to Canada, 18 December 1944. Promoted Flying Officer, 21 December 1944. To No.8 Release Centre, 9 February 1945. Released 20 February 1945. Award presented 1 February 1948. Photo PL-34014 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 2/8780 has recommendation dated 15 March 1944 when he had flown 25 sorties (171 hours 40 minutes).

1 July 1943 - GARDENING (3.01)
8 July 1943 - Cologne (6.00)
9 July 1943 - Gelsenkirchen (2.32, DNCO)
12 July 1943 - Turin (9.01)
9 August 1943 - Mannheim (6.00)
10 August 1943 - Nuremburg (7.22)
12 August 1943 - Milan (8.18)
14 August 1943 - Milan (8.35)
22 August 1943 - Leverkusen (4.40)
27 August 1943 - Nuremburg (7.47)
30 August 1943 - Munchen Gladbach (4.41)
31 August 1943 - Berlin (7.46)
22 September 1943 - Hanover (5.53)
4 October 1943 - Frankfurt (6.25)
7 October 1943 - Stuttgart (6.40)
8 October 1943 - Hanover (5.15)
18 October 1943 - Hanover (5.16)
16 December 1943 - Berlin (7.54)
1 January 1944 - Berlin (8.01)

2 January 1944 - Berlin (7.14)
14 January 1944 - Brunswick (5.28)
21 January 1944 - Magdeburg (6.54)
27 January 1944 - Berlin (8.36)
28 January 1944 - Berlin (8.19)
15 February 1944 - Berlin (7.16)
19 February 1944 - Leipzig (6.46)

This Warrant Officer Air Gunner has made 25 successful operational sorties of which seven have been against Berlin. He has contributed largely to the success of his crew and his keenness and efficiency have had a very good effect on the other gunners in the squadron. Through his keen perception he has, on several occasions, given timely warning to his captain of the presence of enemy aircraft, thus preventing him from being taken by surprise.

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WESTAWAY, F/O Horace William (C10734) - **Mention in Despatches** - Station Gander - Award effective 3 November 1944 as per **Canada Gazette** of that date and AFRO 2479/44 dated 17 November 1944. Born 16 August 1898 in Plymouth, Devonshire. British-born and a First World War veteran of both the infantry and Royal Flying Corps, being commissioned as Temporary Second Lieutenant, on Probation (General List), 7 June 1917. Graded as Flying Officer and confirmed in rank, 28 July 1917. Lieutenant in Royal Air Force, 1 April 1918. As Lieutenant, to Unemployed List, 29 April 1919. Granted short service commission as Flying Officer, 27 August 1920. In Middle East after the war; Flying Officer H.W. Westaway, RAF, to Home Depot, 21 October 1924 on transfer to Home Establishment. Placed in Class "A" Reserve, 27 August 1927. Transferred to Class "C" Reserve, 19 May 1928. Migrated to Canada in 1929 and joined the Ontario Provincial Air Service. Home in Simcoe, Ontario; enlisted in RCAF at North Bay, 27 March 1942, immediately commissioned as Flying Officer and posted to No.1 Manning Depot, Toronto. To Conversion Training Squadron, Rockcliffe, 18 April 1942. To No.1 BGS, Jarvis, 15 September 1942 where he was in charge of the Gunnery Flight (so described by G/C A.D. Bell-Irving who recommended him for promotion to Acting Flight Lieutenant, 9 March 1943). To Eastern Air Command, 21 May 1943. To Gander, Newfoundland, 13 June 1943. To No.9 Release Centre, 6 March 1945. Retired 19 March 1945. Returned to Ontario Provincial Air Service. Killed in a crash, 25 May 1948. Travelling with Henry Crosswell (forest ranger) and William Taylor (mechanic) to repair a ranger's boat that had run onto rocks. After examining it they determined what parts were needed and attempted to return to Parry Sound. Newspaper report said that they attempted to take off from Severn River but strong winds frustrated first try. "On their second attempt they did achieve lift-off, but the plane seemed to stop dead 20 feet above the water. The motor did not stop, but the left wing tipped and the machine swooped down. The plane cartwheeled and settled on the water upside down." Westaway drowned; the others escaped. Credited with 16,000 hours flying.

This officer has faithfully and capably discharged his duties as a service pilot over a long period of time. His outstanding ability in the operation of aircraft on skis and floats, often in localities far from base and under hazardous conditions, has been most praiseworthy. Many of these flights have resulted in the saving of civilian lives by making hospital treatment possible for serious cases. His cheerful willingness and untiring devotion to duty, under difficult circumstances, have brought high respect for himself and the service in a foreign area.

The above award began as a recommendation for an Air Force Cross, raised on 20 July 1944 by W/C M.P. Martyn. He was noted as having flown 7,000 hours (civil and military) of which 60 hours 20 minutes had been in previous six months. Text was as follows:

This officer has faithfully and capably discharged his duties as a service pilot over a period of many years, both in the RAF and the RCAF. His outstanding ability in the operation of aircraft on skis and floats, often in localities far from base and under conditions of extreme hazard, has been most noteworthy and commendable. Many of these flights have definitely resulted in the saving of civilian lives, by making possible hospital treatment to cases of dangerous illness and for serious accidents. Flying Officer Westaway's cheerful willingness to do his best, even under difficult circumstances, has made him a popular and a respected officer and has brought credit to the service in a foreign area.

This was highly recommended by the Base Commander on 20 July 1944, and by A/V/M Morfee (Eastern Air Command) on 23 July 1944. However, at an uncertain date, Air Commodore H.L. Campbell (AFHQ) turned it into a Mention in Despatches.

WESTAWAY, F/O Horace William (C10734) - **Air Force Cross** - Station Gander - Award effective 1 December 1944 as per **Canada Gazette** of that date and AFRO 1/45 dated 5 January 1945. Award sent by registered mail 11 August 1945 when he was at Sault Ste. Marie.

One day in September 1944, a Harvard aircraft crashed approximately twelve miles from a Royal Canadian Air Force station in Newfoundland, injuring the two occupants. This officer, a rescue pilot at the station, took off in quickly deteriorating weather, when all other rescue aircraft had been recalled. He discovered the crashed aircraft after all other air search had failed and landed the rescue party on a small lake. To enable ground crew parties to be briefed, he returned to base in face of the most hazardous weather. The following morning, with no improvement in weather conditions, he returned to the scene of the crash and flew the two injured men to the hospital. His outstanding courage and skill in this rescue operation were undoubtedly responsible for saving the lives of the two men. The determination and devotion to duty displayed by Flying Officer Westaway are most praiseworthy.

The original recommendation was raised on 6 October 1944 by G/C H.B. Godwin, Station Gander. Westaway was noted as having flown 479 service hours, 69 in previous six months. Submission read:

On September 6th, 1944, at 1645 hours, Harvard NK2-3068 crashed approximately twelve miles from RCAF Station Gander, Newfoundland. The occupants, P/O Leonard and LAC Smithers, suffered severe injuries. Flying Officer Westaway, rescue pilot at this station, took off in weather which was deteriorating quickly, when all other rescue aircraft had been recalled. He discovered the crashed aircraft after all other air search had failed and landed the rescue party on a small lake. To enable ground crew parties to be briefed, he returned to base in the face of the most hazardous weather. The following morning, with no improvement in weather conditions, he returned to the scene of the crash and flew the two injured men to hospital. His skill and courage undoubtedly resulted in the saving of the lives of the two men.

NOTE: The following entry from the ORB of Station Gander is worth quoting:

6 September 1944 - Harvards 3068 and 2897 were doing local flying and at 1930Z P/O Wenz, J24391, pilot of Harvard No.3899 returned over the station and reported Harvard 3068, piloted by F/O E.J. Leonard (J36211) has crashed. Also in No.3068 was ground crewman LAC Smithers, G.L. (R206266). At 2110Z F/O H.W. Westaway (C10734), rescue pilot, in Norseman 789, sighted the crashed aircraft approximately 2 1/2 miles northeast of Botts Lake, and approximately four miles north of Gander Lake. One man could be seen walking about. F/O Westaway landed on Miller's Pond and a ground party proceeded to the scene of the crash. F/O Leonard had a sprained ankle and LAC Smithers a wound on the upper leg. Both suffered from bruises and shock. The following morning F/O Westaway made one of his famous small area landings in adverse weather condition and brought the injured men and rescue party back to the Station. Both occupants of the crashed plane were admitted to hospital.

The following appeared in **The Gander** (station newspaper), December 1944. The First World War material has not been substantiated.

The whole station congratulates F/O H.W. Westaway on his latest decoration - the Air Force Cross. According to KR (Air) this award is made "for exceptional valour or devotion to duty whilst flying though not in active operations against the enemy."

Jimmy (figure out if you can how that name comes from the initials H.W.) had more than one crack at the Hun in World War I. 1916 found him in the muddy trenches of France, but his heart was with the RFC boys who flew overhead, The following year his dreams came true and he was in the perilous skies over France and Germany. His was an artillery spotting job. His final sortie in that war came near to being very final. His gunners got three Jerries before the ack-ack got him, and sent his plane spinning to the ground. In the explosion which followed Jimmy was hurled 40 feet. Someone in the infantry got the Military Medal for dragging him back to safety - out of range of enemy guns.

In World War II, if we consider as enemies disease, accident and the gremlins that cause crashes, F/O Westaway is still facing the enemy. And there's certainly no question about his exceptional valour and devotion to duty while doing it, either.

Ten years of flying with the RAF in India and Mesopotamia in skirmishes with frontier tribes, and another decade with the Ontario Provincial Air Service, penetrating the wilds of the northern part of the province, have given Jimmy ample preparation for the task he has carried on so well in Newfoundland.

He's Officer Commanding of the Mercy Flight Division on RCAF Station Gander. That division, incidentally, is a small but mighty one. It consists of one Norseman plane and one pilot, none other than the OC himself. Every pilot on the station will tell you that Jimmy hasn't an equal and everyone has a warm spot in his heart for this jolly, broad-shouldered man with such a merry twinkle in his eyes - the fellow who can take off and land in weather when even the pigeons are walking.

The list of mercy flights resulting in saving of life is indeed a long one. There's scarcely a bay along the rugged North and East coast of this island on which his Norseman hasn't landed. The plane is equipped with two stretchers, and accommodates a doctor and a nurse. F/O Westaway is his own crew.

"No matter what the weather is when he takes off - or how long he's gone, we never worry. We know that Jimmy will return safe and sound", say the Commanding Officer.

A hospital assistant who was fortunate enough to go along on one of the mercy flights tells how all the inhabitants of the little village turned out to meet them. After a brief pause for a cup of tea and a sample of warm Newfoundland hospitality, they made a speedy return to the hospital with a cancer-afflicted patient. "The people all over that part of the island just about worship F/O Westaway. Though the little villages all along the coast look the same to us, Jimmy knows just where to land. Our own admiration of him was enthusiastic".

Sometimes a boat voyage or ride behind dog-teams is required in order to supplement the plane ride. The length of their stop-over depend on how many of the "sick and maimed" from the surrounding countryside are brought to the doctor when he is summoned for one particular patient.

There have been closely competed races with the Stork more than once. So far the Norseman has been the winner.

The particular feat that won the Air Force Cross for our hero was the rescue of two men who had crashed in a Harvard last September. Weather was closing in and the aircraft sent to the vicinity of the crash failed to spot the two victims. Seventeen minutes after his takeoff from Gander Lake, Jimmy had sighted them.

He landed on a rocky lake, left the M.O. [Medical Officer] and two other men on the shore with First Aid and sleeping bags and took off again. Weather conditions were considerably worse by this time. Nearing Gander, F/O Westaway called the tower for landing instructions.

“Norseman 789 - Ceiling and visibility zero zero. Hold your position above cloud. Stand by for further instructions. Over.”

Instantly came back the reply:

“Hell, I’m no b---- angel. I’m going to land”.

And he landed.

The next day, clouds were hanging on the tree tops. Nothing could fly - Nothing but the Norseman. Jimmy went back to the little lake, picked up the injured men and rescue party - returned to base using a sixth sense he evidently possesses.

It is doubtful if the two men would have survived if they had not been found when they were.

Forced landings on the desert, rescue work in Ontario would make a long, long story.

In 1929 when Jimmy was operating from Oba Lake, Ontario a certain Vedette landed, and its pilot and mechanic cut up a gas drum belonging to Jimmy. He has been offered numerous other gas drums to replace it, but still maintains that the pilot owes him \$ 8.00.

It was the CO who told this story - I’d be disobeying orders if the name of the Vedette pilot was revealed - but maybe you’re good at guessing.

Jimmy once lived near a golf course - which was a very expensive site - because on warm days his friends used to come in after a round of golf and drink up all his beer.

F/O Westaway’s wife, son and daughter are living in Simcoe, Ontario. His son is air-minded too - is an enthusiastic Air Cadet.

“If I have enough money left for a ticket to South America, I’d like to go there after the war,” says Jimmy. So if in postwar years we hear of someone untangling jungle vines from the propellers and taking off using an alligator as a runway or landing safely on 100 square feet on a peak in the Andes, we’ll be ready to wager 50 to 1 that was Jimmy Westaway.

Further notes: He was short (64 ½ inches tall) and stocky (171 pounds). When medically

examined he was described as an experienced pilot with 6,500 hours to his credit; "Fit physically other than poor ocular muscle balance and manifest hypermetropia."

On enlistment he was recommended by George Ponsford (OPAS), his lawyer H.S. Hamilton ("Westaway has been a pilot with the Provincial Air Service for years and has proven himself a man of resource and ability and is well thought of in this community.") Also recommended by Dr. A.R. Stevenson and Frank MacDougall (OPAS).

Course Report from Conversion Training Squadron stated he had flown 20 hours dual and 3,838 hours solo on civil single-engine aircraft; with the RAF he had flown 100 hours dual and 1,500 hours solo (900 on operations). His course at Rockcliffe was 19 April to 21 August 1942 during which time he had flown Battles (35 minutes dual, two hours solo), Harvard (50.10 day dual, 30.25 day solo, 3.00 night dual, 2.15 night solo), Oxford (10.30 day dual, 7.25 day solo) and Anson (6.55 day dual). Of this time he had flown 23.20 on instruments and logged 21.45 in Link. Ground courses in Airmanship (74 %), Airframes (50 %), Engines (90 %), Navigation (51 %), Armament (60 %), Meteorology (50 %), Wireless (80 %). Placed 15th in a class of 18. The Chief Ground Instructor wrote, "Older type of student, very slow to learn. Conduct and attitude excellent." However, he was classed as "Above average" in all flying skills. "This officer is very safe and reliable with very good air sense but his instrument flying should be watched." (CFI, 21 August 1942); "This officer should be capable of holding any type of staff pilot job. His conduct on and off the station has been very good." (S/L D.I. Mackin, 21 August 1942).

On 5 May 1943, W/C Z.L. Leigh wrote: "A qualified pilot is urgently required at Gander to take charge of rescue and salvage operations. For this work, it is necessary to have experience on Norseman aircraft, both on skis and floats, and 'bush' experience, if possible." He was specifically looking for Westaway - "the above officer is very well qualified for this position."

Royal Air Force Service:

Air 1/770/204/4/258 (Brigade Summaries, September 1917), copied into Library and Archives Canada MG 40 D.1 volume 17, reports that on 14 September 1917 Second Lieutenant H.W. Westaway of No.53 Squadron was wounded by anti-aircraft fire.

"The above named officer served under my command for a considerable period in India. I found him a steady, reliable pilot and a trustworthy and hard working officer. In my opinion he can be safely employed in any suitable capacity, and will prove of read value to those so employing him." (G/C R.M. Pine, Air Defence Great Britain, 15 July 1927).

"Flying Officer H.W. Westaway served under me on the Kurdistan frontier in Iraq for a period of two years. During that period he distinguished himself on several occasions and rendered excellent service in connection with the various operations against the frontier tribes. He is a hard working officer, of outstanding ability, and can always be relied upon, both from an administrative and flying point of view." (W/C V. Gaskell Blackburn, Headquarters, No.21 Group, 20 July 1927, who added, "I can conscientiously recommend him for a colonial or Indian Office appointment."

On 27 July 1927, W/C W.R. Read (No.2 Apprentices Wing, No.1 School of Technical Training [Apprentices], Halton, wrote that for the past two years Westaway had been in command of a Squadron of Aircraft Apprentices at that unit; "While I have known him Flying Officer Westaway has at all times commanded his Squadron with ability, conscientiousness and zeal. In the successful commanding of such a Squadron there are many cases which call for thoughtful consideration and tact in the handling of personnel, and in these respects and in clerical and officer work he has shown his capability." Read then added, "From a flying point of view I am able to say that he is the most efficient pilot that I have in the Wing. He has flown consistently and regularly, and has not confined his flying to one type of aircraft. Neither has his flying been confined to local work. He is a good and experienced cross country pilot who takes the weather as it comes. He has had no flying accidents during the time he has been under my command. To the best of my knowledge he is strictly sober."

OPAS Service:

On 5 June 1936, F/O G.L. Lumsden (in charge of RCAF Recruiting, Sudbury) wrote of him, "Mr. Westaway joined the service in 1927 [sic]. After two years in the capacity of Senior Pilot I posted him to the remote operating station at Oba Lake as pilot in charge of the station. He is still in charge of Oba Operations and holds this position through his steady, reliable and very trustworthy efforts." Although Lumsden had no personal contact with Westaway after resigning from the OPAS in 1935, he stated that he believed Westaway still logged 400 hours each six-month season, and concluded, "Mr. Westaway is a willing and hard working pilot. I have no hesitation in recommending him for employment in any senior piloting capacity."

On 29 November 1939, G.E. Ponsford wrote that Westaway had been ten years in OPAS service. "We consider Mr. Westaway one of the finest pilots we have ever had in the Service, and he possesses an Engineer's license in addition to his flying qualifications." To this he added, "We have always found him very willing and very diligent in the carrying out of any work assigned to him, and he has the happy faculty of being able to get along with any staff to which he has been assigned. His character and integrity are beyond reproach, and I would not hesitate to recommend him to anyone who may be able to use his services."

On 19 January 1942, OPAS Headquarters certified that he had flown 3,773 hours ten minutes in that service, his last flight being on 9 October 1941.

On 1 November 1945 he wrote to AFHQ inquiring about rejoining the RCAF. He had been looking for something new in flying; did not wish to go back to OPAS work.

In April 1991, John Westaway (172-1045 Morrison Drive, Ottawa) was asking about him.

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WESTBY, F/O Mahlon Arnold (J18544) - **Distinguished Flying Cross** - No.195 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 17 April 1945 and AFRO 918/45 dated 1 June 1945. Born 18 December 1915. Home in Rose Valley, Saskatchewan; enlisted in Flin Flon, Manitoba, 7 April 1941. To No.2 Manning Depot, date uncertain. To No.12 SFTS

(guard), 1 September 1941. To No.2 WS, 14 September 1941; promoted LAC, 15 October 1941; graduated 28 February 1942 when posted to No.5 BGS; graduated and promoted Sergeant, 30 March 1942. To "Y" Depot, 31 March 1942. To RAF overseas, 30 April 1942. Promoted WO2, 30 March 1943. Commissioned 22 August 1943. Promoted Flying Officer, 22 February 1944. Repatriated 11 July 1944. This may have been on leave, as he is recorded as being repatriated again, 9 February 1945. To No.2 Air Command, 26 February 1945. To No.6 Release Centre, 26 April 1945. Retired 1 May 1945. Award presented 18 June 1949. Died in Saskatoon, May 1998. Buried in Outlook, Saskatchewan.

During two successful tours of operational duty Flying Officer Westby has participated in numerous sorties as wireless operator. He has consistently displayed courage and determination of a very high order which have set an excellent example to all members of his squadron. On many occasions his skill and resolution have played a large part in the safe return of his aircraft. In December 1944 his aircraft was detailed to attack Trier. Before the target was reached serious damage was sustained from anti-aircraft fire. One engine was rendered unserviceable and another was damaged. The controls were also affected and internal electrical damage combined with leaking petrol tanks caused very great danger of fire. Through the coolness and determination of this officer the danger of fire was minimized under the most adverse conditions and the damaged aircraft was flown to this country where a masterly emergency landing was effected.

* * * * *

WESTELL, F/L Robert Allan (J16965) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 13 June 1944 as per **London Gazette** of that date and AFRO 1660/44 dated 4 August 1944. Born 30 October 1920 in London, England. Migrated to Canada in 1928. Lived in Quebec and Ontario, graduating from Glebe Collegiate (Ottawa). Enlisted in Hamilton, 28 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.9 AOS until 26 October 1941; to No.6 BGS, 31 January 1942; graduated and promoted Sergeant, 14 March 1942; posted that date to No.2 ANS; graduated 13 April 1942. Posted next day to "Y" Depot. To RAF overseas, 30 April 1942. Commissioned 15 February 1943. Promoted Flying Officer, 15 August 1943. Promoted Flight Lieutenant, 16 September 1943. Repatriated July 1945. To No.4 Release Centre, 3 September 1945. Released 11 September 1945. Invested with award by King George VI, 11 August 1944. Photo PL-32407 shows him. Postwar he was employed by Tremco, Imperial Oil, and ITT/Tyco Grinnell. Retired 1990. Died in Ottawa, 28 March 2006. RCAF photo PL-33105 (ex UK-15340 dated 26 September 1944) shows him. RCAF photo PL-42167 (ex UK-18926 dated 23 February 1945) is captioned as follows: "Promoted from Flight Lieutenant to the rank of Squadron Leader and appointed Station Navigation Officer from where the Lion and Bison Squadrons operate, S/L R.A. Westell, DFC, Hamilton, Ontario, poses for his photograph in his office. Squadron Leader Westell did his first tour of operations as a navigator with the Ghost Squadron." Photo PL-42168 (ex UK-18927 dated 23 February 1945) shows S/L R.A. Westall of Hamilton (left), Station Navigation Officer, conferring with S/L G.M. Ewan, DFC of Esquimault (right), navigation officer.

This officer has completed a notable tour of operations and throughout has displayed navigational ability of a high order. He is a zealous and resolute member of aircraft crew and his example has been worthy of much praise.

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WESTERMAN, F/L Clifford Farrar (J6650) - **Mention in Despatches** - No.75 (New Zealand) Squadron - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 232/43 dated 12 February 1943. Born 1 July 1917 at Hazelcliffe, Saskatchewan. Home in Regina, Saskatchewan (sales clerk, John Deere Plow Company); enlisted there 29 October 1940. To No.2 Training Command, 28 November 1940. To No.3 BGS, 28 December 1940 (guard). To No.2 ITS, Regina, 16 January 1941; graduated and promoted LAC, 3 March 1941; posted that date to No.3 AOS, Regina (involved in an accident, 31 March 1941, Anson 6074, no injury); graduated 26 May 1941) when posted to No.5 AOS; posted on uncertain date to No.2 BGS, Mossbank; graduated and promoted Sergeant, 7 July 1941; to No.1 ANS, Rivers, 8 July 1941; graduated and commissioned, 5 August 1941; at No.31 OTU, Debert, 21 August to 10 October 1941; posted overseas 10 October 1941; to No.22 OTU, 28 October 1941; to No.57 Squadron, 16 April 1942; promoted Flying Officer, 5 August 1942; to No. 75 (New Zealand) Squadron, 11 September 1942; promoted Flight Lieutenant, 12 September 1942; attached to Station Mildenhall, 1 November 1942; to No.109 Squadron, 16 April 1943; to No.105 Squadron, 12 July 1943; promoted Squadron Leader 1 November 1943; repatriated to Canada, 10 April 1944; to No.5 AOS, Winnipeg, 26 May 1944; to AFHQ, 17 June 1944; to Regina, 4 September 1945. Released 6 September 1945. As of 23 March 1944 he was reported as having flown 71 sorties and 800 hours (300 of them operational). Appointed Honorary Aide-de-Camp to the Governor General, 28 February 1952; Queen's Coronation Medal awarded 13 October 1953 (Squadron Leader, RCAF Association and Aide-de-Camp). Relinquished Aide appointment, 14 September 1959. Died in Regina, 28 November 1999.

WESTERMAN, F/L Clifford Farrar (J6650) - **Distinguished Flying Cross** - No.109 Squadron - Award effective 1 September 1943 as per **London Gazette** dated 10 September 1943 and AFRO 2138/43 dated 22 October 1943. DFC and DSO sent by registered mail, 23 April 1946.

Flight Lieutenant Westerman has taken part in a large number of operational sorties, the majority of which have been against heavily defended targets in Germany. During all these operations he has shown navigational ability of a high order and great devotion to duty.

WESTERMAN, S/L Clifford Farrar, DFC (J6650) - **Distinguished Service Order** - No.105 Squadron - Award effective 5 May 1944 as per **London Gazette** of that date and AFRO 1186/44 dated 2 June 1944.

As navigator, this officer has completed a very large number of sorties, most of them demanding a high degree of skill and resolution. He has displayed exceptional keenness and devotion to duty and his ability to guide his pilot to the target without fail has contributed in a large way to the successes obtained. He

has also devoted much time and care to the training of other members of the squadron with excellent results. He has set a very fine example to all.

Public Record Office Air 2/9220 has recommendation drafted 20 March 1944 when he had flown 73 sorties (297 operational hours) of which 26 sorties (76 hours) had been flown since his previous award. Sortie list and submission as follows:

22 April 1942 - Le Havre (4.20)
24 April 1942 - Dunkirk (2.15)
25 April 1942 - Rostock (7.20)
27 April 1942 - Cologne (6.25)
29 April 1942 - Paris (5.55)
2 May 1942 - Minelaying, St.Nazaire (8.15)
4 May 1942 - Stuttgart (6.20)
6 May 1942 - Stuttgart (7.20)
7 May 1942 - Minelaying, Baltic (6.50)
15 May 1942 - Minelaying, Baltic (7.00)
19 May 1942 - Mannheim (6.05)
30 May 1942 - Cologne (4.15)
1 June 1942 - Essen (4.30)
2 June 1942 - Essen (4.05)
5 June 1942 - Essen (4.55)
6 June 1942 - Essen (4.50)
8 June 1942 - Essen (1.50)
16 June 1942 - Essen (5.00)
17 June 1942 - Minelaying, Frisians Islands (3.20)
19 June 1942 - Emden (4.55)
20 June 1942 - Emden (3.50)
25 June 1942 - Bremen (4.55)
29 June 1942 - Bremen (5.10)
21 July 1942 - Duisburg (3.50)
25 July 1942 - Duisburg (3.50)
26 July 1942 - Hamburg (5.35)
28 July 1942 - Hamburg (6.10)
31 July 1942 - Dusseldorf (3.35)
12 August 1942 - Mainz (6.05)
17 August 1942 - Osnabruck (4.25)
24 August 1942 - Frankfort (5.10)
3 February 1943 - Hamburg (6.15)
4 February 1943 - Turin (8.05)
13 May 1943 - Duisburg, ground marking (3.30)
14 May 1943 - Bochum, ground marking (3.45)
23 May 1943 - Dortmund, ground marking (3.50)
11 June 1943 - Dusseldorf, ground and sky marking (3.35)
12 June 1943 - Bochum, ground marking
14 June 1943 - Oberhausen (3.15)

21 June 1943 - Krefeld, ground marking (3.25)
 24 June 1943 - Wupertal, ground marking (3.25)
 25 June 1943 - Gelsenkirchen, sky marking (3.45)
 28 June 1943 - Cologne, ground and sky marking (3.10)
 3 July 1943 - Cologne, ground marking (3.25)
 25 July 1943 - Essen, ground marking (3.40)
 20 August 1943 - Munchen-Gladbach, ground marking (2.58)
 22 August 1943 - Leverkusen, ground marking (2.53)
 8 September 1943 - Track, ground marking (2.18)
 23 September 1943 - Marker sortie (2.55)
 27 September 1943 - Aachen (2.50)
 1 October 1943 - Hagen (3.30)
 3 October 1943 - Aachen (2.35)
 7 October 1943 - Aachen (2.35)
 18 October 1943 - Stolberg (3.00)
 20 October 1943 - Brauweiler (2.55)
 21 October 1943 - Buderich (3.05)
 24 October 1943 - Duisburg (2.50)
 7 November 1943 - Essen (3.30)
 8 November 1943 - Duisburg (3.35)
 9 November 1943 - Ruhrort (2.55)
 15 November 1943 - Dusseldorf (2;50)
 19 November 1943 - Leverkusen (3.25)
 29 November 1943 - Bochum (2.55)
 12 December 1943 - Dusseldorf (2.50)
 29 December 1943 - Dusseldorf (2.45)
 5 January 1944 - Schlingen (2.55)
 10 January 1944 - Schlingen (3.10)
 13 January 1944 - Rheinhausen (2.42)
 27 January 1944 - Aachen, marker (2.50)
 19 February 1944 - Military installations, Cherbourg (2.33)
 20 February 1944 - Gilze-Rijen airfield (2.11)
 1 March 1944 - Meulan-les-Mureaux, marker (2.42)
 6 March 1944 - Trappes, marker (3.25)

During the past four months, as Navigation Officer to this squadron, Squadron Leader Westerman has shown outstanding leadership and ability, and has set a high example for all to follow. In all he has completed 73 operations of which 41 have been with Pathfinders.

On his first tour he carried out 32 operations on heavies. Later he joined Pathfinders and played an important part in the final phase of the Ruhr battle.

During his whole operational experience he has shown remarkable determination and a keen devotion to duty. The ability which he has displayed for instructing, advising and encouraging all navigators and the effort which he has put into this

work have had noticeable effects on the results of the squadron as a whole.

On 25 March 1944 the Officer Commanding, Station Marham, added his remarks:

An outstanding Navigation Officer and operational navigator. His enthusiasm and perseverance did much to overcome the operational difficulties encountered in Oboe Mark II in its early stages.

NOTE: An outline of his training is instructive as it was likely typical. At ITS his courses were Mathematics (92), Armament P and O (83), Drill (79) and Law, Discipline, Sanitation and Health (96). He placed 2nd in a class of 115. At AOS he flew in Ansons (32.40 as first navigator by day, 5.25 by night, 27 hours as 2nd navigator by day, 4.55 by night) was graded on such topics as DR Plotting (96 out of 150), DR, DF/WT (170 out of 200), Compass and Instruments (142 out of 150), Signals (49 out of 50), Maps and Charts (90 out of 100), Meteorology (79 out of 100), Photography (89 out of 100) and Reconnaissance (79 out of 100). "A good student - no effort to learn" wrote the CFI and graduated him first in a class of 46. At No.2 BGS he flew 15 hours 35 minutes on bombing and 6 hours 5 minutes on gunnery (all on Battles). In bombing his average error was 122 yards, his minimum error 103 yards. In gunnery he took the Beam Test (5 percent hits), Beam Relative to Speed Test (6 percent) and Under Tail Test (14 percent). He also scored 95 percent in Aircraft Recognition. He was graded as "Above Average" in bombing, "Below Average" in gunnery, and placed 2nd in a class of 37. At No.1 ANS he logged 30 hours 50 minutes in the air (day and night) and was judged a "Reliable average navigator". Ground training included courses in astro navigation (129 out of 150 in plotting, 88 out of 100 in written tests) and he was deemed above average in those subjects. He nevertheless graduated only 21st in a class of 114.

On 15 April 1944, as he was posted from No.105 Squadron, the Commanding Officer, W/C H.J. Cundall, wrote that he had flown 125 hours in the previous six months. He went on to say:

Squadron Leader Westerman has shown the utmost zeal in his work as Squadron Navigation Officer. His operational record is outstanding and he has been a leading light in the squadron's social life.

* * * * *

WESTLAND, S/L John Alfred (J9072) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 19 May 1944 as per **London Gazette** of that date and AFRO 1296/44 dated 16 June 1944. Born 20 March 1915. Home in Windsor, Ontario; enlisted there 22 April 1941 and posted to No.1 Manning Depot. To No.3 ITS, 15 May 1941; graduated and promoted LAC, 3 July 1941 when posted to No.11 EFTS; may have graduated 28 August 1941; posted 30 August 1941 to No.9 SFTS; graduated and commissioned 21 November 1941. To Trenton, 27 November 1941. To No.6 SFTS, 1 March 1942. Promoted Flying Officer, 15 November 1942. To RAF overseas, 2 February 1943. Promoted Flight Lieutenant, 7 November 1943. Promoted Squadron Leader, 17 February 1944. Repatriated 18 June 1945. To Debert, 19 June 1945. To Halifax, 7 September 1945; retired 13 September 1945. Invested with award by King George VI, 11 August 1944. Photo PL-26912 (ex UK-8663 dated 9 March 1944) is captioned as

follows: "Squadron Leader J.A. 'Jack' Westland of Windsor, Ontario, has recently been promoted to that rank and given command of a flight in the RCAF Bomber Group's Tiger Squadron. A veteran of more than 20 trips against the toughest targets in Jerryland, he worked with the Ford Motor Company before joining the RCAF in April 1941. He was an instructor at Dunnville SFTS for some months before coming to Great Britain. Before his present appointment he flew with the Canadian Group's famed Moose Squadron." PL-26913 (ex UK-8664) shows him; caption information similar. Photos PL-32386 shows him. RCAF photo PL-32450 (ex UK-14363 dated 26 August 1944) shows him alone. Photo PL-19598 (ex UK-5223 dated 8 September 1943) has the following caption: "Just returned from Germany, a young American gunner in the RCAF Bomber Group's Moose Squadron explains to his Canadian crewmates how he knocked down a Ju.88 in the raid on Munchen-Gladbach. Rear gunner in the crew, T/Sergeant Bruce Blount of Evanston, Illinois (centre) is completing his operational tour with the RCAF before rejoining his countrymen and bagged the night fighter when it approached his aircraft from astern, pouring 200 rounds into the Ju.88 and seeing it catch fire and crash. Pictured with him are (left to right) Sergeant Walter Greensides (R176159), Assiniboia, Saskatchewan, P/O Jack Galvin (J22864), 82 St. Clarens Street, Toronto, F/O Jim Hall (J14776), 197 Seymour Avenue, Montreal, and F/O Joe Westland (J19072), 1386 Ouellette Avenue, Windsor, Ontario." Photo PL-32451 shows S/L J.A. Westland, DFC (flight commander, No.424 Squadron), W/C G.A. Roy, DFC (Commanding Officer, No.424 Squadron) and S/L R.J. Lawlor (flight commander, No.424 Squadron).

This officer has taken part in a large number of sorties involving attacks on the Ruhr area, Berlin, Hamburg and many other well defended targets. He has displayed inspiring leadership, great skill and courage, qualities which have earned him much success. He is a most able flight commander whose keenness and devotion to duty have been most commendable.

* * * * *

WESTON, P/O Lloyd Jack (J92560) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 25 May 1945 and AFRO 1291/45 dated 10 August 1945. Born in Ingersoll, Ontario, 23 March 1925. Home in Woodstock, Ontario. Canadian Pacific Telegraph messenger, 1940 and knitter in York Knitting Mills, Woodstock, 1940-1943; enlisted London, Ontario, 30 March 1943 and posted to No.1 Manning Depot. To No.3 Manning Depot, Edmonton, 28 April 1943. To No.2 Flying Instructor School, Pearce, 29 May 1943. To No.4 WS, Guelph, 27 June 1943. Promoted LAC, 2 October 1943. To No.2 Air Gunner Ground Training School, Trenton, 21 August 1943; promoted LAC, 2 October 1943; to No.3 BGS, Macdonald, 6 October 1943; graduated and promoted Sergeant, 12 November 1943. To "Y" Depot, 27 November 1943. It is not clear why he was so long at that depot as he did not embark from Halifax until 15 February 1944. Disembarked in Britain, 24 February 1944. To No.22 OTU, 4 March 1944. To No.61 Base, 25 May 1944. Attached to Dalton Battle School, 28 May to 1 June 1944. Attached to No.1666 Conversion Unit, 1-30 June 1944. To No.419 Squadron, 30 June 1944. Promoted Flight Sergeant, 12 August 1944. Injured 26 August 1944 in Lancaster KB708 which was returning from operations and crashed at Boscombe Down (bruised right hip and shock). Commissioned 8 November 1944. Repatriated via Lachine, 28 February 1945. To No.1 Air Command, 13 March 1945. To No.16 SFTS, Hagersville, 22 April 1945. To

No.4 Release Centre, Toronto, 9 May 1945. Retired 14 May 1945. Award presented 14 June 1949. RCAF photo PL-32621 (ex UK-14336 dated 28 August 1944) is captioned as follows: "Two smiling Moose squadron air gunners and one sad looking dog from the same outfit. The boys are just back from smashing at a Nazi night fighter base at Melsbroeck in Belgium as part of an RCAF Bomber Group force. Sergeant Lloyd Weston of Woodstock, Ontario, keeps the dog still with Sergeant Pete Wiens of Toronto beside him." Died in Burlington, Ontario, 20 March 1982 as per **Legion Magazine** of August 1982 and **Airforce Magazine** of December 1982. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1941 (RG.24 Vol.20612) has recommendation by W/C M.E. Ferguson dated 15 February 1945 when he had flown 29 sorties (176 hours 40 minutes), 18 July 1944 to 7 January 1945.

This officer has completed 29 operational sorties, many of which have been over the most heavily defended targets of Germany including Cologne (2), Duisburg (2), Gelsenkirchen (2), Nuremburg and Munich. Throughout his tour of operations, Pilot Officer Weston has always shown great keenness and a desire to do a good job.

On returning from an operational sorties in which Pilot Officer Weston was the Mid-Upper Gunner, the aircraft crashed, killed four of his crew members. Throughout this ordeal he showed fine qualities of leadership and courage.

I consider the devotion to duty and the fine example shown by this officer fully merits the Non-Immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

18 July 1944 - Caen (4.40, day)
18 July 1944 - Wesseling (5.35)
24 July 1944 - Stuttgart (9.05)
3 August 1944 - Bois de Casson (5.40, day)
4 August 1944 - Bois de Casson (5.10, day)
5 August 1944 - St. Leu d'Esserent (4.45, day)
8 August 1944 - Chantilly (4.45, day)
9 August 1944 - Acquet (4.25)
10 August 1944 - La Pallice (6.40)
12 August 1944 - Brunswick (6.10)
14 August 1944 - Falaise (4.50, day)
15 August 1944 - Soesterburg (3.45, day)
18 August 1944 - Emden (5.40)
25 August 1944 - Russelheim (9.00)
4 October 1944 - Bergen (6.10, day)
14 October 1944 - Wilhelmshaven (4.55)
1 November 1944 - Oberhausen (6.55)
6 November 1944 - Gelsenkirchen (5.15)

27 November 1944 - Neuss (5.40)
15 December 1944 - Ludwigshavem (6.20)
18 December 1944 - Duisburg (6.35)
21 December 1944 - Cologne (6.15)
24 December 1944 - Dusseldorf (5.50, day)
28 December 1944 - Opladen (6.15)
29 December 1944 - Gelsenkirchen (6.50)
30 December 1944 - Cologne (6.50)
2 January 1945 - Nuremberg (9.35)
6 January 1945 - Hanau (7.25)
7 January 1945 - Munich (8.10)

Training: When interviewed (April 1943) he was described as “Average type, but ambition and determination to serve should be compensating factors. Wants to be an Air Gunner, if educational standard too low for other Air Crew duties. First applied some time ago and he reappeared on his 18th birthday.” (S/L J.M. Roberts, No.9 Recruiting Centre).

Course at No.3 BGS was 6 October to 12 November 1943. Flew in Battle aircraft (22 hours 35 minutes, all by day). In the air he completed seven cine exercises, fired 400 rounds air-to-ground and 3,350 rounds air-to-air (three percent hits). He used a Bristol turret in the air, as well as Browning and Vickers Gas Operated guns. On the ground he used the same guns and three types of turrets - Bristol, Boulton-Paul and Frazer-Nash; fired 1,100 rounds on ranges and spent 15 hours in turret manipulation. Ground courses in Guns, Pyrotechnics and Ammunition, written (165/200), Guns, Practical (77/100), Sighting, oral (180/250), Turrets, Practical (180/200), Aircraft Recognition (136/150) and Signals (70/100). “Average student, clean cut, cooperative. Possesses a sound knowledge of his trade.”

Course at No.22 OTU was described as 15 February 1944 to 15 May 1944, although the commencement date is not consistent with posting record. Ground courses in Aircraft Recognition (140/200), Range Estimation (140/200), Reporting, Fighting Control (150/200), Sighting including practice in G.T.S.T. simulator (140/200), Turrets, Drill and Manipulation (130/200). In the air he carried out six or eight cine gun exercises at least five air-to-air firing exercises by day and two by night. Carried out one Night Interception exercise and one Bullseye. Wellington III aircraft, Frazer Nash and Boulton-Paul turrets. Flew 47.45 (day) and 34.05 (night). “Above average gunner. Keen and conscientious in all his duties. Ground subjects have improved steadily. Should make a good Fighting Controller. Cine films average all through. Recommended for a commission.” (17 May 1944).

At No.1666 Conversion Unit described as “average gunner, steady type.” Took part in two night affiliation exercises.

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WESTWOOD, FS Colin Andrew (R58095) - **Mention in Despatches** - No.159 Squadron - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 232/43 dated 12 February 1943. Born 27 August 1915 in Summerland, British Columbia. Home in Vancouver;

enlisted there 18 June 1940. Posted to No.2 ITS, 30 June 1940; to No.8 EFTS, 17 August 1940; to No.4 SFTS, 3 November 1940. Promoted to Sergeant, 28 January 1941 and graded as a pilot. Posted overseas, 6 March 1941; to No.8 BGS, 10 March 1941; promoted Flight Sergeant, 1 September 1941; to No.21 OTU, 19 September 1941; to No.15 OTU, 4 January 1942; to Middle East, 18 January 1942; promoted WO2, 28 January 1942; promoted WO1, 1 March 1942; to No.159 Squadron, 24 June 1942; reported missing in Mediterranean, POW, 23 July 1942. Severely wounded when he baled out of a Liberator over Bengazi; exchanged and reported safe in RAF hospital, 1 June 1943; repatriated 30 September 1943; repatriated to Canada, 16 October 1943; released 30 March 1944. RCAF photo PL-1533 has LAC H. Sutton (Edmonton), LAC J. Small (Vancouver), LAC C. Westwood (Vancouver) and LAC W. Walkinshaw (Edmonton). Photo PL-2567 taken 1941 shows Sergeant C.A. Westwood (Vancouver) and Sergeant E.W. Foxlee (Robson, British Columbia, killed in action 29 August 1941, No.214 Squadron).

NOTE: On 23 July 1942 his aircraft was hit by flak. He lost consciousness until he came to at 4,000 feet and was unable to fly, so he baled out. For the next 21 days he remembered nothing, but believed he was in an Italian hospital. He had received wounds to the head (left eye ultimately removed), left shoulder and neck.

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WHALEN, S/L Alden Prescott (C2701) - **Member, Order of the British Empire** - No.4 Bombing and Gunnery School - Award effective 26 May 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944. Born at Chester Grant, Nova Scotia; educated at North Rosedale, Nova Scotia; RCAF tradesman, enlisting 10 September 1930; qualified as Air Gunner, 1933. With No.4 (Flying Boat) Squadron as of 25 March 1935. Uninjured, 4 November 1935 following crash of Vedette 803 (pilot was Sergeant N.E. Small) when pilot struck in flight by a wild duck. Sergeant and Airframe Mechanic as of 1 April 1939. Commissioned at No.4 BGS, Fingal, Ontario, 9 September 1940. Reclassified as Armament Officer, 10 September 1940. Promoted Flight Lieutenant, 15 August 1941. Promoted Squadron Leader, 15 September 1942. To "Y" Depot, 10 June 1944. To RAF overseas, 12 July 1944. Repatriated 18 April 1946. To Western Air Command, 29 June 1946. Reverted to Flight Lieutenant as of 1 October 1946 in postwar RCAF. Promoted Squadron Leader, 1 January 1948. Promoted Wing Commander, 1 January 1953. Retired 1959. Died September 11, 1987 in Vancouver as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of February 1988. Award presented 24 November 1947. RCAF photo PL-2434 shows F/O M.D. Lee (Winnipeg), F/O C. Bendall (Victoria) and F/O A.P. Whalen (Vancouver).

This officer has served in the Royal Canadian Air Force for over thirteen years with outstanding ability and devotion to duty. His mature judgement and exceptional patience and steadiness have influenced more than two thousand student gunners and bombers that have passed through his hands during the last few years. His service has been outstanding.

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WHALEN, F/L James Henry (J15005) - **Distinguished Flying Cross** - No.34 Squadron (deceased) - Award effective 17 April 1944 as per **London Gazette** dated 21 December 1945 and AFRO 155/46 dated 15 February 1946. Born 23 April 1920 in Vancouver. In Seaforth Highlander army cadets before war, with hopes to join RCAF Permanent Force after university. Upon being interviewed (17 May 1940) the interviewing officer described him as "Senior RCAF Cadet - splendid type - has been a fine example to other young boys - very popular - strongly recommended. " On 24 June 1940 it was noted that at No.1601 Air Force Cadet Wing he had been "selected from entire Wing shortly after its formation to be Senior Cadet. Has proved to have excellent qualities of leadership. Keen and intelligent." Enlisted in Vancouver, 26 June 1940. To No. 1 ITS, 22 July 1940; graduated and promoted LAC, 16 September, 1940 when posted to No.2 EFTS; graduated 16 November 1940 when posted to No.2 SFTS; graduated and promoted Sergeant, 28 January 1941; to Embarkation Depot, 18 February 1941. Arrived in UK 6 March 1941. Further trained at No.57 OTU. To No.411 Squadron, 24 July 1941, and to No.129 Squadron 1 August 1941. Credited with two Bf.109s destroyed, 17 September 1941, and one Bf.109 destroyed, 21 September 1941. Commissioned 26 September 1941. To No.30 Squadron, India, 25 February 1942. Shot down three Type 99 dive bombers, Colombo, Ceylon, 5 April 1942. On 14 May 1942 he damaged Hurricane BG687; having flown 75 minutes he landed and was told to check his guns. Believing he still had at least ten minutes' fuel left, he took off but engine cut just as he became airborne. W/C G.F. Chater (No.30 Squadron) noted that he had about 70 operational hours, mostly on Spitfire, and this had been his first accident. Recommended that pilots not put too much trust in fuel gauges after one hour of flight. Promoted Flying Officer, 26 July 1942. To No.17 Squadron, 15 March 1943; promoted Flight Lieutenant, 26 July 1943. Posted to No.34 Squadron, 11 August 1943. Killed in action 18 April 1944 when hit by light anti-aircraft fire near Kohima, Assam. He was leading twelve aircraft on a bombing and strafing mission, released his bombs, slow-rolled at about 50 feet, corrected roll, dived over ridge out of sight (Hurricane LB780). Award presented to next-of-kin, 21 February 1947. RCAF photo PL-10027 shows him close up early 1944 . PL-100028 shows him with Hurricane in background. See **Aeroplane Monthly**, September 2013 for article on Hurricane restored to No.34 Squadron colours, his career and operations.

Whilst flying with this squadron, Flight Lieutenant Whalen has shown exceptional keenness as a captain of aircraft. He has destroyed three Messerschmitt 109s and three Navy 99s. As leader of a flight or squadron on most exacting operations Flight Lieutenant Whalen has attained much success by his determination and skill.

NOTE: Public Record Office Air 2/9633 has recommendation dated 16 April 1944 noting that he had flown 237 hours 20 minutes on operations:

This pilot has carried out with good success 176 sorties against the enemy, 107 being over enemy territory and 23 by night. He has to his credit three Messerschmitt 109s destroyed and one damaged whilst flying in England and three Navy 99s destroyed whilst operating in Ceylon.

Whilst flying with this squadron, Flight Lieutenant Whalen has completed 87 sorties by day and nine by night and has shown exceptional determination and keenness at all times. His ability as an operational pilot is above the average and the success of many of the squadron's sorties are due to his leadership, determination, enthusiasm, courage and keenness.

The Officer Commanding his station added his comments on 5 May 1944:

This officer, now missing, was known to me as a most gallant and successful operational pilot, both on defensive and offensive fighter and fighter-bomber work. He has throughout been a source of inspiration to all those who have worked with him, or under his leadership, and I strongly recommend him for the immediate award of the Distinguished Flying Cross.

Air Commodore S.F. Vincent, who commanded No.221 Group, India, wrote on 12 May 1944:

Strongly recommended. This officer was known to me personally as an excellent leader of a Flight or Squadron on most exacting missions - mostly low bombing over mountainous jungle-covered country. I discussed the recommendation for an award of the Distinguished Flying Cross with his Squadron Commander before his death on operations, and it was submitted then, so this is not being recommended posthumously.

To this was appended a summary of his 176 sorties. These were described thus:

United Kingdom:	Sector reconnaissance and patrols	13
	Sweeps over France	15
	Interceptions	5
	Channel patrols	6
Africa:	Red Sea patrols	2
Ceylon:	Patrols	8
	Scrambles	8
	Escorts	1
Assam-Burma:	Scrambles	9
	Bombing and strafing	99
	Miscellaneous escorts, etc.	10

In training he was a good pupil who nevertheless tended to graduate in the middle of each class. At EFTS he flew 30 hours 45 minutes dual and 30 hours 55 minutes solo on Tiger Moths and was described as :”inclined to be over-confident”. His best showing was at SFTS when he

graduated 16th in a class of 54 ; he flew one hour 40 minutes dual on Yale, 30 hours five minutes dual on Harvard, 58 hours 40 minutes solo on Harvard, while at night he flew one hour dual and five hours solo, all on Harvards. Assessments of him in the field are interesting. That signed by S/L M.C.C. Cotton, No.17 Squadron, 26 July 1943 noted he had flown 805 hours and rated him average in most categories but "Above Average" under two headings - "Zeal and energy in performance of duties" and "Initiative". The Flight Command appears to have drafted the following:

At first meeting this officer impresses one very favourably with his cheerfulness and super-abundance of energy. Unless carefully watched, however, he uses this good quality to further his own selfish ends and thus he needs to develop the corporate spirit to a much greater extent than at present.

Squadron Leader Cotton then added his own remarks:

A very courageous and good pilot who is possessed of a very ambitious and sometimes selfish nature. With more training in handling men and with the acquisition of a greater sense of modesty than he has at present, he will eventually make a good Flight Commander. His immediate charm and bright personality is inclined to be a facade but to anyone who understands this he acts quite naturally.

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WHALLEY, F/L Richard Noel Francis (C2266) - **Mention in Despatches** - No.407 Squadron - Award effective 1 January 1943 as per **London gazette** of that date and AFRO 232/43 dated 12 February 1943. Born in London, England, 22 December 1916. Home in Sydney, Nova Scotia. A clipping in his DHist biographical file states that he joined the Cape Breton Highlanders (NPAM) at age 16, was commissioned at 18, and left in 1936 to join the RCMP. His service took him to Ottawa for three years. On outbreak of war he enlisted in Princess Louise Dragoon Guards, but transferred to RCAF in Ottawa, 6 June 1940. Held admin posts at Rockcliffe, Picton, the Rockcliffe again (adjutant to a fighter squadron), then to Newfoundland, and finally to UK, 21 August 1941 (the foregoing seems very crowded). Was adjutant to No.411 Squadron before going to No.407 Squadron. Managed to fly on eleven shipping strikes as a spare gunner, and to participate in a raid on Bremen. Promoted Squadron Leader, 2 March 1943. Repatriation date uncertain. Discharged 29 November 1945. Postwar service as Administrative Officer (206005). Died in West Surrey, England, 3 October 1999. RCAF photo PL-935 shows him in 1940 as a Flying Officer. No citation in AFRO; DHist file 181.009 D.2620 (RG.24 Vol.20628) has recommendation for an MBE dated 18 August 1942 for services as Adjutant.

Before becoming Adjutant of this squadron in March 1942, Flight Lieutenant Whalley served as Adjutant on a Fighter Squadron in the United Kingdom from August 1941. He was posted to this unit at his own request as he wished to be in a squadron in which he could fly on operations. At the time of entry into the Royal Canadian Air Force, Flight Lieutenant Whalley was turned down for flying duties as a pilot because of slight colour blindness.

As Adjutant of this squadron (and reports confirm that it was the same with his previous unit), Flight Lieutenant Whalley has been a most outstanding success. He carries out all tasks rapidly, methodically and thoroughly, and has undertaken many duties which would normally fall upon the senior officers. In this manner he has given both his commanding officer and the officers in charge of the flights the fullest opportunity to devote a major portion of their time to active flying duties. He has watched over the interests of all personnel with the greatest keenness and personal interest, and has assured for all ranks the very best possible conditions of living and opportunities for bettering their position in the service.

In addition to these onerous duties which have been performed so thoroughly, Flight Lieutenant Whalley has set a remarkable example to all ranks by his participation in active flying operations. He has flown with his commanding officer on every possible occasion in the capacity of additional observer. At this task he has proved particularly useful because of his marked aptitude for sighting enemy shipping. He has flown on nine operational flights, during which two ships have been definitely hit. Another of his operational flights was on the first thousand-bomber Bremen raid, when the aircraft in which he was flying made a first class attack on the objective. I consider that Flight Lieutenant Whalley has been largely instrumental in building this squadron into an efficient striking force.

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WHARRY, F/O George Grant (J21994) - **Croix de Guerre (France)** - No.245 Squadron (AFRO gives unit only as "Overseas") - Croix de Guerre - Awarded as per AFRO 1619/45 dated 19 October 1945. Born in Orion, Alberta, 10 November 1921. Apprentice pharmacist. Educated and home in Edmonton; enlisted there 8 October 1941. To No.3 Manning Depot, 2 November 1941. To No.10 SFTS, Dauphin, (guard), 16 January 1942. To No.7 ITS, Saskatoon, 28 February 1942; graduated and promoted LAC, 24 April 1942 but not posted to No.14 EFTS, Portage la Prairie until 6 June 1942; to No.15 EFTS, Regina, 20 June 1942; graduated 15 August 1942 when posted to No.41 SFTS; Weyburn; graduated and commissioned, 4 December 1942. To Eastern

Air Command, 29 December 1942. To "Y" Depot, 4 January 1943. To RAF overseas, 4 January 1943. Disembarked in Britain, 12 January 1943. Attached to No.9 EFTS, 12 March 1943. To No.17 (Pilots) AFU, 24 March 1943. To No.59 OTU, 18 May 1943. Promoted Flying Officer, 4 June 1943. To No.56 OTU, 16 October 1943. To No.1 Tactical Evaluation Unit, 17 October 1943. To No.245 Squadron, 10 January 1944. Promoted Flight Lieutenant, 4 December 1944. To BPC (whatever that is), 9 March 1945. To No.56 OTU, 29 March 1945. To Cranfield, 13 June 1945. Repatriated 2 August 1945. Retired 22 September 1945. Died in Edmonton, 14 July 1994. Public Records Office Air 2/9645 gives unit and citation.

Flying Officer Wharry was engaged with No.245 Squadron in intensive operations shortly before D-Day. He took part in the attacks on Radar targets and was a member of the first wing to be established on the beachhead in Normandy. He took part in 19 close support attacks and 16 armed reconnaissances between D-Day and the fall of Paris, including the battles of Mortain and Falaise. Subsequently he has led his squadron on many armed reconnaissances deep into Germany. He has shown at all times a courage and enthusiasm of the highest order.

Notes: Accident, 2 April 1943 at No.17 (Pilots) AFU, Watton Satellite, 1145 hours. Master II, W9039. Detailed to make powered approaches. Bounced badly on first landing, aircraft stalled at top of bounce, right wing dropped and aircraft crashed on nose and wing tip. "Inexperience". He sustained abrasions and lacerations.

Accident, 6 February 1944, 121 Airfield, Westhampnett, Typhoon JB or JR430. Air test and height climb. Returning he found visibility poor. On first approach flaps failed to work and he went around again. Next approach fast (still no flaps) and he landed across the runway, crossed the perimeter track and crashed into a truck. Undercarriage wrecked and fuselage severely damaged. "Gross carelessness."

Slightly injured, 14 July 1944, 1430 hours, strafing attack on airfield by enemy aircraft.

An undated report by his Squadron Commander described his tour as 10 January 1944 to 24 February 1944 - 91 sorties, 91 hours 45 minutes. "This pilot has completed 91 operational sorties, including dive-bombing No-Ball targets prior to D Day and subsequent R.P. close support attacks from D Day onwards. His flying has been skilled and determined throughout." It was further noted that he was anxious for repatriation to Canada or, failing that, instructing at No.56 OTU - "He will make an excellent instructor."

Application for Operational Wing dated 25 February 1945 claims 91 sorties (91 hours 45 minutes), 10 January 1944 to 24 February 1945.

On 13 March 1945, on posting from Continent to United Kingdom, he filed a report stating he had flown 92 sorties (93 hours)

Assessed 15 March 1945; he had flown 535 hours (76 in past six months). "This officer does not possess any marked powers of leadership. Tends to be quiet and unobtrusive. He is most loyal, tactful and has plenty of common sense. This officer has flown well with the squadron. He is always reliable both in the air and on the ground." (S/L A. Zweigbergk).

Repatriation form dated 23 July 1945 states he had flown 93 sorties (100 operational hours), the last on 14 February 1945; also 236 non-operational hours. Types flown overseas were Tiger Moth (43 hours 30 minutes), Master (40.30), Hurricane (72.00), Typhoon (178.40) and Tempest (1.20).

Training: Attended No.7 ITS, 2 March to 24 April 1942. Scored 60 percent in Visual Link. Courses in Mathematics, Law and Discipline, Navigation, General Studies, Anti-Gas, Armament (written), Aircraft Recognition, Drill and Signals (written). Scored 780 points of a possible 1,000. Placed 62nd in a class of 97. "Keen, determined, clean cut, above average type. Forceful and decisive." (W/C L.C. Russell).

Attended No.15 EFTS, 21 June to 18 August 1942. Tiger Moth aircraft - ten hours 55 minutes dual to first solo, 33 hours day dual, 37.20 day solo, four hours night dual. Was 8.20 on instruments. Logged 10.30 in Link. Ground courses in Navigation, Airmanship, Armament (written), Aircraft Recognition and Signals (written). Scored 537 points of a possible 700. Placed tenth in a class of 14. "Low average student, slow to pick up."

Attended No.41 SFTS, 17 August to 4 December 1942. Harvard aircraft - 8.30 dual to first solo, 70.15 day dual, 66.45 day solo, 10.25 night dual, 5.40 night solo. Was 13.25 in formation, 26.20 on instruments, logged 23 hours in Link. Also navigation exercise in Anson (9.05 dual). Ground examinations in Navigation, Airmanship, Armament (written and practical), Signals (written and practical) and Meteorology. Scored 508 points of a possible 750. Placed 31st in a class of 37. "Slow starter but improved and was hard working. Now a good average student. Recommended for a commission."

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WHEATCROFT, Sergeant (now P/O) Leslie Raymond (R59468/C50187) - **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 3 June 1919 in East Kildonan, Manitoba. Educated in Manitoba including one year at Technical School on aero engines. Prewar employed at kitchen helper for Department of National Defence, electrician's

assistant, and parcel checker for T. Eaton Company. Home in Winnipeg; enlisted there 12 July 1940 as Aero Engine Mechanic and posted to No.1 Manning Depot, Toronto. To No.1 Equipment Depot, Toronto, 31 August 1940. To Technical Training School, St. Thomas, 17 October 1940. Promoted AC1, 1 March 1941. To No.8 (BR) Squadron, Sydney, 6 March 1941. To No.5 (BR) Squadron, 5 July 1941. Promoted LAC, 1 October 1941. Promoted Corporal, 1 September 1942. Reclassified as Flight Engineer, 1 November 1942 and promoted Sergeant. Promoted Flight Sergeant, 1 December 1942. Promoted WO2, 1 January 1944. To No.3 Training Command, 24 March 1944. To Halifax, 1 April 1944. To No.301 CU, Dorval; 2 May 1944 and appears to have been ferrying aircraft with No.45 Group. To Eastern Air Command, Halifax, 20 July 1944. To No.5 (BR) Squadron, 17 August 1944. Commissioned 13 September 1944. To Station Rockcliffe, 14 November 1944. Promoted Flying Officer, 13 March 1945. Recommended by S/L J.A. Wiseman for retention in the postwar RCAF as an "excellent officer." Missing, presumed drowned, 6 July 1945. No published citation. However, service file contained recommendation for a DFM drafted by W/C J.M. Viau, 16 October 1944, at which time he had flown 1,608 hours (147 hours 55 minutes in previous six months) of which 1,286 hours 20 minutes were operational (110 in previous six months).

This Flight Engineer has completed almost two tours of anti-submarine operations over the North Atlantic. He has invariably displayed exceptional skill, perseverance and devotion to duty, setting a very fine example to the other members of his squadron.

NOTE: On 13 September 1944, W/C R.O. Shaw (Station Yarmouth), on recommending his commission, wrote:

This Non-Commissioned Officer is first rate commission material from every standpoint. He has served faithfully and well as a Flight Engineer in this squadron for over three years during which period his hard and capable work on the ground and in the air has rendered his services and technical advice much in demand by captains of aircraft and his fellow tradesmen.

His application for Operation Wings, drafted 22 February 1944 listed 123 sorties and calculated his operational time as 1,140 hours ten minutes to that date. The list ran from 28 November 1941 ("Search, 3.00") to 11 February 1944 ("Sweep, 10.30"). Particularly notable were missions flown on 25 April 1942 ("O.A.S., 17.00"), 27 April 1942 ("O.A.S., 17.00"), 11 May 1942 ("O.A.S., 16.40"), 15 May 1942 ("O.A.S., 17.20"), 1 June 1942 ("Sweep, 16.35"), 16 June 1942 ("O.A.S., 16.30"), 19 August 1942 ("O.A.S., 16.30", 8 September 1942 ("O.A.S., 16.30", 12 September 1942 ("Sweep, 18.20"), 14 September 1942 ("Sweep, 18.10"), 8 October 1942 ("O.A.S., 16.05"). In all he flew sixteen sorties that were 15 hours or more.

He was further assessed under Trade Ability ("Exceptional"), Instructional Ability ("Very Good"), Administrative Ability ("Very good, an excellent organizer") and Special Qualifications ("Highly qualified aero engine mechanic.").

He was in a crew of Canso 11079, No.2 Photo Survey Detachment, No.7 Photo Wing, that landed at Nuelton Lake, 400 miles north of The Pas on the evening of 5 July 1945 (captain F/L Raeburn Livingstone Reid). Early in the morning, F/L D.D. Shackleton (navigator) went out in a canoe to fish. About 0800 hours he returned and then went out again, now accompanied by P/O Wheatcroft. They had not returned by 1030 hours, when a search was begun. At 2130 hours Norseman 372 arrived with F/L McRae and then joined the search with F/L Reid and Corporal R.S. Bruce. F/L Shackleton's drowned body was found about 2200 hours. The search was resumed by McRae with Corpora; G.W. Rossen on the 7th despite cold and rain. No success after one hour and the decision made to fly Shackleton's body to Winnipeg. The body of P/O Wheatcroft was found in the lake, 5 August 1945, grasping a "Mae West".

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WHEATLEY, FS Richard John Ambrose (R59107) - **Distinguished Flying Medal** - No.207 Squadron - Award effective 19 November 1942 as per **London Gazette** dated 20 November 1942 and AFRO 1962/42 dated 4 December 1942. Born 21 August 1913 in Birtle, Manitoba. Home in Winnipeg. Education included Dominion Business College, 1934 to 1936. Employed by City of Winnipeg as a License Clerk, May 1936 onwards. First applied to join RCAF, 29 August 1939 and again in October 1939. Finally enlisted in Winnipeg, 3 June 1940. To No.1 Manning Depot, Toronto, 7 June 1940. To No.1 ITS, Toronto, 24 June 1940; graduated and promoted LAC, 19 July 1940. To Winnipeg Flying Club, 19 July 1940. To No.1 SFTS, Camp Borden, 14 September 1940. Ceased pilot training, 8 November 1940 when posted to No.1 Manning Depot. To No.1 ITS again, 28 November 1940. To No.3 AOS, 4 January 1941; graduated 31 March 1941 and posted next day to No.2 BGS; graduated and promoted Sergeant, 12 May 1941; posted next day to No.1 ANS. To "M" Depot, Halifax, 11 June 1941. To RAF Trainee Pool, 29 May 1941. Date of arrival in Britain uncertain. To No.25 OTU, 4 August 1941. To No.207 Squadron, 3 November 1941. Promoted Flight Sergeant, December 1941. Promoted WO2, 1 June 1942. To No.106 Conversion Flight, 13 August 1942. Commissioned 6 September 1942 (J16134). To No.1660 Conversion Unit, 27 October 1942. Promoted Flying Officer, 6 March 1943. To No.1476 Flight, 23 May 1943. To No.1478 Flight, 25 May 1943. To No.1 Overseas Air Despatch Unit, 11 June 1943. To Middle East, 12 June 1943, continuing to serve with No.1478 Flight there. Returned to Britain, 31 December 1943. To No.83 Squadron, 29 February 1944. Missing (prisoner of war), 9/10 May 1944, Lancaster III, serial ND949. Held at Stalag Luft II. Safe in United Kingdom, 11 May 1945. Promoted Flight Lieutenant, 19 September 1944. Repatriated to Canada, 1 June 1945. To No.8 Repair Depot, Winnipeg, 12 June 1945. To No.7 Release Centre, 6 August 1945. Retired 12 February 1946. Died in Russell, Manitoba, 24 February 1971 as per

Legion Magazine of May 1971. Invested with award by King George VI, 18 May 1943. RCAF photo PL-15926 (ex UK-3936 dated 20 May 1943) taken outside Buckingham Palace following investiture with DFM - Flight Sergeant J..E. Galloway (Milton, Ontario), P/O R.J.A. Wheatley (Winnipeg), Flight Sergeant R.L. Wetherall (Ottawa). RCAF photo PL-15941 (ex UK-3952 dated 20 May 1943) taken after DFM investiture - P/O J.R. Burton (Billings, Montana), P/O F.H. Larson (Calgary) and P/O R.J. Wheatley (Winnipeg).

Flight Sergeant Wheatley has at all times displayed exceptional keenness on operational flying and a great determination to locate and bomb the primary target. Regardless of adverse weather or enemy opposition his skilful navigation and complete disregard of danger have contributed towards the successes achieved.

NOTE: Public Records Office Air 2/9604 has original recommendation dated 21 September 1942 when he had flown 26 sorties (139 hours 20 minutes) as Air Observer:

15 November 1941 - Essen (6.45) - Unsuccessful; 10/10 cloud; Den Helder attacked
23 November 1941 - Lorient (5.50)
30 November 1941 - Emden (5.55)
27 December 1941 - Dusseldorf (5.10) - Successful; 2 x 500-lb dropped; 1 x 4,000-lb bomb hung up.
2 January 1942 - St.Nazaire (6.50) - Unsuccessful; 10/10 cloud; Cherbourg attacked.
5 January 1942 - Brest (5.25) - **Scharnhorst** and **Gneisenau** primary targets; unsuccessful; docks bombed.
22 January 1942 - Munster (5.55) - Town bombed; primary (PO) not bombed.
27 January 1942 - Brest (5.30) - **Scharnhorst** and **Prinz Eugen** main targets; not successful; docks bombed.
14 February 1942 - Mannheim (7.20)
25 February 1942 - Kiel (7.00)
3 March 1942 - Paris (5.30)
8 March 1942 - Essen (5.10) - Unsuccessful; unable to locate owing to haze; built-up area bombed.
10 March 1942 - Essen (4.50)
2 May 1942 - GARDENING (8.50) - Hawthorn area
7 May 1942 - GARDENING (6.55) - Nasturtium area
30 May 1942 - Cologne (4.30)
1 June 1942 - Essen (3.55)
7 June 1942 - GARDENING (3.15) - Nectarine area
16 June 1942 - Essen (2.20) - Early return; rear turret unserviceable
25 June 1942 - Bremen (4.25)

27 June 1942 - Bremen (4.30)
2 July 1942 - Bremen (4.20)
19 July 1942 - Vegasack (4.40)
26 July 1942 - Hamburg (5.20)
29 July 1942 - Saarbrucken (5.20)
30 July 1942 - Dusseldorf (3.50)

Flight Sergeant Wheatley has at all times displayed great keenness towards operational flying, and his skilful navigation, determination and complete disregard of danger have contributed considerably towards the success of the sorties in which he has taken part.

A number of sorties carried out by this Non-Commissioned Officer were flown under extremely difficult weather conditions, but this in no way reduced his keenness and determination to locate and bomb the primary target.

Note: The website "Lost Bombers" has the following details of his being captured. Lancaster ND494 (OL-G), No.83 Squadron, target Gennevilliers, was lost on the night of 9/10 May 1944. ND494 was delivered to No.83 Squadron from No.32 Movements Unit in January 1944 and had taken part in the following operations: Berlin, 15/16 February 1944; Leipzig, 19/20 February 1944; Schweinfurt, 24/25 February 1944; Stuttgart, 15/16 March 1944; Berlin, 24/25 March 1944; Schweinfurt, 26/27 April 1944; Gennevilliers, 9/10 May 1944. It was airborne at 2228 hours, 9 May 1944 to bomb the Gnome and Rhone works at Gennevilliers. Hit by flak whilst flying low near Rouen. The pilot tried to gain height, only to be attacked by a night-fighter. With the starboard wing on fire, an attempt was made to reach the Channel and ditch, but in the event a crash-landing was made on a hillside near Bailleul-la-Vallee (Eure), 16 km NW of Bernay. F/O H.O. Johnson, DFC died the next day from his injuries at a field hospital in Bernay; he is buried at Evreux Communal Cemetery, as are his two comrades. Flight Sergeant D.D. Toves, DFM and F/L J.A.T Meredith, DFC. Other members of the crew were Sergeant R.H.C.Young (POW), F/O R.J.A.Wheatley, RCAF (POW), F/O G.Le R.Brown RCAF PoW F/O J.S.Read Inj F/O H.O.Johnson DFC Inj F/S C.D.Towse DFM KIA F/O G.Le R.Brown, RCAF (POW).

Directorate of History and Heritage file 181.001 D.24 has his "Loss of Bomber Aircraft" questionnaire from interview of 12 May 1945 in which he stated he had flown 31 sorties:

Target was a motor factory on the N.W. outskirts of Paris. We were briefed to make three runs over it. One at Z - 5 in case flares were needed and then to bomb - one run to drop the cookie and the final one the 1,000-lb bombs. We were to bomb at 8,000 feet but due to flak and evasion did the last two runs at 5,000 feet. On the first run we were hit by light flak and also on each succeeding

bombing run and on the last one the starboard outer was fired. The aircrew was feathered and the fire seemed to be extinguished. The pilot said he couldn't get the aircraft to climb very well and as flashes ahead on our way out appeared to be aircraft shot down by fighters, he decided to go down and come home low. It was a bright moonlight night and visibility good. At about 800 feet or less we went over an airdrome and they hit us in the port wing with light flak and also in the tail unit. A hole approximately a yard square was in the wing just beside the outer engine and it was burning very strongly. The pilot said the controls were unserviceable and to take crash positions as we were going down fairly fast, but Flight Lieutenant Meredith did a marvellous job of holding the aircraft practically straight and level until we crashed into the hillside covered with trees. I had gone to crash position and flight engineer was on rest chair and Bomb Aimer in position also. Both myself and Bomb Aimer told Wireless Operator to come back but we crashed before he came. The aircraft burst into flames and was broken in two just behind the upper turret and the nose was badly smashed in. A tree was over the escape hatch, but I climbed up the back (aircraft at an angle of 45 degrees, nose down) and jumped about ten feet to the ground. The Bomb Aimer and Flight Engineer preceded me. Any re-entry to the aircraft was impossible as it was by this time a mass of flames.

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WHEATON, F/O Charles Frederick (J46662) - **Commended for Valuable Services in the Air** - No.170 Squadron - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 22 March 1916. Home in Toronto; enlisted there 7 January 1942. To No.1 Manning Depot, 18 January 1942. To No.1 ITS, 9 May 1942; graduated and promoted LAC, 3 July 1942 but not posted to No.7 EFTS until 12 August 1942; graduated 24 October 1942 when posted to No. 5 SFTS; graduated and promoted Sergeant, 19 March 1943. To No.124 Squadron, 21 March 1943. Promoted Flight Sergeant, 19 August 1943. Promoted W12, 19 March 1944. Subsequently commissioned with effect from 19 March 1944. Promoted Flying Officer, 19 September 1944. To No.170 Squadron, 2 April 1945. To No.124 Squadron again, 30 September 1945. To No.4 Release Centre, 17 October 1945. Retired 16 October 1945.

This officer, through three years Ferry duty, has continued to perform his arduous duties cheerfully and efficiently, and has shown a splendid spirit of co-operation at all times. He has been a valuable asset in maintaining the efficiency of this Squadron.

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WHEELER, F/L Arthur Brian (J4813) - **Distinguished Flying Cross** - No.226 Squadron - Award effective 22 May 1942 as per **London Gazette** of that date and AFRO 358/44 dated 18 February 1944. Born 11 February 1916 in Feilding, New Zealand; home in Marton, New Zealand. Educated at Friends School, Wanganui, 1925-29, Wanganui Collegiate School, 1929-1933. Shepherd in New Zealand, 1934-35; Farm Manager in New Zealand, 1935-1936; Head Shepherd, 1936-1939; Working in Argentina as a Livestock Manager for Hector M. Guerrero of Buenos Aires when the war broke out, he enlisted in Ottawa, 17 October 1940 rather than return to New Zealand. Posted to No.1 Manning Depot, Toronto in enlistment. To No.1 ITS, Toronto, 9 November 1940. Promoted LAC, 10 December 1940 and posted to No.10 EFTS, Hamilton; to No.5 SFTS, Brantford, 29 January 1941. Qualified as pilot and promoted Sergeant, 10 April 1941. Commissioned 11 April 1941. To "M" Depot, Debart, 21 April 1941. Posted overseas 16 May 1941; date of arrival uncertain but was struck off strength of No.3 PRC, Bournemouth, 7 June 1941 on posting to No.13 OTU. To No. 226 Squadron, 27 August 1941. Appointed Acting Flight Lieutenant (paid), 2 October 1941. To Invernay, 16 June 1942. Promoted Squadron Leader, 24 August 1942 on posting to No.487 Squadron. Invested with award by King George VI, 3 November 1942. To Headquarters, No.2 Group, 21 January 1943. To No.17 OTU, 4 February 1943. Attached to No.3 Flying Instructor School, 31 March to 27 April 1943. To No.13 OTU, 4 May 1943. To No.226 Squadron, 5 June 1943. Promoted Wing Commander, 1 February 1944 on posting to No.88 Squadron. Killed in action as Commanding Officer of No.88 Squadron, 15 February 1944 (Boston BZ279); buried in France. Parents and widow were living at Leedstown, New Zealand. RCAF Photo PL-4315 (ex UK-32) shows a group of Argentine flyers, trained in Canada and now in Britain: Front row is P/O R.C. Lindsell, P/O R.P. Hughes, P/O D.P. Joyce, P/O A.B. Wheeler; Back row is P/O J.F.K. Sandys, P/O J.F.M. Bell, P/O G.C. Pruyer, P/O D.S. King.

In April 1942, Flight Lieutenant Wheeler was the leader of the second section of a formation of Boston aircraft detailed to attack the docks at Le Havre. Despite very intense and accurate anti-aircraft fire, by which his aircraft was repeatedly hit, Flight Lieutenant Wheeler pressed home his attack. Immediately after releasing his bombs, the port engine failed, through damage by anti-aircraft fire, and he was forced to leave the formation and follow behind. Steadily losing height, Flight Lieutenant Wheeler skilfully flew his damaged aircraft back to base. His skill and perseverance contributed largely to the safe return of a valuable aircraft and crew. In September 1941, at low level and in the face of intense anti-aircraft fire, he attacked and sank a flak ship of between 800 and 1,000 tons, which was escorting a convoy. Flight Lieutenant Wheeler has displayed courage, keenness and devotion to duty which have contributed largely to the successes achieved. He has set a fine example.

Assessed on 28 September 1942 while in No.487 Squadron as Flight Commander; Reported to have flown 540 hours (130 in previous six months). "Wheeler has only been with the squadron for little more than a month and assessment at para 2 cannot be made. He has however displayed exceptional energy and qualities of leadership during this early stage of the squadron formation." (W/C F.C. Seavell). "Young for his rank, needs no guidance as an operational pilot or Flight Commander but has not yet grasped his other responsibilities. Does not need driving, only firm leadership and gentle curbing. A good leader, loyal and easy to know." (R.L. Kippenberger).

Assessed on 14 February 1943 on posting from No.487 Squadron. Had flown 650 hours as pilot (170 in previous six months). "This officer is of above average ability. He possesses plenty of initiative, is keen and energetic. As a flight commander he has proved himself to be an efficient leader and organizer at all times. Very reliable." (W/C G.J. Grindell). "Operationally this officer is outstanding. His keenness and ability set a high example to all aircrew. His youthfulness and exuberance make him rather a trial on the ground and in the Mess. Will make a good all round officer with experience." (G/C R.L. Kippenberger).

Report of Flying Instructor Course held at No.3 FIS, 31 March to 27 April 1943 states he flew 15 hours five minutes day dual and one hour 30 minutes night dual plus 27 hours day dual solo and one hour 25 minutes night solo, all on Oxford aircraft. Reported to have 764 hours 25 minutes flying time which must include both Canada and overseas flying. Ground subjects were Principles of Flight, Navigation, Airmanship and Technical Subjects. Described as "Above Average".

Circumstances of death. Boston BZ279, No.88 Squadron, Hartford Bridge was detailed to attack "Constructional Works" at Flottemanville-Hague and was airborne 1110 hours on 15 February 1944. Aircraft was seen to receive a direct hit from flak after bombing the detailed target at 1215 hours, 13,000 feet. The starboard engine burst into flames and the wing folded. The aircraft was seen to hit the ground two miles west of Querqueville (Heinneville), approximately three miles northwest of Cherbourg in the Cherbourg Peninsula. Crew were J4813 W/C A.B. Wheeler (pilot), 145209 F/L A.G. Dickenson (Navigator/B), 908923 Warrant Officer G.W. Goult (WOP/Air) and NZ 413716 Flight Sergeant G.H. Reid (AG).

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WHEELER, F/O Ernest Francis (J22570) - **Distinguished Flying Cross** - No.199 Squadron - Award effective 5 February 1944 as per **London Gazette** dated 15 February 1944 and AFRO 644/44 dated 24 March 1944. Born 3 October 1920. Home in Cornwall, Ontario; enlisted Ottawa, 1 September 1941 and posted to No.1 Manning Depot. To No.31 BGS (guard), 13 September 1941. To No.1 ITS, 10 November 1941; graduated and promoted LAC, 2 January 1942 when

returned to No.1 Manning Depot; to No.2 AOS, 15 January 1942; to No.3 AOS, 19 January 1942; to No.2 BGS, 25 April 1942; to No.1 ANS, 6 May 1942; graduated and commissioned 20 July 1942. To RAF Ferry Command, 6 August 1942; To RAF overseas, 6 September 1942. Promoted Flying Officer, 20 January 1943. Promoted Flight Lieutenant, date uncertain. Repatriated 8 July 1945. To No.1 Air Command, 20 July 1945. To No. 10 EFTS, 21 August 1945. To No.3 Release Centre, 5 September 1945. Released 11 September 1945. Award presented (date uncertain). RCAF photo PL-32546 (ex UK-13877) taken during investiture. No citation other than "...completed...many successful operations against the enemy in which [he] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/8782 has recommendation dated 10 December 1943 when he had flown 25 sorties (157 hours 30 minutes) as follows:

12 March 1943 - Essen (4.55)
13 March 1943 - GARDENING, Spikerooge (5.05)
2 April 1943 - SEA SEARCH (6.20)
4 April 1943 - Kiel (6.10)
8 April 1943 - GARDENING, Lorient (6.10)
10 April 1943 - Frankfurt (7.10)
14 April 1943 - Stuttgart (7.45)
16 April 1943 - Mannheim (7.50)
20 April 1943 - GARDENING, Lorient (1.35), DNCO
26 April 1943 - Duisburg (5.05)
12 May 1943 Duisburg (4.35)
13 May 1943 Bochum (3.30)
23 May 1943 Dortmund (5.00)
25 May 1943 - Dusseldorf (4.40)
27 July 1943 - SEA SEARCH (4.30)
30 July 1943 - GARDENING, Frisians (3.05)
10 August 1943 - Nuremburg (7.15)
16 August 1943 - Turin (8.05)
23 August 1943 - Berlin (7.55)
31 August 1943 - Berlin (8.00)
3 September 1943 - GARDENING, Kattegat (7.45)
5 September 1943 - Mannheim (6.35)
15 September 1943 - Mont Lucon (6.10)
22 September 1943 - Hanover (6.00)
23 September 1943 - Mannheim (6.30)
27 September 1943 - Hanover (5.05)
18 November 1943 - Mannheim (2.10), DNCO

This officer has now completed 25 sorties and flown 157.30 hours on operations.

Throughout his tour he has shown keen determination and participated in successful attacks on Mannheim (3), Berlin (2), Hanover (2), many Ruhr targets and has also assisted in mine-laying expeditions in enemy waters.

His excellent work has guided his crew through difficult situations on more than one occasion, and his courage and fine offensive spirit are evident at all times. This officer fully merits the award of the Distinguished Flying Cross.

Application for Bar to Operational Wing dated 23 April 1945 states that with No.429 Squadron he had flown 19 sorties (127 hours), 6 December 1944 to 22 April 1945.

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WHEELER, F/O James Guy (C5450) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 20 February 1945 and AFRO 563/45 dated 29 March 1945. Home in Edmonton; enlisted in Ottawa, 10 May 1941 in Administrative Branch. To No.4 ITS, 26 June 1941. Promoted Flight Lieutenant, 24 November 1941. Promoted Acting Squadron Leader, 15 January 1943. Remustered to aircrew and posted to No.2 WS, 26 June 1943. To No.2 Air Gunner Ground Training School, 3 September 1943. To No.3 BGS, 16 October 1943; graduated as Air Gunner, 26 November 1943 but reverted to Pilot Officer. To "Y" Depot, 10 December 1943. Taken on strength of No.3 PRC, Bournemouth, 20 January 1944. Promoted Flying Officer, 26 May 1944. Promoted Flight Lieutenant, 3 May 1945. Repatriated 13 June 1945. To Halifax, 29 August 1945. To Eastern Air Command, 16 December 1945. To Trenton, 3 January 1946, reverting that date to Flying Officer. To No.2 Release Centre, 8 May 1946. Retired 10 May 1946. Award sent by registered mail, 11 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.2610 (RG.24 Vol.20627) has recommendation dated 17 November 1944 when he had flown 30 sorties (152 hours ten minutes), 17 July to 6 November 1944.

This officer has taken part in thirty attacks on the enemy, including the heavily defended targets of the Ruhr. On all occasions he has shown a splendid enthusiasm for his work and a keen desire to come to grips with the enemy. On many occasions by his unfailing vigilance he has been able to warn his crew of the approach of enemy aircraft and give directions for evasive action which have enabled the captain to evade combat and continue to his target. By his unfailing cheerfulness and courage he has been of great assistance to his captain and has inspired the rest of the crew. On the ground he has been invaluable to the Gunnery Leader where his knowledge of administration has been used to good account.

It is considered that this officer's operational record combined with his record of service on the ground fully merits the award of the Distinguished Flying Cross.

The sortie list was as follows:

12 July 1944 - Acquet (4.20)
14 July 1944 - Anderbelck (3.40)
18 July 1944 - Mondeville (4.35)
28 July 1944 - Hamburg (5.05)
30 July 1944 - Amoye Seulle (4.00)
31 July 1944 - Coquereaux (4.25)
1 August 1944 - L'Hey (3.25)
3 August 1944 - Forer de Nieppe (4.25)
4 August 1944 - Bois de Cassan (4.55)
5 August 1944 - St. Leu d'Esserent (5.20)
7 August 1944 - La Hogue (4.25)
9 August 1944 - Prouville (4.15)
12 August 1944 - Brunswick (5.40)
13 August 1944 - Aisy (4.35)
15 August 1944 - Gardening (6.20)
18 August 1944 - Connantre (6.25)
27 August 1944 - Marquis (3.40)
28 August 1944 - Fresnes (4.10)
10 September 1944 - Le Havre (4.05)
11 September 1944 - Gardening (3.25, no sortie)
12 September 1944 - Gardening, Oslo (7.00)
17 September 1944 - Boulogne (3.55)
24 September 1944 - Calais (4.35)
27 September 1944 - Sterkrade (4.55)
28 September 1944 - Cap Gris Nez (4.40)
4 October 1944 - Gardening, Oslo (7.00)
6 October 1944 - Dortmund (6.00)
9 October 1944 - Bochum (5.45)
30 October 1944 - Cologne (6.20)
4 November 1944 - Bochum (5.40)
6 November 1944 - Gelsenkirchen (5.10)

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WHEELER, F/O Joseph Gabriel (J38356) - **Mention in Despatches** - No.6 Group Headquarters - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 8 April 1921. Home in St.Andrews West, Ontario; enlisted Ottawa 21 September 1942 and posted to No.1 Manning Depot. To No.4 BGS, 21 January 1943 (guard). To No.6 ITS, 20 March 1943; graduated and promoted LAC, 28 May 1943; posted next day to No.10 EFTS; graduated 23 July 1943 and posted next day to No.1 SFTS; graduated and commissioned, 12 November 1943. To "Y" Depot, 26 November 1943. To No.31 GRS, 17 January 1944. To No.1 Aircrew Graduate Training School, 1 February 1944. Taken on strength of No.3 PRC, 30 March 1944. Promoted Flying Officer, 12 May 1944. Repatriated, 8 August 1945. To No.3 Release Centre, 16 August 1945. Released 25 September 1945. Certificate sent 10 August 1948. AFRO gives unit only as "Overseas"; unit found in McEwen Papers list of recommendations for MiD.

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WHEELER, F/O Thomas Ross (J18199) - **Distinguished Flying Cross** - No.411 Squadron - Award effective 8 December 1944 as per **London Gazette** of that date. Born 14 February 1921 in Tignall, Georgia. Parents were Canadian; returned to Canada in 1927. Lived five years in Ottawa. Home in Toronto. Former mail clerk and hardware clerk. Enlisted 1941; commissioned 1943. Trained at No.3 ITS, No.11 EFTS and No.8 SFTS (graduated 2 January 1942). Sailed overseas in January 1942 (SS **Vollendam**), being taken on strength of RAF overseas on 23 January 1942. Commissioned 11 July 1943. First flying in Britain was at Thames (Oxford), on Hotspur gliders, training to fly them into Europe on sabotage operations. Tried to get into a fighter OTU but was switched to glider tug duties (Hind, Hart, Audax, Hector). Posted to No.57 OTU (Eshott, Northumberland) at end of 1942; posted to No.411 Squadron. Credited with the following victories: **13 December 1943**, two Bf.109s damaged (shared with four other pilots); **28 June 1944**, one FW.190 destroyed; **14 July 1944**, one FW.190 destroyed. Released in October 1945. Rejoined in 30 December 1948 (service number 17954) and assigned to support staff of Nos.401 and 411 (Auxiliary) Squadrons. Later flew with No.444 Squadron and was on staff of No.2 AFS, Portage la Prairie. Flew Sabres, CF-100s, T-33s and Tutors. Retired on 6 September 1968 with rank of Squadron Leader. Settled in Pickering. Appointed Honourary Colonel, No.411 Squadron, January 1985. Died in Toronto, 12 October 2018. RCAF photo PL-28245 (ex UK-8574 dated 21 March 1944) shows him in England.

This officer is a highly efficient pilot and section leader. He has displayed the greatest keenness to engage the enemy and has set a fine example of courage and resolution. Flying Officer Wheeler has shot down two enemy aircraft and assisted in the destruction of another; he has also been responsible for the destruction of many mechanical vehicles.

WHEELER, F/O Thomas Ross, DFC (J18049) - **Member, Order of the British Empire** - No.411

Squadron - Award effective 14 September 1945 as per **London Gazette** of that date and AFRO 1704/45 dated 9 November 1945. Public Records Office Air 30/186 has text as submitted to Buckingham Palace which differs in no significant degree from the following which was published.

On 7th August 1944, whilst on an armed reconnaissance in the Liseaux area, Flying Officer Wheler's aircraft was damaged by anti-aircraft fire and he was forced to descend by parachute. After hiding his unwanted equipment, and laying a false trail, he ran north for two hours, and spent the night in a barn. After hiding and walking for three days, during which time he swam two rivers, Flying Officer Wheler came to a deserted house where he remained for two days. He cooked vegetables and frogs legs for food. After resuming his journey he was captured on 11 August. He was sent to Pont L'Eveque and after two days there he was taken by truck via Liseaux towards Paris. Noticing a small door window in front of the truck, Flying Officer Wheler managed to ease his way through it. When the truck stopped, owing to an air raid ahead, he dropped down and rolled between the wheels towards a ditch. Having succeeded in evading detection he walked away and continued walking all night. In the morning, north of Livarot, he saw a farmer who gave him food and a bed for the day. At night the farmer gave him a map and leather tunic, and informed him that the English were near St.Pierre. After walking by night and resting at farms in the daytime, Flying Officer Wheler was recaptured on the 17th August. He was taken to a farm where 20 Germans were ready to move off and he walked with this party for two days and nights, stopping only for meals and short rests. They halted at a house and Flying Officer Wheler was interrogated but refused to give any information. Flying Officer Wheler met five more prisoners of war here and on the night of the 20th August, after picking up 20 POWs, the whole party started off in a truck and were not allowed to lift the curtain to let in air. This caused several of the prisoners to faint. The next day they left the truck and started marching with guards on each side of them. At night Flying Officer Wheler managed to escape by slipping into the file of guards and then stepping to the side of the road. He set off east across a valley and river and laid up in a barn near St. Etienne L'Allier. The next morning he was given food by the parents of a French girl who had discovered him and at night he was taken to another farmer, where he remained until the 26th August when British forces arrived.

Document DHH file 79/507 has his MI.9 evasion report based on interview of 28 August 1944. It began by stating he had taken off from airfield B.4 at 1830 hours and came down five miles west of Pont l'Eveque. The report went on as transcribed below (marginal notes in bold and

brackets); map references are to France, 1:100,000, Sheets 7F and 8F:

[7 Aug 44] I took off on 7 August on armed reconnaissance in Lisieux area, had destroyed three trucks when my radiator was hit by flak. I climbed to 7,000 feet but my engine was running rough so I called up to say I was going home. The engine packed up and I baled out.

I landed in an orchard 467014 (Sheet 7F), hid my parachute, made west in bushes, ran up a lane where I threw my gloves down, and turned back. I ran north for two hours, crossing a river and main road at 4605, then removed my badges, pockets etc in a barn, got out my escape kit, got my position and headed west, sleeping that night in a barn.

[8 Aug 44] I walked all next day passing north of Branville at 277059, ate raw potatoes and Horlicks in the evening, and that night walked along the railway to Houlgate, then headed south passing through some mine fields on the way. At 242018 I turned west, swam two rivers at 2102 and came upon a deserted house next morning.

I remained here two days cooking myself vegetables and frogs legs for food.

[10 Aug 44] On night of 10 August I set off west through the marshes but as the water reached my waist and once up to my neck, I turned north, passed [past ?] the race track (2104), swam the river and crawled by the side of the main road. At the fork 2105 there were two sentries whom I got by and continued by the road going west.

[11 Aug 44] As Germans were passing along the road I turned south into the marshes and had to keep going after daybreak as there was nowhere to hide, and I was wet, cold and hungry with our shells bursting all round. I reached some woods at 182052 but walked into some guards on a radar station who took me prisoner. They first took everything from me, including watch, escape kit, ring, lighter, pen and ten pounds of my own money, then gave me food. I was taken by cycle to Cabourg and in the evening to Pont l'Eveque (5204 Sheet 8F). I stayed here two days without interrogation although they returned my RAF (k) 1250 and shaving kit. There were 150 various POWs here and the French Red Cross supplied many necessities.

[13 Aug 44] On night of 13 Aug all service personnel were taken by truck towards Paris passing through Lisieux. I was in the rear and noticed it was an iron "wood

burning" truck, with space for a boiler between the truck and the driver's cabin. There was a small door window 1 ½ feet x 2 feet in the front of the truck which kept banging. I called to the front to ask if there was glass in this opening as I meant to try to escape through it. I made my way to the front of the truck and stood with my back to the opening facing the guards at the rear.

The truck was travelling fast, and there was some noise and shaking about, and it was dark. I closed the small door behind my back and then opened it slowly, keeping myself in the front of the opening so the faint light outside did not show. I eased myself out through this opening, pulled the door over it and sat on the boiler. The truck stopped at about 589813 (Sheet 8 F) because of an air raid ahead. I slipped down underneath and rolled between the wheels towards the ditch, the guards now standing at the back. An aircraft dropped a flare so I rolled back and when it went out I got to the ditch over a edge and ran. I crossed a river bridge at approximately 586818, walked all night, crossed the road and river northy of Fervaques 5476, and in the morning saw a farmer north of Livarot 4672.

[14 Aug 44] I spoke to him, and he gave me food and a bed for that day. That night he told me the English were around St. Pierre, gave me a map and leather coat, took my tunic and I started off.

[15 Aug 44] I walked all that night, stopped at another farm in the morning where I stayed all day. I continued each night and rested at a farm each day until 17 August when I ran into the front line and heard a concentrated barrage and machine gun east of St. Pierre, at 255765 (Sheet 7F).

[17 - 19 Aug 44] I lay in a cornfield by the road all day and at dusk saw some British tanks pass by, so I crawled to the road, and stood up ready to hail the next ones. Two Germans came up behind me with revolvers and I was taken prisoner again.

We went back to a farm where twenty Germans were ready to move off and we all started eastwards that night and walked for two nights and days, stopping only for meals and short rests, until afternoon 19 August.

[19 Aug 44] We stopped at a house where an English speaking officer interrogated us, trying to get various information which I refused. I met F/L MacDuff here and five other POWs.

On afternoon of 20th we were moved about five miles, picked up twenty POWs and that night started off in a truck. We crawled along in circles, losing our way, and finally put up in an orchard about 2330 hours, where the guards made us stand up all night.

They refused to let us put the curtains up for air. It was terribly hot and we were very tired, and POWs were fainting all round.

[21 Aug 44] Next morning the Germans wanted to paint the top of the truck white (denoting POWs) as a protection against aircraft attack, but I told them it would be suicide. I had never heard of any sign denoting POW, and felt certain that any of our aircraft would spot the white and shoot it up immediately. I know of no instructions to the contrary.

So we left the truck, marched all day, sleeping in a barn that night.

[22 Aug 44.] We marched again next day into Lieurey (7495 Sheet 8F) with instructions to get to St. Martins (7801) by 2130 hours. We lost the way in some bye-woods and by dark had reached a point 778998 (Sheet 8F).

We were in two files with a file of guards each side, so I engaged a guard on my right in conversation, gradually dropped back with him, and the NI quickened up ahead of him, slipping into the file of guards so the guard ahead and behind me each thought I was one of them.

I slipped away to the side of the road, [and] covered my face and hands until they had passed. I set off east across a valley and river and after an hours walking I laid up in a barn north of Saint Etienne l'Allier 7898.

[23 Aug 44] Next morning a French girl came in the barn who fetched her parents for me, who gave me food. That night they took me to another farmer nearby where I remained until 26 August when the British came through who sent me through various channels to IS.9 (WEA) the same day.

Note: He was one of 48 veterans (23 of them air force) awarded the Knight (Chevalier) of the National Order of the Legion of Honour as per **Canada Gazette** of 17 May 2014.

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WHELLAMS, FS Donald Leslie (R4145A) - **Mention in Despatches** - No.436 Squadron (AFRO says

only "Overseas") - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. Born in Winnipeg, 11 December 1913. Grew up in North Kildonan where his father owned a large market garden. As a youth he developed a passion for aviation. His Uncle Leslie in England had sent him literature on aircraft construction and he, along with some friends, built a single seat Pietyol aircraft in 1934 from odd parts bought with their pocket money. This aircraft was actually flown by a pilot friend on several occasions. He continued his passion with aviation by working for Canadian Airways for four years. Home in Winnipeg; enlisted there as Apprentice Mechanic, 13 February 1936 with No.12 (Army Cooperation) Squadron, later redesignated No.12 (Army Cooperation) Squadron. Promoted LAC, 24 November 1939. Classified as Aero Engine Mechanic, 4 December 1939. Attended Bristol and Wright Engine Course, Montreal, 19 February to 8 March 1940 and placed eighth in a class of 26. Posted overseas with No.112 Squadron. Promoted Corporal, 1 August 1940. To No.2 (Fighter) Squadron, 11 December 1940. Promoted Sergeant, 1 January 1941. To Rockcliffe, 22 July 1941. To No.8 Repair Depot, 2 August 1941. To No.2 ITS, 1 August 1942. To No.10 Repair Depot, 10 August 1942. Promoted Flight Sergeant, 13 August 1942. To No.165 (Transport) Squadron, 4 August 1943. To "Y" Depot, 23 August 1944. Taken on strength of No.3 PRC, 29 August 1944. Repatriated 18 October 1945. To No.5 Release Centre. Retired 21 November 1945. Worked as a machinist for the CPR until his retirement at age 60. Love of aviation continued and he earned his glider pilot's license in the 1960s. Later his skills as a machinist and aviator became invaluable to the Western Canada Aviation Museum where he worked as a volunteer restoring vintage aircraft. Died in Winnipeg, 29 March 2012. Obituary the following claim which cannot at this time be substantiated - "Being ordinary to Dad meant going above the heads of his commanding officers and grounding an entire squadron. Dad knew the fuel was dirty and grounding the aircraft until the problem was solved was just the right thing to do. Doubtless many lives were saved."

WHELLAMS, FS Donald Leslie (Can 4145A) - **British Empire Medal** - No.436 Squadron (AFRO gives unit only as "Overseas") - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 155/46 dated 15 February 1946. Public Records Office document Air 2/9139 gives citation. Award presented January 1948 with Northwest Air Command.

This airman has been outstanding as NCO in charge of servicing flights. He has a wide knowledge of aero engines and has been of great value in solving difficulties and frequently saving valuable operational time in quickly diagnosing and directing the repair of engine failures. He has also so efficiently organised the daily servicing flight that operations have been carried out without undue delay. Flight Sergeant Whellams has worked hard and long far beyond the call of his normal duties. In addition to his technical duties he has been detailed to carry out jobs not associated with his trade. In all his undertakings he has shown complete loyalty to the squadron and unswerving devotion to duty which has

been of real benefit.

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WHELPDALE, P/O George Murray (J91039) - **Croix de Guerre (France)** - No.192 Squadron (identified in AFRO only as "Overseas") - Awarded as per AFRO 1619/45 dated 19 October 1945. Born 12 February 1914. Home in Toronto; enlisted there 14 August 1942 and posted to No.1 Manning Depot. To No.4 Manning Depot, 1 October 1942. To No.3 ITS, 5 December 1942; graduated and promoted LAC, 19 February 1943; to No.20 EFTS, 20 February 1943. Ceased training 26 March 1943 and posted to No.1 Manning Depot. To No.1 AOS, 17 April 1943; graduated and promoted Sergeant, 3 September 1943. To "Y" Depot, 17 September 1943. Taken on strength of No.3 PRC, Bournemouth, 4 October 1943. Commissioned 22 October 1944. Repatriated 9 February 1945. To No.1 Air Command, 26 February 1945. To No.4 Release Centre, 15 April 1945. Retired 21 April 1945. Public Records Office Air 2/9645 has citation.

Pilot Officer Whelpdale has completed a tour of operations as Navigator of a heavy bomber aircraft, during which he has shown a marked keenness for operational flying and a cheerful determination to complete his task. At all times he has displayed a high devotion to duty and has gained the confidence of his captain and crew.

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WHETTER, F/O Ralph Jacob Clinton (J27588) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 17 April 1945 and AFRO 918/45 dated 1 June 1945. Born 20 June 1919. Home in Dand, Manitoba; enlisted Winnipeg, 14 February 1942. To No.2 Manning Depot, 22 April 1942. To No.2 ITS, 11 September 1942; graduated and promoted LAC, 7 November 1942 but not posted to No.2 EFTS until 5 December 1942. Ceased training, 12 January 1943 when posted to No.1 Composite Training School; to No.7 BGS, 13 February 1943; graduated 14 May 1943 and posted next day to No.7 AOS; 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 25 March 1945. To No.5 Release Centre, 3 April 1945. Retired 5 May 1945. Award presented 11 June 1949. Died in Brandon, Manitoba, 17 March 2016. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost courage and devotion to duty." Public Records Office Air 2/9060 has recommendation dated 20 January 1945 when he had flown 49 sorties (245 hours 33 minutes, 28 December 1943 to 16 January 1945).

* denotes 1/3 sortie credited

28 December 1943 - NICKEL, Criel, no sortie (4.00)
20 April 1944 - Lens (4.25)*
24 April 1944 - Karlsruhe (5.50)
26 April 1944 - Essen (5.15)
27 April 1944 - Aulnoye (4.45)*
30 April 1944 - Somain (4.45)*
1 May 1944 - St.Ghislain (4.45)
8 May 1944 - St.Pierre (4.10)
27 May 1944 - Bourg Leopold (4.15)
31 May 1944 - Au Febvre (4.15)
2 June 1944 - Neufchatel (3.35)
6 June 1944 - Coutances (4.30)
7 June 1944 - Acheres (5.05)
9 June 1944 - Le Mans (5.55)
15 June 1944 - St.Pol (4.00)
15 June 1944 - Boulogne (3.40)
18 June 1944 - Oisemont-Neuville-au-Bois (4.10)
21 June 1944 - St.Martin (4.10)
24 June 1944 - Bamieres (3.50)
27 June 1944 - Foret d'Eawy (4.50)
4 July 1944 - Biennais (4.20)
6 July 1944 - Biennais (3.30)
18 July 1944 - Caen (4.20)
18 July 1944 - Wesseling (5.20)
20 July 1944 - Ferme de Forestel (4.05)
24 July 1944 - Ferfay (3.30)
14 August 1944 - Potigny (2.35)
15 August 1944 - Brussels (2.35)
16 August 1944 - Stettin (8.05)
27 August 1944 - Kiel (5.15)
29 August 1944 - Stettin (9.15)
20 September 1944 - Calais (2.00)
5 October 1944 - Saarbrucken (4.40)
14 October 1944 - Duisburg (3.25)
15 October 1944 - Wilhelmshaven (4.00)
19 October 1944 - Stuttgart (5.10)
9 November 1944 - Wanne Eickel (3.45)
18 November 1944 - Munster (3.45)
21 November 1944 - Aschffenburg (5.00)

21 November 1944 - Coblenz (4.25)
27 November 1944 - Freiburg (5.00)
2 December 1944 - Hagen (5.40)
4 December 1944 - Uft Dam (5.00)
6 December 1944 - Leuna Oil Plant (6.20)
28 December 1944 - Bonn (4.00)
29 December 1944 - Gelsenkirchen (4.30)
2 January 1945 - Nuremburg (6.40)
5 January 1945 - Hannover (4.25)
5 January 1945 - Royan (5.10)
7 January 1945 - Munich (6.35)
14 January 1945 - Leuna Oil Plant (6.35)
16 January 1945 - Zeitz (6.28)

This officer has completed many operations against a variety of targets including Essen, Boulogne and Stettin. As member of the navigation team, he has helped to skilfully navigate his aircraft to the target and back to base. At all time he has displayed courage, determination and ability of the highest order.

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WHIDDEN, Sergeant (now P/O) Harold Ernest (R62019/J10952) - **Air Force Medal** - No.7 SFTS - Award effective 1 January 1943 as per **Canada Gazette** dated 9 January 1943 and AFRO 55/43 dated 15 January 1943. Born in Gretna, Manitoba, 3 December 1914. Enlisted at Saskatoon, 10 May 1940. To No.1 ITS, 27 May 1940; graduated and promoted LAC, 24 June 1940 although posted to No.2 EFTS with effect from 21 June 1940; graduated 18 August 1940 when posted to No.1 SFTS; graduated and promoted Sergeant, 28 November 1940. Posted that date to Trenton; to No.7 SFTS, 19 January 1941. Promoted WO2, 1 December 1941. Commissioned 31 March 1942. Promoted Flying Officer, 1 October 1942. To No.2 Flying Instructor School, 28 October 1942. To No.11 SFTS, 7 November 1942. To No.2 Flying Instructor School again, date uncertain. To No.19 SFTS, 3 May 1943. Promoted Flight Lieutenant, 1 September 1943. To Western Air Command, 1 June 1944. To No.5 OTU, 13 July 1944. To No.31 Personnel Depot, 29 December 1944. Taken on strength of No.3 PRC, Bournemouth, 9 January 1945. Repatriated 23 November 1945. To No.10 Repair Depot, 2 December 1945. To No.5 Release Centre, 10 February 1946. Retired 12 February 1946. Award presented 16 April 1943.

Sergeant Whidden's service as a flying instructor has been long and exemplary. He has displayed outstanding devotion to the service in all respects and under all conditions. His conduct at all times has served as a model for both his fellow instructors and his students. He has been untiring in his efforts and most

unselfish in giving of his time to assist others. He has 954 flying hours.

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WHIPP, F/L Harold Henry (C13877) - **Mention in Despatches** - No.409 Squadron - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 14 November 1906 in Heywood, England. Educated in Toronto. Ex-bank auditor. Enlisted 4 September 1942 in Administrative Branch, rank of Pilot Officer, and posted to No.6 Manning Depot. To No.15 SFTS, 18 September 1942; to No.1 Flying Instructor School, 10 November 1942. To No.7 ITS, 29 December 1942. Promoted Flying Officer, 15 March 1943. To "Y" Depot, 20 June 1943. To United Kingdom, 15 July 1943. Promoted Flight Lieutenant, 4 September 1943. Repatriated 3 December 1945. To No.4 Release Centre, 10 December 1945. Retired 16 January 1946. Identified in **Nighthawk: The Story of No.409 (Night Fighter) Squadron** as unit Intelligence Officer and subsequently edited a history of the unit. See **War Service Records, 1939-1945** (Canadian Bank of Commerce, 1947). DHist file 181.009 D.5529 (RG.24 Vol.20667) has recommendation for MBE dated 9 June 1945, confirming he was Intelligence Officer. Returned to Bank of Commerce after the war. Died in Toronto, 27 December 1997.

This officer joined the squadron on September 6, 1943 and has performed his duties with great zeal and efficiency ever since that time. He has worked hard and ceaselessly with no thought of self comfort. During the times when the squadron was operating independently he was called to do all night duty every night over a considerable period of time. Over and above his ordinary duties, Flight Lieutenant Whipp has devoted his time and energy in organizing sports activities, Squadron "gen" books, and is at present compiling a squadron history which in itself is a tremendous task. He has always been an inspiring example of leadership and devotion to duty which has resulted in the high efficiency of the aircrew in intelligence matters.

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WHIPPLE, P/O Joseph Allan Hudson (J93135) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 17 July 1945 as per **London Gazette** of that date and AFRO 1478/45 dated 21 September 1945. Born 22 March 1923. Home in Vancouver; enlisted there 9 October 1942. To No.3 Manning Depot, 28 October 1942. To No.4 ITS, 28 December 1942; promoted Acting Corporal, 4 February 1943; reverted to AC2, 10 February 1943; promoted AC1, 22 March 1943. It is not clear why he was at ITS so long, but on graduated 28 May 1943 he was finally promoted LAC and posted to No.5 EFTS; graduated 24 July 1943 when posted to No.3 SFTS; graduated and promoted Sergeant, 11 November 1943. To "Y" Depot, 26 November 1943. To No.10 EFTS,

17 January 1944. To "Y" Depot again, 27 February 1944. Taken on strength of No.3 PRC, Bournemouth, 30 March 1944. Commissioned 26 November 1944. Promoted Flying Officer, 26 May 1945. Repatriated 13 June 1945. To No.10 Release Centre, 2 November 1945. Released 11 November 1945. Re-engaged as instructor, Victoria Flying Club, 9 April 1952 (202438) with rank of Flight Lieutenant; released 1 March 1954. Award presented 1 July 1947.

This officer has completed numerous sorties and throughout has displayed great keenness and determination. In April 1945 he was pilot and captain of an aircraft detailed to attack an airfield at Heligoland. Whilst on the bombing run his aircraft sustained severe damage. Despite this, Pilot Officer Whipple completed the bombing run and made a successful attack. He skilfully flew his crippled aircraft back to base where he executed a safe landing. On other occasions he has shown outstanding skill in attacking strongly defended targets despite heavy enemy opposition and damage to his aircraft. His devotion to duty has been most commendable.

DHH file 181.009 D.4431 (Library and Archives Canada RG.24 Volume 20649) has original recommendation drafted by W/C C.M. Black, 6 May 1945 when he had flown 20 sorties (129 hours five minutes); sortie list and submission as follows:

18 December 1944 - Duisburg (6.40)
24 December 1944 - Dusseldorf (4.20)
28 January 1945 - Stuttgart (7.30)
2 February 1945 - Wanne Eickel (6.05)
3 February 1945 - Wanne Eickel (7.25)
4 February 1945 - Osterfeld (6.20)
13 February 1945 - Bohlem (8.25)
24 February 1945 - Kamen (6.10)
27 February 1945 - Mainz (6.45)
1 March 1945 - Mannheim (7.10)
2 March 1945 - Cologne (6.00)
5 March 1945 - Chemnitz (8.55)
11 March 1945 - Essen (6.15)
12 March 1945 - Dortmund (6.30)
13 March 1945 - Wuppertal (6.00)
14 March 1945 - Zweibrucken (7.00)
15 March 1945 - Hagen (6.55)
18 April 1945 - Heligoland (5.00)
21 April 1945 - Bremen (5.30)
25 April 1945 - Wangerooge (5.05)

This officer has completed twenty operational missions throughout which he has shown himself to be a determined and resourceful pilot and captain of aircraft. On the 18th April 1945, while attacking the airfield at Heligoland, during the camera run, an aircraft flying close beside his received a direct hit by a heavy flak shell which caused a terrific explosion. Pilot Officer Whipple's aircraft suffered severe damage as a result of this explosion, the fuselage being shattered in a number of places as well as a considerable amount of flak damage to other parts of the aircraft. Despite the condition of the aircraft he flew safely back to base and with one tyre burst as a result of flak, he executed a successful landing without causing any further damage to the aircraft.

Pilot Officer Whipple has at all times displayed commendable keenness for operational flying and has successfully pressed home his attacks on a number of occasions despite heavy opposition and severe damage to his aircraft. The fine offensive spirit displayed by this officer fully merits recognition and I therefore strongly recommend the award of the Distinguished Flying Cross (Immediate).

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WHITAKER, FS Raphael Oscar (R99538) - **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 4 February 1918. Home in Peterborough; enlisted London, 8 April 1941 as Radio Mechanic. To University of Toronto, 23 May 1941 Promoted LAC, 30 August 1941. To No.31 Radio School, 14 September 1941. To "Y" Depot, 19 October 1941. To RAF overseas, 11 November 1941. Promoted Corporal, 1 July 1942. Promoted Sergeant, 16 February 1943. Promoted Flight Sergeant, 9 May 1943. Repatriated 28 August 1945. To No.4 Release Centre, 4 September 1945. Released 16 October 1945. Died in Markham, Ontario, 25 May 1986. No citation in AFRO.

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WHITE, F/O Albert Stanford (J23795) - **Distinguished Flying Cross** - No.113 (BR) Squadron - Award effective 8 June 1944 as per **Canada Gazette** of that date, **London Gazette** dated 8 June 1944 and AFRO 1380/44 dated 30 June 1944. Born 6 September 1920 at Windsor, Ontario. Educated there at Assumption Street School (1931-1934) and J.C. Patterson Collegiate Institute (1934-1940 for Senior Matriculation); home there. Employed by Motor Products Ltd (chrome platter). Enlisted in Windsor, 19 April 1941 and posted to No.1 Manning Depot. To No.1 ITS, 16 May 1941; graduated and promoted LAC, 21 June 1941 when posted to No.12 EFTS; graduated 8 August 1941 when posted to No.16 SFTS; graduated and promoted Sergeant, 7 November 1941. To No.13 (Operational Training) Squadron, 8 November 1941. To Eastern Air Command,

8 February 1942. To No.113 (BR) Squadron, 18 February 1942. Promoted Flight Sergeant, 7 May 1942. Promoted WO2, 7 November 1942. Commissioned 9 December 1942. Promoted Flying Officer, 9 June 1943. Promoted Flight Lieutenant, 1 March 1944. To No.34 OTU, Pennfield Ridge, 22 June 1944. Missing, presumed dead, 6 December 1944 (Ventura 2149; name on Ottawa Memorial). As of award had flown 1,465 hours (915 operational - 160 sorties). Award presented to next of kin by Governor General, 27 June 1945.

This officer has completed many hours of operational flying as a pilot in the North Atlantic area and throughout his operational services he has displayed exceptionally high qualities of ability and keenness in his work. His diligence and loyalty have won for him the very high respect of his comrades.

This award began on 10 January 1944 as a recommendation for an Air Force Cross drafted 10 January 1944 by S/L J.B. Pack or Black. Hours flown as noted above; original text read:

This officer's devotion to duty has been a marked factor during his service with this squadron. At all times he has applied himself diligently and has won the admiration and respect of his comrades. He has participated in one attack against an enemy U-Boat.

Group Captain E.A.McGowan suggested a DFC on 31 January 1944 and the submission went through channels as such.

He was further recommended for a Mention in Despatches (14 April 1944) when it was noted he had flown 1,600 hours (251.30 in previous six months), 180 sorties and 990 operational hours. This was not approved, probably because his DFC was still pending. Submission read:

This officer has completed numerous sorties against the enemy and has at all times displayed fortitude, a high degree of skill and devotion to duty.

Application for Operational Wing submitted 1 September 1944 and listed the following sorties, all but one flown with No.113 (BR) Squadron. The exception is that of 7 February 1942, with Western Air Command, No.13 (Operational Training) Squadron.:

7 February 1942 - Hudson - Sweep (4.25)
28 May 1942 - Hudson - Sweep (5.10)
29 May 1942 - Hudson - Sweep (5.20)
30 May 1942 - Hudson - Convoy Patrol (5.50)
31 May 1942 - Hudson - Sweep (6.00)
1 June 1942 - Hudson - Sweep (5.40)

2 June 1942 - Hudson - Sweep 6.00)
2 June 1942 - Hudson - Sweep (6.00)
4 June 1942 - Hudson - Convoy Patrol (3.50)
6 June 1942 - Hudson - Convoy Patrol (1.10)
9 June 1942 - Hudson - Convoy Patrol (5.25)
9 June 1942 - Hudson - Convoy Patrol (4.50)
1 July 1942 - Hudson - Sweep (4.25)
12 July 1942 - Hudson - Sweep (5.50)
14 July 1942 - Hudson - Sweep (2.25)
15 July 1942 - Hudson - Sweep (6.00)
16 July 1942 - Hudson - Convoy Patrol (6.10)
17 July 1942 - Hudson - Sweep (6.05)
18 July 1942 - Hudson - Sweep (5.50)
21 July 1942 - Hudson - Sweep (6.40)
22 July 1942 - Hudson - Convoy Patrol (5.25)
23 July 1942 - Hudson - Convoy Patrol (1.45)
25 July 1942 - Hudson - Sweep (5.50)
26 July 1942 - Hudson - Convoy Patrol (6.00)
26 July 1942 - Hudson - Convoy Patrol (5.55)
29 July 1942 - Hudson - Sweep (4.00)
31 July 1942 - Hudson - Sweep (6.15)
3 August 1942 - Hudson - Convoy Patrol (5.55)
4 August 1942 - Hudson - Sweep (6.25)
5 August 1942 - Hudson - Sweep (5.50)
6 August 1942 - Hudson - Convoy Patrol (5.30)
8 August 1942 - Hudson - Sweep (5.40)
9 August 1942 - Hudson - Sweep (5.40)
19 August 1942 - Hudson - Convoy Patrol (6.20)
20 August 1942 - Hudson - Convoy Patrol (5.35)
24 August 1942 - Hudson - Sweep (3.10)
27 August 1942 - Hudson - Convoy Patrol (6.10)
29 August 1942 - Hudson - Convoy Patrol (6.10)
30 August 1942 - Hudson - Sweep (6.05)
5 September 1942 - Hudson - Convoy Patrol (1.55)
19 September 1942 - Hudson - Sweep (5.05)
21 September 1942 - Hudson - Sweep (2.45)
21 September 1942 - Hudson - Sweep (3.55)
23 September 1942 - Hudson - Sweep (6.00)
24 September 1942 - Hudson - Sweep (6.30)
25 September 1942 - Hudson - Sweep (6.10)

26 September 1942 - Hudson - Sweep (6.00)
29 September 1942 - Hudson - Sweep (5.40)
1 October 1942 - Hudson - Sweep (5.30)
2 October 1942 - Hudson - Sweep (5.45)
3 October 1942 - Hudson - Sweep (4.45)
5 October 1942 - Hudson - Sweep (5.50)
7 October 1942 - Hudson - Sweep (5.15)
12 October 1942 - Hudson - Sweep (6.00)
14 October 1942 - Hudson - Sweep (6.10)
15 October 1942 - Hudson - Convoy Patrol (4.40)
18 October 1942 - Hudson - Sweep (6.30)
21 October 1942 - Hudson - Sweep (6.15)
29 October 1942 - Hudson - Sweep (6.15)
30 October 1942 - Hudson - Sweep (6.10)
31 October 1942 - Hudson - Sweep (6.10)
2 November 1942 - Hudson - Sweep (3.45)
5 November 1942 - Hudson - Sweep (5.50)
6 November 1942 - Hudson - Sweep (4.55)
7 November 1942 - Hudson - Sweep (3.40)
1 December 1942 - Hudson - Sweep (5.15)
4 December 1942 - Hudson - Convoy Patrol (2.10)
5 December 1942 - Hudson - Convoy Patrol (4.25)
6 December 1942 - Hudson - Sweep (5.10)
7 December 1942 - Hudson - Sweep (4.25)
8 December 1942 - Hudson - Convoy Patrol (3.50)
8 December 1942 - Hudson - Convoy Patrol (3.55)
9 December 1942 - Hudson - Sweep (5.45)
10 December 1942 - Hudson - Convoy Patrol (3.55)
15 December 1942 - Hudson - Convoy Patrol (3.45)
22 December 1942 - Hudson - Sweep (4.25)
2 January 1943 - Hudson - Sweep (4.00)
2 January 1943 - Hudson - Convoy Patrol (3.30)
3 January 1943 - Hudson - Convoy Patrol (7.00)
8 January 1943 - Hudson - Sweep (6.15)
13 January 1943 - Hudson - Sweep (6.00)
14 January 1943 - Hudson - Sweep (5.00)
15 January 1943 - Hudson - Sweep (2.50)
16 January 1943 - Hudson - Sweep (6.10)
17 January 1943 - Hudson - Sweep (3.10)
29 January 1943 - Hudson - Sweep (6.20)

30 January 1943 - Hudson - Convoy Patrol (3.30)
2 February 1943 - Hudson - Sweep (3.10)
3 February 1943 - Hudson - Convoy Patrol (3.50)
4 February 1943 - Hudson - Convoy Patrol (5.05)
6 February 1943 - Hudson - Sweep (6.10)
8 February 1943 - Hudson - Sweep (3.55)
10 February 1943 - Hudson - Convoy Patrol (3.40)
13 February 1943 - Hudson - Convoy Patrol (3.50)
16 February 1943 - Hudson - Convoy Patrol (3.40)
17 February 1943 - Hudson - Sweep (4.40)
19 February 1943 - Hudson - Sweep (4.40)
1 March 1943 - Hudson - Sweep (5.50)
2 March 1943 - Hudson - Sweep (1.30)
4 March 1943 - Hudson - Convoy Patrol (3.30)
6 March 1943 - Hudson - Convoy Patrol (6.10)
8 March 1943 - Hudson - Convoy Patrol (4.00)
9 March 1943 - Hudson - Convoy Patrol (4.45)
10 March 1943 - Hudson - Sweep (4.40)
13 March 1943 - Hudson - Convoy Patrol (3.55)
14 March 1943 - Hudson - Convoy Patrol (5.00)
15 March 1943 - Hudson - Convoy Patrol (6.30)
18 March 1943 - Hudson - Convoy Patrol (1.50)
19 March 1943 - Hudson - Convoy Patrol (4.55)
22 March 1943 - Hudson - Sweep (5.05)
23 March 1943 - Hudson - Sweep (5.10)
24 March 1943 - Hudson - Convoy Patrol (3.50)
25 March 1943 - Hudson - Convoy Patrol (3.30)
26 March 1943 - Hudson - Convoy Patrol (4.00)
27 March 1943 - Hudson - Convoy Patrol (4.15)
28 March 1943 - Hudson - Convoy Patrol (6.10)
31 March 1943 - Hudson - Convoy Patrol (4.20)
4 April 1943 - Hudson - Sweep (5.40)
5 April 1943 - Hudson - Convoy Patrol (3.45)
6 April 1943 - Hudson - Convoy Patrol (6.10)
8 April 1943 - Hudson - Sweep (3.50)
9 April 1943 - Hudson - Convoy Patrol (6.05)
10 April 1943 - Hudson - Convoy Patrol (4.20)
26 May 1943 - Hudson - Sweep (1.50)
2 June 1943 - Ventura - Sweep (4.20)
4 June 1943 - Hudson - Sweep (4.35)

6 June 1943 - Hudson - Sweep (4.10)
7 June 1943 - Ventura - Convoy Patrol (6.25)
9 June 1943 - Ventura - Sweep (3.05)
28 June 1943 - Ventura - Sweep (4.35)
29 June 1943 - Ventura - Sweep (4.10)
2 July 1943 - Ventura - Sweep (4.55)
3 July 1943 - Ventura - Convoy Patrol (3.50)
4 July 1943 - Ventura - Convoy Patrol (6.10)
7 July 1943 - Ventura - Convoy Patrol (6.25)
10 July 1943 - Ventura - Sweep (5.00)
12 July 1943 - Ventura - Sweep (2.40)
16 July 1943 - Ventura - Sweep (1.40)
18 July 1943 - Ventura - Sweep (5.20)
20 July 1943 - Ventura - Sweep (6.10)
27 July 1943 - Ventura - Convoy Patrol (4.25)
2 August 1943 - Ventura - Convoy Patrol (4.05)
3 August 1943 - Ventura - Convoy Patrol (6.20)
6 August 1943 - Ventura - Convoy Patrol (5.10)
8 August 1943 - Ventura - Sweep (5.55)
9 August 1943 - Ventura - Convoy Patrol (4.55)
11 August 1943 - Ventura - Sweep (5.50)
12 August 1943 - Ventura - Convoy Patrol (6.10)
13 August 1943 - Ventura - Sweep (6.00)
20 August 1943 - Ventura - Sweep (6.25)
21 August 1943 - Ventura - Convoy Patrol (6.15)
23 August 1943 - Ventura - Sweep (6.15)
24 August 1943 - Ventura - Sweep (6.20)
26 August 1943 - Ventura - Sweep (6.15)
30 August 1943 - Ventura - Sweep (6.20)
4 September 1943 - Ventura - Sweep (5.20)
10 September 1943 - Ventura - Convoy Patrol (6.15)
13 September 1943 - Ventura - Sweep (6.05)
14 September 1943 - Ventura - Sweep (5.45)
15 September 1943 - Ventura - Sweep (5.05)
16 September 1943 - Ventura - Convoy Patrol (6.20)
19 September 1943 - Ventura - Sweep (6.20)
21 September 1943 - Ventura - Sweep (4.20)
22 September 1943 - Ventura - Sweep (3.55)
27 September 1943 - Ventura - Sweep (6.20)
29 September 1943 - Ventura - Sweep (5.50)

4 October 1943 - Ventura - Sweep (6.20)
6 October 1943 - Ventura - Sweep (6.00)
8 October 1943 - Ventura - Sweep (6.40)
9 October 1943 - Ventura - Sweep (5.15)
11 October 1943 - Ventura - Sweep (40 minutes)
11 October 1943 - Ventura - Sweep (6.05)
12 October 1943 - Ventura - Convoy Patrol (6.15)
15 October 1943 - Ventura - Convoy Patrol (5.15)
26 October 1943 - Ventura - Sweep (6.25)
29 October 1943 - Ventura - Convoy Patrol (6.30)
25 November 1943 - Ventura - Convoy Patrol (6.40)
14 December 1943 - Ventura - Convoy Patrol (6.10)
31 December 1943 - Ventura - Convoy Patrol (6.10)
13 January 1944 - Ventura - Convoy Patrol (5.05)
3 February 1944 - Ventura - Convoy Patrol (6.05)
17 February 1944 - Ventura - Convoy Patrol (6.35)
20 February 1944 - Ventura - Convoy Patrol (5.05)
11 March 1944 - Ventura - Convoy Patrol (6.15)
12 March 1944 - Ventura - Convoy Patrol (6.25)
19 March 1944 - Ventura - Sweep (6.50)
22 March 1944 - Ventura - Convoy Patrol (3.00)
25 March 1944 - Ventura - Sweep (6.55)
26 March 1944 - Ventura - Sweep (6.25)
30 March 1944 - Ventura - Sweep (5.45)
6 April 1944 - Ventura - Sweep (3.45)
29 May 1944 - Ventura - Seep (4.10)
30 May 1944 - Ventura - Convoy Patrol (6.45)
31 May 1944 - Ventura - Sweep (3.10)
4 June 1944 - Ventura - Convoy Patrol (5.55)
5 June 1944 - Ventura - Convoy Patrol (6.55)
9 June 1944 - Ventura - Sweep (6.15)
11 June 1944 - Ventura - Sweep (6.30)
12 June 1944 - Ventura - Sweep (6.25)

Total: 199 sorties, 1,017 hours 15 minutes.

Assessments (Selected): "An excellent, hard working officer. Deputy Flight Commander. Strongly recommended for appointment to the rank of Flight Lieutenant (Probationary)." (S/L I.M. Black, 15 January 1944).

"This officer has done an excellent job with this squadron for past two years. Classed as an above average instructor and has a thorough knowledge of Bomber Reconnaissance work. Recommended for accelerated promotion." (W/C P.S. Delaney, 1 July 1944.

Training: Course at No1 ITS shown as 17 May to 20 June 1941. Courses and marks as follows: Mathematics (98/100), Armament, practical and oral (79/100), Signals (95/100), Hygiene and Sanitation (29/40), Drill (80/100), Law and Discipline (57/60). Placed 51st in a class of 169. "Quiet, earnest type who should do well. Hard worker. Very sincere with good spirit.

Course at No.12 EFTS shown as 15 June to 8 August 1941 as if overlapping with ITS. Flew Finch II aircraft (29 hours five minutes dual, 26 hours 55 minutes solo, of which seven hours 55 minutes were on instruments. Also logged ten hours in Link. Chief Flying Instructor wrote, "Sincere, prompt, quiet. Rather slow at first but after going solo progressed quite favourably. Aerobatics fair. Instrument flying good, with no glaring faults. However, should be given careful instruction." Courses on ground were Airmanship (156/200), Airframes (81/100), Aero Engines (80/100), Signals, practical (74/100), Theory of Flight (87/100), Air Navigation (165/200), Armament, Oral (167/200). Was third in a class of 56. "A very good pupil in all phases, above average in classroom but needs more flying experience to develop. Flying has progressed favourably. Sincere, quiet type. Conduct very good."

Course at No.16 SFTS shown as 8 August to 31 October 1941. All flying on Anson aircraft (60 hours day dual, 39.05 day solo, 3.05 night dual, 8.00 night solo. Flew 20 hours 40 minutes on instruments and logged 20 hours in Link. "Slow to grasp instruction at first but showed marked improvement after solo sequences. Methodical and interested student. High average pilot" (S/L S. Broadbent). Ground courses were Airmanship and Maintenance (139/200), Armament, written (149/.200), Navigation and Meteorology (176/200), Signals, written (103/150). "An average student. Keen to get ahead but not shown that he has enough push to follow through. Only fair appearance."

Course with No.13 (Operational Training) Squadron was 17 November 1941 to 8 February 1942. Flying was on Hudsons (23.40 as pilot, 33.30 as passenger), Lockheed Electra (2.10 as pilot, 55 minutes as passenger), Norseman (one hour as pilot, 80 minutes as passenger) and Bolingbroke (3.55 as passenger). Courses as follows - Signals (Pass), D.R. Navigation (82/100), Reconnaissance (77/100), Coding (77/100), Patrol and Search (89/100), Seamanship (76/100), Meteorology (69/100), Ship Recognition (85/100), Astro Navigation (100/100) and Photography (90/100). "An average pilot. A little slow to adapt himself to a new and heavier type and at making decisions, but has confidence and fair ability and with additional experience should improve considerably."

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WHITE, F/L Cyril Willard (J13092) - **Commended for Valuable Services in the Air** - No.1 SFTS - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 10 April 1919. Home in Sunnyslope, Alberta; enlisted Calgary, 21 July 1941. To No.2 Manning Depot, 15 August 1941. To No.5 Personnel Holding Unit, 10 October 1941. To No.4 ITS, 25 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.2 SFTS until 11 April 1942; (graduated and commissioned, 31 July 1942. To No.1 Flying Instructor School, 29 August 1942. To No.1 SFTS, 15 October 1942. Promoted Flying Officer, 31 January 1943. To No.1 Flying Instructor School again, 23 November 1943. Reposted to No.1 SFTS, 12 March 1944. Promoted Flight Lieutenant, 1 April 1944. To No.1 Central Flying School, 31 March 1946. Retained rank of Flight Lieutenant as of 1 October 1946. Still in RCAF as of 1954 (27114). Certificate sent to No.6 OTU, 5 July 1945.

This officer has been a flying instructor for twenty-seven months. He has carried out his duties with conscientious attention and skill. He has [an] enviable reputation for turning out above-average pilots and has been of great assistance in helping other instructors to improve their flying knowledge and ability. He has shown excellent administrative control and always strengthens the hand of his superior officers.

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WHITE, P/O Delbert Edward (J85721) - **Distinguished Flying Cross** - No.61 Squadron - Award effective 22 August 1944 as per **London Gazette** of that date and AFRO 2274/44 dated 20 October 1944. Born 20 May 1919. Home in Instow, Saskatchewan; enlisted Regina, 7 February 1942. Granted Leave Without Pay until 16 March 1942 when posted to No.2 Manning Depot. To No.10 SFTS (guard duty), 8 May 1942. To No.7 ITS, 6 June 1942; graduated and promoted LAC, 31 July 1942 but not posted to No.6 EFTS until 12 September 1942; may have graduated 6 November 1942 but not posted to No.10 SFTS until 21 November 1942; graduated and promoted Sergeant, 19 March 1943. To "Y" Depot, 2 April 1943; to RAF overseas, 16 May 1943. Commissioned 5 April 1944. Promoted Flying Officer, 1 August 1944. Repatriated 2 August 1945. To No.2 Flying Training School, 4 November 1945; to No.1 Flying Training School, 20 January 1946. Re-engaged with interim force and continued at No.1 FTS. To Composite Training School, 15 February 1946. To Northwest Air Command, 5 April 1946. To Fort St. John, 8 April 1946. To No.2 Air Command, 11 October 1946. Released 25 October 1946. Award presented 23 April 1949.

One night in June 1944, this officer piloted an aircraft detailed to attack an enemy target. Early on the outward flight the hydraulic system was affected

when an oil lead from the main tank became broken. Repeated attempts to stem the leak were of no avail and the contents of the header tank were lost. The possibility that the engineer would be unable to open the bomb doors when required was evident. Nevertheless, Pilot Officer White continued his mission and requested the flight engineer to drain as much oil as possible from the front turret in the meantime. In the run up to the target the quantity of oil thus obtained was poured into the main supply. The ends of the broken lead line were then held firmly together by a bandage and a flow sufficient to enable the bomb doors to be opened. A successful attack was made and afterwards the officer flew back to an airfield and made a safe landing. Pilot Officer White set a fine example of determination and devotion to duty.

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WHITE, FS Earle Benjamin (Can 22061A) - **Mention in Despatches** - No.6401 Servicing Echelon - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 19 February 1913. Home in Saint John, New Brunswick; enlisted there 15 September 1939 as Aero Engine Mechanic. To No.1 (Fighter) Squadron, 31 October 1939. Proceeded overseas with that unit in 1940. Promoted AC1, 1 April 1940. Promoted LAC, 1 August 1940. Promoted Corporal, 15 December 1940. Promoted Sergeant, 15 August 1941. Promoted Flight Sergeant, 22 October 1942. Repatriated 21 February 1945. Retired 6 April 1945. Re-engaged with No.401 Squadron (Auxiliary) in rank of Sergeant, 5 January 1947 (120555). Promoted Flight Sergeant, 1 October 1948. External Affairs file "French Awards to Canadian Armed Forces - Particular Cases" (Library and Archives Canada, RG.25, Box 4140) has the following citation for a Croix de Guerre which may apply to his Mention in Despatches:

Flight Sergeant White, an aero engine mechanic with 401 Squadron and 6401 Servicing Echelon, had one of the best records of aircraft serviceability, despite difficult field conditions, a large number of flying hours and a very high number of enemy engagements during the French campaign. Much of the credit for excellent serviceability is due to this Non-Commissioned Officer's skill and devotion to duty.

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WHITE, P/O John Anthony (J45138) - **Distinguished Flying Cross** - No.159 Squadron - Award effective 24 April 1945 as per **London Gazette** of that date and AFRO 918/45 dated 1 June 1945. Enlisted 1942. Trained at No.2 ITS and No.2 AOS. File not found at Dhst. To No.159 Squadron, 19 January 1945. Remained in postwar air force (20232), retiring as Colonel in 1976 with OMM. Died in Comox, British Columbia, 15 November 2002 as per Royal Canadian Legion "Last Post"

website and **Legion Magazine** of November/December 2002. Caption for RCAF photo PL-60285 (taken 9 March 1945) reads as follows: "Painfully wounded in a bombing attack on a Jap bridge in the Malay Peninsula, P/O Tony White of (1818 Barelly Street) Vancouver, fought off his pain and weakness to navigate his Liberator 1,200 miles back to base. The return trip took seven hours, and he fainted twice from loss of blood but stayed at his job until the bomber landed. The wound was not serious and he made fast progress in hospital, as this photo taken two days later indicates. The lady with the tea is Nursing Sister Mary Godson of The Gayles, Willowdale Avenue, Aldwick, Bognor Regis, England."

In February 1945 this officer was the navigator of an aircraft detailed to attack an enemy bridge. In the run in to the target the aircraft was met with intense and accurate anti-aircraft fire. The navigator's compartment was pierced and Pilot Officer White was wounded in the chest. Despite this, he remained at his post and played his part worthily in the attack on the target. Although in pain and suffering greatly from the loss of blood, Pilot Officer White insisted on fulfilling his duties. Although he fainted twice he recovered quickly and continued to navigate the aircraft home. After a flight of several hours duration base was reached within a few minutes of the estimated time of arrival. This officer displayed outstanding courage, fortitude and determination.

An RCAF Press Release dated 15 February 1945, in Directorate of History and Heritage, file 74/411, describes the incident more thoroughly:

India - Painfully wounded during a low-level bombing attack on a Japanese bridge in the Malay Peninsula, a young Vancouver airman fought off his weakness for seven hours to navigate his Liberator back to base, 1,200 miles away.

He is Pilot Officer J.A. "Tony" White (J45138) of 1818 Barclay Street, Vancouver. His wound was not serious and he is making a rapid recovery in hospital.

"It was a freak shot that got me", White related. "A machine-gun bullet from the ground defences came in through the nose of the aircraft and hit the front gunner's ammunition belt. Several of the shells exploded and something - we think it was a shell case - came back and hit me in the shoulder. I happened to be standing just behind the bomb-aimer; if I had been back in my normal position, none of us would have been hurt."

The shell did not pierce his shoulder but tore a considerable hole. Torn muscles made the wound painful and it bled profusely, despite hasty bandaging by other

members of the crew. Twice during the long trip home White fainted, but insisted on carrying on with his job.

“It wasn’t as tough as it sounds”, he disclaimed afterward. “My right arm was no good, so the bomb aimer helped me to use the instruments. The rear gunner took drifts for me. And a large part of the trip was over the sea, where navigation was comparatively easy..

“Anyway”, he smiled, “we got the bridge; they tell us it will be useless to the Japs for the next four months. It was my seventh operations - the lucky seventh.”

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WHITE, F/L Lee Jackson (J5993) - **Mention in Despatches** - Mediterranean Air Command - Award effective 17 September 1943 as per **London Gazette** of that date 28 and AFRO 2198/43 dated 29 October 1943. Born on family farm, Wicklow, New Brunswick, 5 December 1913. Attended Bristol High School and Normal School (Teachers College) in Fredericton before entering his profession as a teacher in Summerfield, NB (later Wicklow). Home in Florenceville, New Brunswick; enlisted in Moncton, 10 October 1940. To No.5 SFTS (guard duty), 5 November 1940. To No.1 ITS, 10 December 1940; graduated and promoted LAC, 15 January 1942 when posted to No.1 Manning Depot; to No.13 EFTS, 27 January 1941; graduated 17 March 1941 when posted to No.4 Manning Depot; to No.8 SFTS, 7 April 1941; graduated and promoted Sergeant, 3 July 1941; commissioned 4 July 1941. To RAF overseas, 3 November 1941. Flew Wellingtons in No.220 Squadron. Promoted Flying Officer, 4 July 1942; promoted Flight Lieutenant, 4 July 1943; promoted Squadron Leader, 23 July 1943. To No.111 OTU, 12 July 1944. To United Kingdom again, 4 October 1944. Flew Liberators in No.120 Squadron, Bally Kelly. Repatriated 28 July 1945. Retired 3 September 1945 to Montreal where he was attending dental school in July 1950. Returned to the Saint John River Valley to set up his dental practice in Perth–Andover. Died there 27 May 2018.

WHITE, S/L Lee Jackson (J5993) - **Mention in Despatches** - Overseas - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. No citation in AFRO.

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WHITE, Corporal Leslie James (R59514) - **Mention in Despatches** - No.419 Squadron (AFRO gives unit as No.64 Base) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 28 May 1913. Home in Gilbert Plains, Manitoba; enlisted Winnipeg, 16 July 1940 as Airframe Mechanic. To Technical Training School, St.

Thomas, 13 September 1940. Promoted AC1, 25 January 1941. To No.5 SFTS, 12 March 1941. Promoted LAC, 1 July 1941. To "Y" Depot, 12 February 1942. To RAF overseas, 27 February 1942. Promoted Corporal, 1 July 1942.. Repatriated 13 June 1945. Released 27 August 1945. DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation from W/C W.P. Pleasance, CO of No.419 Squadron, to CO Middleton St.George dated 14 July 1944 confirming he had enlisted 16 July 1940 and spent 19 months in Canada, 28 months overseas. Trade shown as Fitter IIA.

Corporal White's steadfastness and his outstanding ability as a rigger have been material in maintaining a high standard of serviceability of the aircraft of this squadron. He has shown fine qualities of leadership and has not spared himself when difficulties arose.

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WHITE, FS Murray Edward (R84748) - **Distinguished Flying Medal** - No.156 Squadron - Award effective 26 February 1943 as per **London Gazette** dated 2 March 1943 and AFRO 513/43 dated 26 February 1943. Born 5 May 1922 in Boundary Presquile, New Brunswick. Home in Centreville, New Brunswick; barrel maker. Enlisted in Moncton, 7 February 1941 and posted to No.1 Manning Depot, Toronto. To No.4 BGS, Fingal, 23 March 1941. To No.1 ITS, Toronto, 29 May 1941. Promoted LAC, 30 June 1941; to No.6 EFTS, Prince Albert, 1 July 1941; to No.10 SFTS, Dauphin, 1 September 1941. Graduated and promoted Sergeant, 21 November 1941. To "Y" Depot, 23 November 1941. To RAF Trainee Pool, 12 December 1941. Taken on strength of No.3 PRC, 26 December 1941. Attached to Beam Approach Training Flight from 29 January to 10 February 1942 when posted to No.2 SFTS. To No.2 (P) AFU, date uncertain. To No.22 OTU, 9 June 1942. Was pilot of Wellington R9623 which was damaged at 0326 hours, 9 July 1942 when another Wellington taxied into tail of his aircraft as he waited for clearance to leave taxi way and take off. No blame attached to him. To No.156 Squadron, 21 August 1942. Commissioned with effect from 7 March 1943. Killed in action 8 March 1943 (Lancaster W4896, No.156 Squadron).

One night in February 1943, Flight Sergeant White was the pilot of an aircraft detailed to attack Turin. While over the target area the aircraft was hit by anti-aircraft fire. A large splinter damaged the mainplane and the port inner tank causing one engine to fail. On the return journey, when crossing the Alps, all moveable equipment was jettisoned in an effort to maintain height. Much petrol was lost but, displaying superb airmanship and great tenacity Flight Sergeant White flew the damaged aircraft back to this country with one engine out of action. His great skill and courage set a fine example.

The website "Lost Bombers" provides the following on his final sortie. Lancaster W4896, No.156 Squadron (GT-W), target Nuremberg, 8/9 March 1943. W4896 was delivered to 156 Squadron in February 1943. It took part in the following raids: Nuremberg, 25/26 February 1943; St.Nazaire, 28 February/1 March 1943; Berlin, 1-2 March 1943; Nuremberg, 8/9 March 1943 (lost). When lost this aircraft had a total of 36 hours. Airborne at 2015 hours, 8 March 1943 from Warboys. Believed to have crashed near Furth. Crew (all killed) were Flight Sergeant M.E.White, DFM, RCAF; Sergeant C.R.Swift; Flight Sergeant R.H.Ward, RCAF; Flight Sergeant R.D. Strong, RCAF; Flight Sergeant W.R. Afflick, RCAF; Sergeant J.Neale; Flight Sergeant J.W.A.Dorsett.

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WHITE, F/L Paul Berkely (J15484) - **Distinguished Flying Cross** - No.77 Squadron - Award effective 1 July 1943 as per **London Gazette** dated 9 July 1943 and AFRO 1724/43 dated 27 August 1943. Born 8 July 1916. Home in London, England; enlisted Montreal, 22 June 1940. To No.2 ITS, 30 June 1940; graduated and promoted LAC, 23 August 1940) when posted to Station Rockcliffe. Promoted Sergeant, 28 September 1940. To No.11 (BR) Squadron, 23 October 1940. To Embarkation Depot, 4 June 1941. To RAF overseas, 18 June 1941. Promoted Flight Sergeant, 11 January 1942. Commissioned 1 May 1942. Promoted Flying Officer, 1 November 1942. Promoted Flight Lieutenant, 27 November 1942. Promoted Squadron Leader, 1 November 1943. Retired (apparently in the United Kingdom), 26 October 1945. Invested with award by King George VI, 16 March 1945. Photo PL-42876 and PL-42877 (ex UK-19640 and UK-19641, circa 20 March 1945_ show him.

This officer has displayed initiative and courage in the completion of his duties in the course of many operational missions. These have included sorties against Berlin, Duisberg and Rostock as well as a number of anti-submarine patrols. As gunnery leader he has given invaluable advice and supervision to all air gunners in his squadron. His exemplary behaviour both on the ground and in the air has been worthy of the highest praise.

NOTE: Public Record Office Air 2/8964 has recommendation drafted 3 May 1943 when he had flown 19 sorties (151 hours 18 minutes) in Coastal Command and 15 sorties (112 hours five minutes) in Bomber Command, all as rear gunner. Sortie list and submission as follows:

2 September 1941 - Frankfurt (8.24)
7 September 1941 - Berlin (9.40)
7 December 1941 - Aachen (8.58)
28 January 1942 - Rotterdam (5.37)
3 March 1942 - Billancourt (6.45)

5 March 1942 - Paris (6.54)
27 March 1942 - St. Nazaire (8.06)
7 April 1942 - St. Nazaire (8.01)
25 April 1942 - Rostock (8.06)
26 April 1942 - Rostock (8.14)
1 June 1942 - Anti-submarine patrol (8.22)
5 June 1942 - Anti-submarine patrol (9.08)
9 June 1942 - Anti-submarine patrol (8.35)
11 June 1942 - Anti-submarine patrol (9.21)
17 June 1942 - Anti-submarine patrol (7.04)
19 June 1942 - Anti-submarine patrol (8.03)
23 June 1942 - Anti-submarine patrol (9.02)
26 June 1942 - Anti-submarine patrol (5.15)
7 July 1942 - Anti-submarine patrol (8.52)
11 July 1942 - Anti-submarine patrol (8.12)
13 July 1942 - Anti-submarine patrol (8.36)
4 August 1942 - Anti-submarine patrol (33 minutes)
6 August 1942 - Anti-submarine patrol (9.22)
16 August 1942 - Anti-submarine patrol (9.04)
22 August 1942 - Anti-submarine patrol (8.20)
1 September 1942 - Anti-submarine patrol (8.54)
9 September 1942 - Anti-submarine patrol (8.39)
21 September 1942 - Anti-submarine patrol (8.34)
28 September 1942 - Anti-submarine patrol (7.18)
4 February 1943 - Lorient (6.14, considerable searchlight opposition)
16 February 1943 - Lorient (5.22)
8 April 1943 - Duisburg (4.53)
10 April 1943- Frankfurt (6.40, heavy opposition; attacked by fighters but evaded)
16 April 1943- Pilsen (9.11)

This officer, nearing the completion of his first tour, is judged to have contributed in a very large degree to the operational success of the squadron for whom he has acted as Gunnery Leader. Converting from Medium to Heavy aircraft he has displayed initiative and courage in the execution of his duties and has been a constant inspiration to all with whom he has come in contact.

Graduating with distinction at RCAF Gunnery School, Rockcliffe, he arrived on this unit in August 1941 as a Non-Commissioned Officer and was appointed to commissioned rank 1 June 1942 and both as an officer and Non-Commissioned

Officer has set and maintained a standard of ability and devotion in the best traditions of the service. I strongly recommend that this officer's exceptionally fine operational effort be recognized by the award of the Distinguished Flying Cross.

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WHITE, F/L Philip (J9541) - **Commended for Valuable Services in the Air** - No.7 SFTS - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 15 May 1918. Home in Lethbridge; enlisted Calgary, 28 April 1941 and posted to No.2A Manning Depot. To No.37 SFTS (guard duty), 9 June 1941. To No.4 ITS, 15 July 1941; graduated and promoted LAC, 16 August 1941; to No.18 EFTS, 19 August 1941; graduated 10 October 1941 and posted next day to No.15 SFTS (graduated and commissioned 2 January 1942. To Trenton, 17 January 1942. To No.7 SFTS, 27 March 1942. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 1 August 1943. To No.2 Flying Instructor School, 10 November 1944; to No.18 SFTS, 8 January 1945; to No.6 OTU, 4 May 1945; to No.6 OTU, 22 June 1945. To United Kingdom, 22 November 1945. Repatriated 1 April 1946. Retired in Vancouver, 18 June 1946. Certificate sent to No.6 OTU, 5 July 1945.

Flight Lieutenant White has been instructing for two years and nine months, during which period he has exhibited unfaltering drive and enthusiasm for the job at hand. At all times he has sought to improve his knowledge, both service and technical, and his example has been an inspiration to the junior officers. Presently employed as an examining officer, he fills the position in an exemplary manner.

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WHITE, FS Robert John (R82447, later J17506) - **Distinguished Flying Medal** - No.78 Squadron - Award effective 13 May 1943 as per **London Gazette** dated 18 May 1943 and AFRO 1078/43 dated 11 June 1943. Born 24 October 1918 in Perth, Ontario; home there. CNR section and freight worker for three years. Enlisted Ottawa, 4 January 1941 and posted to No.1 Manning Depot, Toronto. To No.1A Manning Depot, Picton, 30 January 1941. To Mountain View, 29 April 1941. To No.1 ITS, Toronto, 10 June 1941; graduated and promoted LAC on 21 July 1941; to No.1 AOS, Malton, 22 July 1941; to BGS, Jarvis, 13 October 1941; graduated and promoted Sergeant on 22 November 1941; to No.2 ANS, Pennfield Ridge, 23 November 1941; to "Y" Depot, 24 December 1941. To RAF Trainee Pool, 7 January 1942; taken on strength of No.3 PRC, Bournemouth, 21 January 1942; to No.2 (Observer) AFU, 4 May 1942; to No.22 OTU, 10 June 1942; to No.78 Conversion Flight, 24 August 1942. To No.1658 Conversion Unit, 29 September 1942. To No.78 Squadron, 20 October 1942. Commissioned 31 March 1943

(J17506). To No.22 OTU, 9 April 1943. Invested with award by King George VI, 30 November 1943. Promoted Flying Officer, 1 October 1943. Photo PL-21662 shows him after investiture. To No.427 Squadron, 10 February 1944. Killed in action with No.427 Squadron, 30 March 1944 (Halifax LV898); buried Germany.

Flight Sergeant White, as navigator, has participated in attacks on some of the enemy's most heavily defended targets. His operational career has been marked by the exceptional coolness he has shown in times of danger and stress. This airman has always exhibited the greatest keenness to take part in operations.

Public Records Office Air 2/8951 has recommendation dated 21 March 1943 when he had flown 26 sorties (164 hours 26 minutes) and had been posted for instructional duties. Although the proposed citation is exceptionally terse, the sortie list is very detailed.

20 November 1942 - Turin (9.11) - Many fires seen in town.
26 November 1942 - GARDENING (4.00)
28 November 1942 - Turin (9.40) - Very large fires seen.
2 December 1942 - Frankfurt (8.15) - Small scattered fires seen.
14 December 1942 - GARDENING (3.44)
17 December 1942 - GARDENING (7.00) - Vegetables [mines] brought back
14 January 1943 - Lorient (5.25)
17 January 1943 - Berlin (8.32) - Large explosions seen.
27 January 1943 - Dusseldorf (5.15) - Incendiaries seen well alight
29 January 1943 - Lorient (6.01)
2 February 1943 - Cologne (5.08) - Town lit by numerous fires.
3 February 1943 - Hamburg (7.09) - Glow of fires seen through cloud.
7 February 1943 - Lorient (5.02) - Many fires seen; glow observed from English coast.
11 February 1943 - Wilhelmshaven (5.09) - Very large explosion followed by large fires.
13 February 1943 - Lorient (5.31) - Fires seen in docks
14 February 1943 - Cologne (5.05) - Glow of fires seen through cloud.
16 February 1943 - Lorient (5.17) - A very wide area of fires; huge conflagration.
18 February 1943 - Wilhelmshaven (5.17) - Bomb bursts observed
19 February 1943 - Wilhelmshaven (4.57) - Many fires observed.
25 February 1943 - Nuremburg (8.37) - Incendiaries seen at beginning of attack.
26 February 1943 - Cologne (6.06) - Whole town covered by fires.
28 February 1943 - St.Nazaire (6.05) - Many bursts observed in target area.
3 March 1943 - Hamburg (6.00) - Nine large fires counted in target area.
5 March 1943 - Essen (5.58) - Two large explosions seen and many fires.
8 March 1943 - Nuremburg (7.39) - Own bomb burst distinguished around marker flares.
9 March 1943 - Munich (8.23) - Many fires seen starting in target area; terrific explosions.

A hard worker who, though slow at first, has now become a really efficient navigator in whom his captain has the greatest faith. Flight Sergeant White has at all times displayed great coolness and is considered worthy of the Distinguished Flying Medal.

The website "Lost Bombers" provides the following on his last sortie: Halifax LV898, No.427 Squadron (ZL-D), target Nuremberg, 30/31 March 1944. This was one of three No.427 Squadron Halifaxes lost on this operation; the others were LV923 and LW618. Airborne at 2220 hours, 30 March 1944 from Leeming. Outbound, shot down by a night-fighter, crashing at Herhahn, 4 km NNW of Schleiden. Crew (all killed) were S/L J.M.Bissett, DFM, RCAF; Flight Sergeant K.F.Shoener, RCAF; Sergeant V.S.Holloway; F/O R.J.White, DFM, RCAF; F/O F.R.Zulauf, DFM, RCAF; F/O J.J.H.G.G.Leclaire, RCAF; P/O W.C.Hall, RCAF; F/O R.A.Shannon. DFM, RCAF.

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WHITE, Corporal Roderick Guy (R63943) - **Mention in Despatches** - Leeming - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 25 May 1909. Home in Toronto; enlisted there 19 April 1940 as Armament Assistant. To Trenton, 24 May 1940. Promoted AC1, 19 July 1940. To Rockcliffe, 2 September 1940. To No.4 SFTS, 10 September 1940. Promoted LAC, 1 April 1941. Promoted Corporal, 1 January 1942. To "Y" Depot, 11 February 1942. To RAF overseas, 27 February 1942. Promoted Sergeant, 1 October 1942. Repatriated via Scoudouc, 23 July 1945. Retired 7 September 1945. 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.5527 (RG.24 Vol.20667) has recommendation dated 30 April 1945 from Station Armament Officer to Station Adjutant. Certificate mailed 9 October 1948.

This resourceful and efficient NCO has shown keen devotion to duty. His qualities of leadership have continually inspired his men to do the arduous job of fusing bombs in a careful and exact manner through heavy operational commitments. His cheerful manner and untiring efforts are worthy of highest praise.

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WHITE, F/O Walter Leroy (J18468) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 17 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 30 August 1921. Home in Windsor, Ontario; enlisted there 20 February 1941. To No.1 Manning depot, 14 March 1941. To No.14 SFTS (guard duty), 10 April

1941. To No.1 ITS, 4 May 1941; graduated and promoted LAC, 9 June 1941 when posted to No.1 Manning Depot; to No.4 AOS, 7 July 1941; to No.1 BGS, 28 September 1941; graduated and promoted Sergeant, 8 November 1941 when posted to No.1 ANS. To "Y" Depot, 3 March 1942. To RAF overseas, 19 March 1942. Commissioned 29 August 1943. Promoted Flying Officer, 27 February 1944. Repatriated 28 October 1944. To No.1 Training Command, 29 November 1944. To No.1 AOS, 4 December 1944. To Release Centre, 4 January 1945. Retired 13 February 1945. Award presented by Governor General at Government House, 12 June 1953. No citation in AFRO other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.1729 (PAC RG.24 Vol.20607) has recommendation forwarded from squadron, approximately 22 July 1944 when he had flown 38 sorties (223 hours 35 minutes). First tour had been 13 October 1942 to 29 August 1943 (28 trips, 172 hours 55 minutes). Second tour to date to date had been ten trips (50 hours 50 minutes), 21 June to 18 July 1944.

This navigator has successfully completed one operational tour and ten bombing sorties on his second tour. His work as a navigator has been outstanding and his courage, skill and determination in action have been an inspiration to his crew.

The sortie list was as follows:

13 October 1942 - Kiel (6.30)
15 October 1942 - Cologne (6.30)
30 January 1943 - Gardening, Kattegat (7.30)
6 February 1943 - Lorient (5.30)
18 February 1943 - Lorient (4.300)
22 February 1943 - Hamburg (3.45, duty not carried out)
1 March 1943 - Berlin (7.30)
3 March 1943 - Essen (5.30)
5 March 1943 - Hamburg (5.30)
12 March 1943 - Essen (4.45)
15 March 1943 - Dusseldorf (5.00)
21 March 1943 - Duisburg (4.40)
25 March 1943 - Stuttgart (6.30)
2 April 1943 - Dusseldorf (5.00)
8 April 1943 - Frankfurt (7.00)
12 April 1943 - Stuttgart (6.45)
14 April 1943 - St. Nazaire (5.45)
15 April 1943 - Pilsen (9.45)
21 April 1943 - Duisburg (5.45)
28 April 1943 - Dortmund (5.20)

30 April 1943 - Gardening, Frisians (3.40)
2 May 1943 - Essen (5.40)
10 May 1943 - Wuppertal (5.35)
15 May 1943 - Cologne (6.00)
18 May 1943 - Gardening, Frisians (4.00)
21 May 1943 - Frankfurt (7.30)
26 June 1943 - Le Creusot (6.30)
17 August 1943 - Peenemunde (9.30)
29 August 1943 - Munchen-Gladbach (5.30)

21 June 1944 - Oisemont Neuville au Bois (4.40)
24 June 1944 - Bonnetot (4.05)
25 June 1944 - Gorenflos (4.55)
27 June 1944 - Wizernes (3.45)
28 June 1944 - Metz (7.40)
4 July 1944 - Villeneuve St. Georges (6.50)
6 July 1944 - Siracourt (4.40)
9 July 1944 - Ardouval (4.00)
12 July 1944 - Acquet (5.25)
18 July 1944 - Mondeville (5.00)

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WHITE, F/L William Andrew Telfer (J26819) - **Distinguished Flying Cross** - No.626 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 22 May 1945 and AFRO 1147/45 dated 13 July 1945. Born 17 February 1922. Lived through the Great Depression, moving across the West from the Okanagan to Manitoba and Alberta. Home in Vancouver; enlisted there 20 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.6 EFTS until 21 November 1942; may have graduated 22 January 1943 but not posted to No.4 SFTS until 6 February 1943; graduated and commissioned 28 May 1943. To No.1 GRS, 5 June 1943; to "Y" Depot, 28 August 1943; taken on strength of No.3 PRC, 13 October 1943. Promoted Flying Officer, 21 November 1943. Promoted Flight Lieutenant, 18 January 1945. Repatriated 14 May 1945. To Western Air Command, 29 May 1945. To No.5 OTU, 3 July 1945. To No.9 Release Centre, 16 September 1945. Retired 19 September 1945. Award presented 29 January 1947. Returned home to study Commerce at UBC, then began his public service career with Canada Mortgage and Housing Corporation in Ottawa, later serving in senior positions at the Privy Council Office, Treasury Board and Employment and Immigration. He and his family spent a year in Quebec City, participating in the Bilingual and Bicultural Program. Died in Ottawa, 14 August 2014.

Flight Lieutenant White has attacked some of the enemy's most heavily defended and important targets in Germany including Stuttgart, Essen, Cologne and Dusseldorf. He has always displayed a fine fighting spirit and has pressed home his attacks regardless of enemy opposition. On one occasion in December 1944, following an attack against Dusseldorf, his aircraft was attacked by a Messerschmitt 109. During the ensuing combat extensive damage was sustained by his bomber. Nevertheless, with great skill this officer manoeuvred into a position which enabled his gunners to destroy the enemy fighter. The homeward flight was accomplished with great difficulty but Flight Lieutenant White's coolness and superb airmanship brought the crippled bomber safely back to the United Kingdom where he made a masterly landing.

RCAF Press Release No. 8221 dated 13 January 1945 reads:

WITH CANADIANS FLYING WITH THE RAF -- An RAF Lancaster, "X for X ray" had been badly damaged and had both its turrets wrecked when its two gunners, Sergeant G.H. Hopkins of North Ireland and F/S R.J. Jones of Kindersley, Saskatchewan, brought down a Messerschmitt 109. This was on the return journey after a recent attack on Osterfeld.

Sergeant Hopkins was the first to sight the Me.109. It was dead astern and clear in the moonlight. He warned his pilot, F/O H.A.T. White of (2568 Trimble Street) Vancouver, B.C. The ME then approached to within 500 yards, pursuing steadily and firing at intervals. Both gunners returned the enemy's fire, but the hydraulic mechanism of their turrets was wrecked and the windows of the mid-upper turret were shattered. The fuselage was riddled with holes made by cannon shells and bullets, the trimming tabs and elevators shot away and the port outer engine stopped. Sergeant Hopkins was wounded in the back and the Flight Engineer's face was cut and his arm injured.

The Hun got ready for the kill. He broke away and then flew to within about 50 yards to the starboard of the Lancaster. Sergeant Hopkins and F/S Jones in the mid-upper turret saw their chance and swung their guns round by hand. They poured bullets into the enemy at close range and saw pieces break away from its starboard wing, and its fins and rudder. The ME burst into flames and went straight down. Almost immediately afterwards, the Lancaster crew saw a violet explosion on the ground.

F/O White piloted "X of X Ray" to an airfield in the South of England. He made a rough landing due to the aircraft's condition, but none of the crew were hurt and

the two wounded men were taken to hospital, where they are now recovering quickly.

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WHITE, P/O William James (J16419) - **Distinguished Flying Cross** - No.540 Squadron - Award effective 24 September 1943 as per **London Gazette** dated 1 October 1943 and AFRO 2258/43 dated 5 November 1943. Born 29 July 1920. Home in Winnipeg; enlisted there 4 March 1941. To No.2 Manning Depot, 20 May 1941. To No.7 BGS (guard duty), 20 June 1941. To No.4 ITS, 14 July 1941; graduated and promoted LAC, 19 August 1941 when posted to No.18 EFTS; may have graduated 8 October 1941 but not posted to No.15 SFTS until 11 October 1941; graduated and promoted Sergeant, 2 January 1942. To "Y" Depot, 3 January 1942. To RAF overseas, 23 January 1942. Commissioned 19 December 1942. Promoted Flying Officer, 19 June 1943. Promoted Flight Lieutenant, 19 December 1944. Repatriated 1 May 1944. To No.31 OTU, 12 May 1944. Date of retirement uncertain. Rejoined RCAF as a pilot, 8 November 1951 (44406); granted Permanent Commission, 1 July 1955. Award presented 9 July 1949.

This officer has displayed great devotion to his operational duties, the success of which has been mainly due to his meticulous pre-flight planning. On one occasion he undertook an important photographic reconnaissance, afterwards landing in North Africa with petrol for only twenty minutes flying time to spare. This flight had to be carefully planned and could only have been completed by a reliable and experienced captain. Pilot Officer White has recently repeated this feat of airmanship on a sortie which involved a flight of 4,000 miles in two days.

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WHITEHEAD, FS Clarence Elwin (Can 4358A) - **Mention in Despatches** - No.1666 Heavy Conversion Unit (AFRO gives unit only as "Overseas" - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born 6 April 1915. Home in McTaggart, Saskatchewan; enlisted in Winnipeg, 30 March 1939 as Aero Engine Mechanic. To No.110 (Army Cooperation) Squadron, 16 December 1939. Promoted AC1, 29 February 1940. Promoted LAC, 1 June 1940. Promoted Corporal, 1 December 1940. Promoted Sergeant, 1 July 1941. Reported in No.414 Squadron as of 15 August 1941. Promoted Flight Sergeant, 1 July 1942. Repatriated 22 October 1944. To No.8 Repair Depot, 28 November 1944. To "Y" Depot, Lachine, 1 March 1945; to United Kingdom, 10 March 1945. Repatriated 7 August 1945. Retired 26 September 1945. Died in San Bernardino, California, 9 July 1994. No citation in AFRO. DHist file 181.009.D.2993 (RG.24 Vol.20634) has recommendation dated 8 January 1945; Warrant Officer Servicing Engineer.

On 24th December 1943, a Lancaster II aircraft caught fire in the starboard inner engine whilst taxiing along the perimeter track. The aircrew left the aeroplane and stood clear. When Flight Sergeant Whitehead arrived the flames had spread to the petrol tank, but completely disregarding his personal safety, as the tank was liable to explode at any moment, he directed the fire tender hose into the flames and, ably assisted by Flight Lieutenant Walker, succeeded in putting out the fire and saving this very valuable aircraft from total destruction.

WHITEHEAD, FS Clarence Elwin (Can 4358A) - **Mention in Despatches** - No.1666 Heavy Conversion Unit (AFRO gives unit only as No.61 Base) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. DHist file 181.009 D.2993 (RG.24 Vol.20634) has recommendation for a BEM dated 30 August 1944 when he had served eleven months in Canada, 54 months overseas. A Fitter IIE, he was Warrant Officer Servicing Engines.

Flight Sergeant Whitehead is an extremely efficient NCO. His exceptional drive, initiative and keenness has been proved on many occasions, during 150 hours he has flown on air tests, and so assisted the technical and flying squadrons to diagnose faults quickly and keep the aircraft up to a high standard of serviceability.

His efficient and exceptional technical knowledge has already resulted in his being Mentioned in Despatches. Since that time and within the past few months on two distinct occasions his complete disregard for his own safety and his personal leadership have contributed greatly to minimizing damage by fire of a serious nature to an aircraft on one occasion and to buildings on another.

This NCO's devotion to duty in all regards is such that it is strongly recommended that he be awarded the British Empire Medal.

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WHITEHORNE, WO1 Ray Reginald (R53521) - **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. Born 30 September 1915. Home in Ottawa; enlisted there 17 October 1939 as Airframe Mechanic. To Technical Training School, St. Thomas, 11 November 1939. Promoted AC1, 17 January 1940. To Rockcliffe, 2 May 1940. Promoted LAC, 25 September 1940. Promoted Corporal, 1 October 1940. Promoted Sergeant, 15 February 1941. To Aero Engineer School, 14 April 1941. To "P", 22 September 1941. To Rockcliffe, 26 November 1941. Promoted Flight Sergeant, 1 January 1942. To "Y" Depot, 22 March 1943. To RAF overseas, 7 April 1943.

Promoted Warrant Officer, 10 February 1944. Repatriated by air, 8 June 1945. Retired 6 September 1945. Certificate mailed to him, 23 August 1948. Died in Ottawa, 3 April 1967. 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) has recommendation dated 2 May 1945 when he was Warrant Officer in charge of Daily Servicing.

This Warrant Officer has been employed with this unit for the past sixteen months. During this time he has organized and efficiently operated the aircraft allotted to the Daily Servicing Section for one operational squadron. Working for long hours under adverse weather conditions he has maintained a spirit of determination in his flights which in many cases has been a deciding factor in more aircraft over the target. His energy and untiring efforts have been an example to his men.

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WHITELAW, F/O Daniel Sarsfield (J20041) - **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 31 December 1920. Home in St.Thomas, Ontario; enlisted Montreal, 25 September 1941. To No.1 Manning Depot, 9 October 1941. To No.31 BGS (guard duty), 10 November 1941. To No.5 ITS, 21 December 1941; graduated and promoted LAC, 13 February 1942 but not posted to No.22 EFTS until 28 February 1942; to No.5 Manning Depot, 9 May 1942; to No.1 SFTS, 22 May 1942; ceased training and posted to Trenton, 13 June 1942; to No.6 BGS, 21 July 1942; graduated 11 September 1942 and posted on 13 September 1942 to No.9 AOS; graduated and commissioned 23 October 1942. To Mountain View, 31 October 1942. To No.4 BGS, 16 November 1942. Promoted Flying Officer, 23 April 1943. To "Y" Depot, 19 July 1943. To United Kingdom, 25 August 1943. Promoted Flight Lieutenant, 23 October 1944. Repatriated 9 February 1945. Retired 20 April 1945. Died in Toronto, 22 June 2008. Award sent by registered mail 30 March 1947. Photo PL-35294 shows him. No citation other than "...in recognition of gallantry and devotion to duty in the execution of air operations against the enemy." DHist file 181.009 D.2609 (RG.24 Vol.20627) has recommendation dated 13 September 1944 when he had flown 33 sorties (165 hours ten minutes) between 10 May and 28 August 1944. Sortie sheet very detailed - three attacks by enemy aircraft when bombing Aachen (24 May 1944). He was both Air Bomber and Radar Navigation Officer.

Flying Officer Whitelaw's record on the squadron as Radar Navigation Officer has been of great assistance to this Squadron. He has exerted himself to the utmost to bring the standard of efficiency of all aircrew in his Section up to his own.

His determination, [and] his cheerful courage have marked him out as a leader and as one of the most useful members of this Squadron. He has completed 33 sorties over enemy territory including several major raids in Germany.

The sortie list was as follows:

10 May 1944 - Morlaix, Gardening (5.00)
12 May 1944 - Borkum, Gardening (4.05)
24 May 1944 - Aachen (4.35, three attacks by enemy aircraft)
6 June 1944 - Houlgate (4.35, real good prang)
6 June 1944 - Conde sur Noireau (6.10, good trip)
7 June 1944 - Lorient, Gardening (6.05, slightly heavy flak)
9 June 1944 - Le Mans (5.40, heavy flak)
12 June 1944 - Arras (4.25, good prang, heavy flak)
14 June 1944 - Cambrai (4.55, good trip)
16 June 1944 - Sautrcecourt (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, plenty of fighter flares)
4 July 1944 - Villeneuve St. George (6.10, heavy flak, good prang)
8 July 1944 - Lorient, Gardening (6.50)
20 July 1944 - Ferme du Grand Bois (3.50)
23 July 1944 - Dongas (6.15, good prang, large explosions)
26 July 1944 - Stuttgart (10.00, slight flak, good prang)
28 July 1944 - Kiel, Gardening (4.35, heavy flak)
31 July 1944 - Foret du Croc (4.10)
3 August 1944 - Foret de Nieppe (3.50)
4 August 1944 - Bois de Casson (5.00, heavy flak, good prang)
5 August 1944 - Brest, Gardenin (4.20)
8 August 1944 - Brest, Gardening (4.55)
9 August 1944 - Foret de Croc (4.55)
12 August 1944 - Brunswick (5.35, plenty of searchlights and heavy flak)
14 August 1944 - Potingny (4.10, plenty of smoke)
25 August 1944 - Kerandier (4.55, P.F.F. bang on)
27 August 1944 - Marquette (3.35, good trip)
28 August 1944 - Bois de St.Remy (3.25, bombed visually)

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WHITEMAN, F/O Alfred George (J38314) - **Distinguished Flying Cross** - No.158 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 133/46 dated 8 February 1946. Born 25 February 1924. Home in Beulah or Neepawa, Manitoba; enlisted Winnipeg, 10 September 1942 and posted to No.2 Manning Depot. To No.10 SFTS (guard duty), 19 November 1942. To No.7 ITS, 23 January 1943; graduated and promoted LAC, 30 April 1943. Posted to No.6 EFTS, 15 May 1943. Ceased training and posted to No.2 Manning Depot, 9 June 1943; to No.7 AOS, 26 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, Lachine, 11 February 1944; taken on strength of No.3 PRC, 5 March 1944. Promoted Flying Officer, 12 May 1944. Repatriated 8 June 1945. Retired 29 August 1945. Award sent by registered mail 7 November 1949. May have died in Manitoba in 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 2/8751 has recommendation dated 15 April 1945 when he had flown 31 sorties (178 hours 59 minutes), 2 November 1944 to 8 April 1945. Sortie list (targets and times) identical to those of F/L Dugald Griffin and F/O Walter Mutchler.

2 November 1944 - Dusseldorf (5.58) - Good bombing; cloud.
4 November 1944 - Bochum (5.09) - Bombed target.
6 November 1944 - Gelsenkirchen (4.58) - Bombed on aiming point.
16 November 1944 - Julich (4.29) - do.
18 November 1944 - Munster (5.27) - Successful; cloud.
21 November 1944 - Sterkrade (7.00) - Bombed through clouds.
17 December 1944 - Duisburg (5.52) - do.
24 December 1944 - Essen-Mulheim airfield (4.57) - Bombed as ordered.
28 December 1944 - Opladen (5.59) - Glow seen through cloud.
30 December 1944 - Cologne (6.44) - Cloud.
1 January 1945 - Dortmund (5.02) - Bombed target.
5 January 1945 - Hanover (5.03) - Bombed in cloud.
6 January 1945 - Hanau (5.48) - do.
14 January 1945 - Saarbrucken (6.31) - Successful attack.
16 January 1945 - Magdeburg (5.54) - Many fires seen.
22 January 1945 - Gelsenkirchen (5.53) - Good results.
28 January 1945 - Stuttgart (7.52) - Bombed through clouds.
23 February 1945 - Essen (5.46) - Bombed in cloud.
24 February 1945 - Kamen (6.02) - do.
2 March 1945 - Cologne (5.30) - Good results.

3 March 1945 - Kamen (6.16) - Bombed target in cloud.
7 March 1945 - Hemmingstedt (6.18) - Many fires seen.
8 March 1945 - Hamburg (5.49) - Good results.
11 March 1945 - Essen (5.21) - Cloud and smoke over T/A.
12 March 1945 - Dortmund (5.57) - do.
14 March 1944 - Homburg (6.12) - Successful.
15 March 1945 - Hagen (5.46) - Bombed target; fires seen.
20 March 1945 - Recklinghausen (5.28) - Good bombing.
24 March 1945 - Gladbeck (5.50) - Bombed on aiming point.
25 March 1945 - Munster (4.06) - do.
8 April 1945 - Hamburg, Blohm and Voss yards (6.02) - Bombed Blohm and Voss works.

Flying Officer Whiteman has now completed 31 operational sorties as a navigator in Halifax III aircraft with No.158 Squadron. All his sorties have been to major targets in Germany.

A navigator who has shown himself to be both keen and competent, Flying Officer Whiteman has been a valued member of a very able crew and his constant courage and cheerfulness have been valuable factors contributing to high morale.

Keen to fly on every possible occasion and determined to strike at the enemy through any of the defences he may set up, this officer has done good work. His personal efficiency has been one of the most important factors in the successes achieved by his crew.

It is recommended that his excellent efforts and his qualities of courage, determination and devotion to duty in all circumstances be recognized by the award of the Distinguished Flying Cross.

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WHITHAM, F/L James (J15281) - **Distinguished Flying Cross** - No.401 Squadron - Award effective 30 August 1942 as per **London Gazette** dated 18 September 1942 and AFRO 1653/42 dated 16 October 1942. Born 13 May 1919 at sea. Educated in Alberta including Technology School. Home in Edmonton (carpenter, draughtsman's apprentice) ; enlisted there 25 October 1940 and posted to No.2 Manning Depot, Brandon. To No.4 SFTS, Saskatoon, 8 December 1940 (guard duty). To No.2 ITS, Regina, 23 December 1940; graduated and promoted LAC, 28 January 1941 (placed 18th in a class of 183); to No.16 EFTS, Tiger Moths (Edmonton) that date, graduating 11th in a class of 32, having flown 83 hours (32.10 dual, 50.50 solo plus twelve hours

ten minutes in Link); to No.11 SFTS, Yorkton, 11 April 1941. Graduated and promoted Sergeant, 4 July 1941. To "Y" Depot, Halifax, 5 July 1941. Embarked from Canada on 4 August 1941. Taken on strength in United Kingdom, 17 August 1941; to No.58 OTU, 27 August 1941 (1.15 dual and 5.10 solo on Master, 40 hours solo on Spitfire, six hours in Link). To No.66 Squadron, 7 October 1941. To No. 401 Squadron, 1 December 1941. Promoted Flight Sergeant, 4 January 1942. Commissioned 26 March 1942. Appointed Acting Flight Lieutenant, 9 July 1942. Credited with the following victories: **13 March 1942**, one FW.190 destroyed; **26 July 1942**, one FW.190 damaged; **17 August 1942**, one FW.190 destroyed (shared with P/O G.B. Murray); **19 August 1942**, one FW.190 probably destroyed and one FW.190 damaged. Killed in action 28 August 1942 (Spitfire BR628); buried in France). A report from No.1 Missing Research and Enquiry Unit dated 25 September 1946 reported that he had been shot down following fighter combat and had crashed near Hebecourt. Medal presented at uncertain date to next of kin.

This officer has completed a large number of sorties over enemy occupied territory. He is an excellent flight commander whose fine fighting qualities have been well illustrated when leading his section in attacks on the enemy's targets. Besides his good work in the air, Flight Lieutenant Whitham is a tireless worker on the ground and has proved a source of inspiration to all.

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WHITING, S/L Richard Benson (C5782) - **Member, Order of the British Empire** - Western Air Command Headquarters - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Born 13 May 1911 at Whonnock, British Columbia; educated in Vancouver including UBC. Prewar airline aircraft inspector. Enlisted in Vancouver, 21 June 1940 in Armament trade. To "B", 10 August 1940. To be Foreman of Works, 1 October 1940. To Western Air Command Headquarters, 23 June 1941. To Works and Buildings Division, 1 July 1941, on which date he was commissioned. To "CHS", 13 July 1941. To Western Air Command Headquarters, 4 May 1942. Promoted Flight Lieutenant, 15 September 1942. Promoted Squadron Leader, 1 October 1945. Reverted to Flight Lieutenant as member of postwar RCAF, 1 October 1946 (22520). Promoted Squadron Leader, 1 June 1946. Promoted Wing Commander, 1 February 1950. Promoted Group Captain, date uncertain. Postwar service included much time in Northwest Air Command and some in ADHQ. Died 20 September 1988 in Kanata, Ontario as per **Airforce Magazine** of January-February-March 1989. Award presented 1 December 1948.

As a Construction Engineering Officer in Western Air Command from July 1941 to the present, Squadron Leader Whiting has been entrusted with an important share of the construction of the RCAF defences on the Pacific coast. At all times he has displayed energy, persistence, loyalty and enthusiasm beyond the call of

ordinary duty. His devotion to duty has been an inspiration to those with whom he has worked.

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WHITMAN, Corporal Helen Gertrude (W302316) - **Mention in Despatches** - Station Scoudouc - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Home in Deep Brook, Nova Scotia; enlisted in Ottawa, 29 January 1942 as Hospital Assistant. To Technical Training School, 7 March 1942. To No.8 SFTS, 8 April 1942. Promoted AW1, 29 April 1942. To Newfoundland, 17 July 1942. Promoted LAW, 28 September 1942. To No.4 Repair Depot, 26 July 1943. Promoted Corporal, 1 October 1943. To Scoudouc, 14 July 1945. Retired 28 September 1945.

This airwoman has been outstanding in the performance of her duties as Hospital Assistant. She has become noted for her close attention to detail, her ingenuity, her desire to serve, and the inspiration of her example have had a wide influence. Her work has been such that it fulfils the highest requisites and embraces the best traditions of the medical service.

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WHITMORE, Corporal Fletcher Thomas Michael (R122809) - **Mention in Despatches** - No.427 Squadron (No.63 Base in AFRO) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 23 March 1917. Home in Kitchener; enlisted Hamilton, 21 August 1941 as Armourer and posted that day to No.5A Manning Depot. To Air Armament School, 31 October 1941. Promoted AC1, 8 December 1941. To No.4 BGS, 9 December 1941. To Mountain View, 11 April 1942. Promoted Corporal, 15 June 1942. To No.8 BGS, 1 June 1942. To No.6 SFTS, 30 September 1942. To "Y" Depot, 11 March 1943; to RAF overseas, 27 March 1943. Repatriated 2 August 1945. Retired 21 September 1945. DHist file 181.009 D.1729 (PAC RG.24 Vol.20607) has recommendation dated 11 July 1944. RCAF photo PL-32910 (ex UK-14712 dated 13 September 1944) is captioned as follows: "What with intensity of RCAF Bomber Group's operations lately, regular bomb trollies were so busy that these three armourers with the Lion Squadron enlisted a roller skid to handle the 1,000 pound message of destruction to Nazi war power. Pushing on the bomb is LAC R.A. Laskey (Saint John, New Brunswick) while pulling on the improvised means of locomotion are Corporal C.C. Copp (Brandon, Manitoba, left) and Corporal F.T. Whitmore (Kitchener, Ontario)."

This airman enlisted in August 1941 and was posted to the United Kingdom in April 1943. He is an Armourer (Bombs) and arrived on 427 Squadron in April 1943. He is in charge of one of the "bombing up" crews. His work has been

outstanding in general. He has worked long hours and has been a splendid example of loyalty and devotion to duty and has gained the confidence of all those working with him.

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WHITNEY, F/O Ernest Clark (J27459) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 5 December 1944 as per **London Gazette** of that date and AFRO 293/45 dated 16 February 1945. Born 17 November 1917. Home in Vancouver; enlisted there 19 June 1942. To No.3 Manning Depot, 27 July 1942. To No.7 SFTS (guard duty), 25 September 1942. To No.4 ITS, 24 October 1942; graduated and promoted LAC, 22 January 1943 but not posted to No.2 BGS until 20 February 1943; to No.5 AOS, 15 May 1943; graduated and commissioned 25 June 1943. To "Y" Depot, 9 July 1943; to United Kingdom, 13 July 1943. Promoted Flying Officer, 25 December 1943. Repatriated 13 August 1945. Retired 4 September 1945. Award presented 21 February 1948. DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 23 September 1944 when he had flown 33 sorties (184 hours five minutes), 18 April to 15 September 1944. Incidents described took place on 5 August (St.Leu d'Esserent) and 7 August 1944 (troop concentrations, Caen). Also described as H2S Leader and an excellent instructor.

As air bomber Flying Officer Whitney has participated in a large number of sorties. He has invariably displayed a high degree of skill and resolution and has contributed in good measure to the successes obtained. In August 1944 he took part in a daylight bombing attack on St.Leu Desserent. At the commencement of the bombing run the aircraft was subjected to heavy fire from the ground defences. Some fragments of shell burst through the window of Flying Officer Whitney's compartment, narrowly missing his head. In spite of considerable discomfort caused by the slipstream, Flying Officer Whitney coolly directed the bombing run and attacked the target with precision. Two nights later in an attack on enemy troop concentrations in the Caen area this resolute air bomber worked strenuously in trying conditions for thirty-five minutes to drop his bombs manually after the bomb release mechanism failed to function. His determination was typical of that which he has shown throughout his tour.

The full text of the original recommendation by W/C D.C. Hagerman plus sortie list were as follows; note that sorties from 18 April to 26 April 1944 were in Halifax V aircraft and those following were in Lancaster X aircraft:

Flying Officer Whitney's high standard of courage and devotion to duty displayed during his 33 day and night operations has been outstanding.

During a daylight attack on St. Leu Desserent on 5 August 1944, heavy predicted flak was encountered during the run up on the target. When starting the bombing run, flak blew a hole in the front perspex of the Air Bomber's compartment, narrowly missing Flying Officer Whitney's head. This officer was quite unperturbed and in spite of the great discomfort from the slipstream, he continued to give Pilot corrections and carried on the bombing run, dropping his bombs on the aiming point. After checking to ensure that all bombs had gone and the camera had operated, he reported to his captain that the flak had pierced the nose of the aircraft but all bombs had gone.

On the night of 7 August 1944, during the attack on troop concentrations at Caen, two bombs failed to release on the bombing run. Conditions were such that it was necessary to manually release the bombs over enemy territory. Flying Officer Whitney worked for thirty-five minutes under very trying conditions, and without oxygen for the greater part of this time, before successfully releasing both bombs.

As Squadron H2S Leader, this officer has proved to be an excellent instructor, and his cooperation and patient teaching has done much to bring H2S crews to a high state of efficiency.

I consider the coolness, efficiency and high courage displayed by this officer under most trying circumstances fully merits the immediate award of the Distinguished Flying Cross.

18 April 1944 - Gardening, Baltic area (7.35)
22 April 1944 - Laon (6.10)
26 April 1944 - Villeneuve (6.40)
1 May 1944 - St. Ghislain (4.40)
9 May 1944 - St. Valery (4.00)
10 May 1944 - Ghent (4.15)
12 May 1944 - Louvain (5.00)
27 May 1944 - Bourg Leopold (4.35)
31 May 1944 - Mount Double [Couple ?] (4.15)
4 June 1944 - Calais (3.40)
5 June 1944 - Merville (5.20)
6 June 1944 - Coutances (4.50)
14 June 1944 - St. Pol (4.20)
16 June 1944 - Sterkrade (4.55)
21 June 1944 - Martin l'Hortier (4.20, day)

23 June 1944 - Bientique (4.15)
24 June 1944 - Bamieres (4.35)
27 June 1944 - Andouval (5.00)
18 July 1944 - Wesseling (6.15)
24 July 1944 - Stuttgart (9.00)
25 July 1944 - Stuttgart (9.15)
3 August 1944 - Bois de Casson (5.45, day)
4 August 1944 - Bois de Casson (6.10, day)
5 August 1944 - St. Leu d'Esserent (5.00, day)
7 August 1944 - Caen (5.15)
9 August 1944 - Acquet (4.20)
10 August 1944 - La Pallice (7.00)
12 August 1944 - Brunswick (5.55)
14 August 1944 - Falaise (4.55, day)
27 August 1944 - Mimoyecques (3.35, day)
29 August 1944 - Stettin (9.45)
6 September 1944 - Emden (4.05, day)
14 September 1944 - Wilhelmshaven (3.40, recalled)
15 September 1944 - Kiel (5.45)

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WHITNEY, F/O John Lawrence (J18776) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 25 September 1915. Home in Eriksdale, Manitoba; enlisted Winnipeg, 5 February 1941 and posted to No.1 Manning Depot. To No.4 Manning Depot, 2 April 1941. To No.3 Training Command, 20 April 1941. To No.3 ITS, 8 June 1941; graduated and promoted LAC, 14 July 1941; posted that date to No.2 EFTS; ceased training and posted elsewhere, 14 August 1941 to No.5 AOS, 26 September 1941; to No.7 BGS, 3 January 1942; graduated and promoted Sergeant, 14 February 1942; posted that date to No.1 ANS; to "Y" Depot, 20 March 1942; to RAF overseas, 30 April 1942. Commissioned 7 September 1943. Repatriated to Canada, 14 May 1945. Released 25 July 1945. Award sent by registered mail 20 March 1951. Died in Eriksdale, Manitoba, 12 December 2007 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2008. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.4431 (RG.24 Vol.20649) has recommendation dated 1 April 1945 when he had flown 20 sorties (127 hours 50 minutes), 5 January to 23 March 1945.

Flying Officer Whitney has completed two tours of operations, his second tour

being with this squadron. He displayed a keen interest in navigation and has been in no small measure responsible for the high standard of success enjoyed by his navigation team throughout his second tour of operations.

This Air Bomber by his initiative and determination to press home his attacks on the enemy has been an inspiration to every member of the squadron. In view of the excellent spirit and devotion to duty displayed by this officer throughout two tours of operations, I strongly recommend that he be granted an Immediate award of the DFC.

The sortie list was as follows:

5 January 1945 - Hanover (5.50)
6 January 1945 - Hanau (7.00)
28 January 1945 - Stuttgart (6.45)
2 February 1945 - Wanne Eickel (5.50)
4 February 1945 - Bonn (5.40)
9 February 1945 - Wanne Eickel (3.05, duty not carried out)
12 February 1945 - Chemnitz (8.35)
17 February 1945 - Wesel (6.20)
20 February 1945 - Monheim (7.20)
21 February 1945 - Worms (6.20)
23 February 1945 - Essen (6.05)
5 March 1945 - Chemnitz (8.40)
8 March 1945 - Hamburg (6.25)
11 March 1945 - Essen (5.50)
14 March 1945 - Zweibrucken (6.25)
15 March 1945 - Castrop Rauxel (6.10)
18 March 1945 - Witten (6.50)
21 March 1945 - Rheine (5.15)
22 March 1945 - Dorsten (4.35)
24 March 1945 - Gladbeck (6.05)
25 March 1945 - Munster (4.45)

The website <http://www.yorkshire-aircraft.co.uk/aircraft/yorkshire/york43/jb803.html> has the following:

HALIFAX JB803 DAMAGED BY FLAK, RETURNED TO ELVINGTON AIRFIELD

On the night of 12th /13th March 1943 the crew of this 77 Squadron aircraft took off from

Elvington to undertake an operational flight to bomb Essen. The aircraft sustained damage by flak over Germany but was able to make a safe landing at Elvington at around midnight. This crew appear to have been made up mainly of RCAF airmen. I believe the aircraft was Halifax JB803 which appears to have carried the squadron code "KN-G" at the time. The crew were: Pilot - Sgt Anthony Symmons RAFVR (1295362); Flight Engineer - Sgt K E Johnston (probably Sgt Kenneth Ewart Johnston RCAF (C/18844); Navigator - Sgt Joseph Leroy Fulsher RCAF; Bomb Aimer - Sgt J L Whitney (probably John Lawrence Whitney RCAF); Wireless Operator/Air Gunner - Sgt R E Simonson (probably Sgt Roy Edward Simonson RCAF); Air Gunner - Sgt W A Fleming; Air Gunner - Sgt Fred Calder MacQueen RCAF (R/88218).

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WHITTALL, F/L Hubert Richard (J26095) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 508/45 dated 23 March 1945. Born 3 April 1923. Childhood home in Shaughnessy. Following the 1929 crash, he lived briefly with his grandmother in Kitsilano, then with the family gardener in Burnaby. Attended St George's School in Vancouver and Brentwood College on Vancouver Island; at Brentwood he was captain of the rowing team, on the first fifteen in rugby and excelled at track and field. Home in Vancouver; enlisted there 21 April 1942 and posted to No.3 Manning Depot. To No.4 ITS, 1 August 1942; graduated and promoted LAC, 9 October 1942 but not posted to No.5 EFTS until 7 November 1942; to No.3 SFTS, 9 January 1943; graduated and commissioned 30 April 1943. To "Y" Depot, 24 July 1943. To RAF overseas, 2 August 1943. Promoted Flying Officer, 30 October 1943. Promoted Flight Lieutenant, 27 June 1944. Repatriated 23 March 1945. To Western Air Command, 3 April 1945, to No.5 OTU, 10 May 1945. Flew three tours, including one with the Pathfinders. To Release Centre, 20 June 1945. Released 21 June 1945. Presented with DFC and Bar, 13 July 1946. Had a highly respected business career, beginning with his father, Norman R. Whittall and later with Richardson Greenshields. He served as a director of BC Gas, Bank of Montreal, Grosvenor International, Lafarge S.A., Noranda Inc., Trans Mountain Pipelines, Alberta Energy, Weldwood and BC Sugar, and was particularly proud of his 33 year history with Placer Developments Ltd., later Placer Dome. Died in Vancouver, 15 April 2016. Photo PL-35326 shows him. Photo PL-42146 (formerly UK-18982), registered 22 February 1945, has the following caption: "F/L H.R. Whittall, DFC, (131 Beach Avenue), Vancouver, pilot with a famed RCAF Lancaster squadron, left, has done more than 55 operational trips over Europe's hottest targets with P/O G.A. Cox, his wireless operator from Nobleford, Alberta, right. Four times they have come home on three engines after flak has knocked out one." Photo PL-42157 (ex-UK-18993, circa 22 February 1945) shows F/O D.B. Olson (left, Lloydminster) and F/L H.R. Whittall (right) testing their oxygen equipment before takeoff. 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 by W/C H.A. Morrison dated 21

October 1944 when he had flown 44 sorties (175 hours 19 minutes). Most of his trips were flown with F/O John G. Fultz.

1 March 1944 - Nerlun (5.15, Nickle flight, not counted as a sortie)
12 May 1944 - Louvain (4.50)
22 May 1944 - Le Mans (5.05)
2 June 1944 - Neufchatel (4.30)
5 June 1944 - Halbate (4.20)
6 June 1944 - Coutrances (4.40)
7 June 1944 - Acheres (4.50)
9 June 1944 - Le Mans (5.25)
12 June 1944 - Cambrai (4.50)
14 June 1944 - St.Pol (4.25)
15 June 1944 - Boulogne (3.35)
16 June 1944 - Sautrecourt (4.00)
21 June 1944 - Neufchatel (4.05)
23 June 1944 - Bientque (3.55)
27 June 1944 - Foret d'Euivy (3.50)
1 July 1944 - Biennais (4.40)
4 July 1944 - Biennais (3.45)
5 July 1944 - Biennais (3.45)
7 July 1944 - Caen (5.05)
11 July 1944 - Thiverny (4.30)
15 July 1944 - Nucourt (4.45)
12 August 1944 - La Pallice (5.13)
14 August 1944 - TRACTABLE 22 (2.42)
18 August 1944 - Bremen (5.06)
25 August 1944 - Russelheim (6.53)
26 August 1944 - Kiel (5.43)
28 August 1944 - Fromental (2.17)
6 September 1944 - Emden (4.00)
8 September 1944 - Le Havre (2.34)
10 September 1944 - Le Havre 3 (2.30)
12 September 1944 - Wanne Eickel (3.22)
15 September 1944 - Kiel (5.16)
17 September 1944 - Boulogne (1.53)
17 September 1944 - Biggerkerke (1.54)
20 September 1944 - Calais (2.14)
23 September 1944 - Domburg (1.56)
25 September 1944 - Calais (1.55)

26 September 1944 - Cap Gris Nez (1.42)
27 September 1944 - Bottrop (3.16)
28 September 1944 - Cap Gris Nez (2.12)
30 September 1944 - Bottrop (3.23)
5 October 1944 - Saarbrucken (4.50)
6 October 1944 - Dortmund (4.47)
11 October 1944 - Fort Fredrick Hendrick (2.17)
14 October 1944 - Duisburg (3.19)

Flight Lieutenant Whittall is an excellent pilot and captain of a crew now on their second tour of operations. He has participated in attacks on such heavily defended enemy areas as Emden, Russelheim and Bremen. He is an excellent leader and organizer who, by his own personal example of fearlessness and devotion to duty, has inspired his crew to greater efforts. He possesses a magnetic personality and a keen sense of responsibility, which is highlighted by his very keen desire to take part in offensive action on every possible occasion. Undoubtedly, many of the successful operations carried out by this squadron can be attributed, in no small way, to the excellent manner in which he has carried out the Deputy Master Bomber duties allotted to him. Strongly recommended for the non-immediate award of the Distinguished Flying Cross.

WHITTALL, F/L Hubert Richard, DFC (J26095) - **Bar to Distinguished Flying Cross** - No.405 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 22 May 1945 and AFRO 1147/45 dated 13 July 1945.

Throughout two tours of operations this officer has proved himself to be a skilful and resourceful pilot and captain of aircraft. He has participated in attacks against a wide range of targets with outstanding determination and courage. Since the award of the Distinguished Flying Cross he has maintained a high standard of airmanship and devotion to duty.

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WHITTEN, F/O Lloyd Norman (J37080) - **Distinguished Flying Cross** - No.160 Squadron - Award effective 28 November 1945 as per **London Gazette** of 11 December 1945 and AFRO 212/46 dated 1 March 1946. Born 11 January 1922. Home in Winnipeg; enlisted there 18 July 1942. Granted Leave Without Pay until 13 October 1942 when posted to No.2 Manning Depot. To No.10 SFTS (guard duty), 22 November 1942. To No.7 ITS, 6 February 1943; promoted LAC, 14 April 1943; to No.6 EFTS, 1 May 1943; to No.17 SFTS, 26 June 1943; graduated and commissioned on 10 October 1943. To No.1 GRS, 29 October 1943. To No.5 Manning Depot,

22 January 1944. To No.111 OTU, Bahamas, 4 February 1944; promoted Flying Officer, 12 April 1944; to No.45 Group, Ferry Command, 17 May 1944; to overseas at unspecified date. Repatriated 29 December 1945. Released 7 February 1946. Rejoined RCAF in Winnipeg, 14 December 1950 as a pilot (service number 131309); initially as a Chipmunk Instructor. Reclassified as Personnel/Education, 29 November 1960. Released 1 December 1964, retiring to Mont Royal, Quebec. Award presented 11 June 1949.

Flying Officer Whitten has flown on numerous mine-laying and supply-dropping missions. All of these have entailed flights of extremely long duration and deep penetration of enemy territory by day and night. He has at all times displayed great coolness, determination and devotion to duty and under his inspiring leadership his crew have attained a high standard of operational efficiency.

NOTE: Public Records Office Air 2/9138 has recommendation dated 13 September 1945 when he was credited with 35 sorties (500 operational hours). Draft text was as follows:

Flying Officer Whitton has carried out 35 mining and supply dropping sorties. All these sorties have entailed flights of extremely long duration and the unescorted penetration of enemy territory by day and night.

He has at all times displayed the greatest coolness, determination and devotion to duty. His personal example and qualities as a leader have done much to maintain the efficiency and enthusiasm of his crew in difficult and trying circumstances. He has cheerfully undertaken any task required of him regardless of the hazards involved.

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WHITTINGTON, F/L Kenneth Herbert (J9155) - **Distinguished Flying Cross** - No.102 Squadron - Award effective 19 June 1944 as per **London Gazette** dated 27 June and AFRO 1861/44 dated 25 August 1944. Born 8 September 1916. Home in Oshawa; enlisted Toronto, 6 October 1941. To No.2 Manning Depot, 19 October 1941. To Trenton. 2 January 1942. To No.5 ITS, 28 February 1942. Promoted LAC, 24 April 1942; to No.20 EFTS, 9 May 1942; to No.9 SFTS, 1 August 1942; graduated and promoted Sergeant, 20 November 1942. To "Y" Depot, 4 December 1942; to RAF overseas, 10 December 1942. Commissioned 10 October 1943. Promoted Flying Officer, 27 January 1944. Repatriated to Canada, 18 June 1945. To No.8 OTU, 19 June 1945 (training for Tiger Force). To Greenwood, 31 July 1945. To Release Centre, 1 October 1945. Released 13 November 1945. Award presented 22 November 1948. Died in Oshawa, 12 September 2005.

This officer has completed a tour of operational duty during which he has taken part in attacks on a wide variety of targets in Germany and France including such heavily defended objectives as Berlin, Hanover and Frankfurt. In December 1943, while on the way to the target, he encountered strong opposition from enemy fighters. The rudder of his aircraft was damaged and Flight Lieutenant Whittington had great difficulty in keeping to course. Nevertheless he flew on and successfully completed his mission. This officer's tour has been marked by the courage and skill he has displayed and the determination with which he has always pressed home his attacks.

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WHITTLES, F/O Harold Melvyn (J40060) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 30 October 1945 as per **London Gazette** dated 6 November 1945 and AFRO 155/46 dated 15 February 1946. Born in Wilkie, Saskatchewan, 20 February 1913. Educated there, 1919-1931. General helper in Wilkie, 1931-1934; insurance salesman, 1935-1936; interior decorator, Nelson, British Columbia, 1936-1939; miner, International Nickel (Creighton Mines), 1939-1942. Home in Sudbury; enlisted in North Bay, Ontario, 5 August 1942. To Recruiting Centre, Rockcliffe, 14 September 1942. To No.3 Manning Depot, 7 December 1942. To No.2 ITS, 12 March 1943; appears to have taken advanced schooling before RCAF instruction as he is not promoted LAC until 23 July 1943; to No.2 AOS, 7 August 1943; graduated and commissioned, 23 December 1943. To "Y" Depot, 14 January 1944. To No.2 Aircrew Graduate Training School, 28 January 1944. To "Y" Depot again, 11 February 1944. Embarked from Halifax, 5 March 1944 (take taken on strength of No.3 PRC); disembarked in Britain, 14 March 1944. To No.10 (Observer) AFU, 2 May 1944. To No.82 OTU, 6 June 1944. To No.86 OTU, 21 June 1944. Promoted Flying Officer, 23 June 1944. To No.61 Base, 14 August 1944. Attached to No.1666 Conversion Unit, 20 August to 6 October 1944. To No.408 Squadron, 6 October 1944. Attached to Dalton, 20 April 1945. To No.1659 Conversion Unit, 10 May 1945. Instructor course, Finningly, 9 June to 11 July 1945. Repatriated to Canada, 13 August 1945. To No.7 Release Centre, 13 August 1945. Released 6 October 1945. Postwar mining engineer with International Nickel, Sudbury. On 27 November 1952 he wrote to AFHQ inquiring about his DFC. It was duly forwarded to Air Defence Command Headquarters (St. Hubert) and thence to Station North Bay; he was invested with the decoration on 23 January 1953. Died 3 April 1995 in Sudbury, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of August 1995. Photo PL-43744 shows F/O A.N. Rois (bomb aimer, Calgary, on left) and F/O Mel Whittles (navigator, described as being from Wilkie, Saskatchewan).

Flying Officer Whittles has completed a tour of operational sorties which have included attacks on such targets as Cologne, Wessel and Hamburg. During of the missions to Dusseldorf, a Focke Wulf 190 was engaged and destroyed with his

co-operation. On another occasion Flying Officer Whittles flew most of the way to the target and during the entire flight home without oxygen. In spite of extremely adverse weather he displayed exceptional skill in navigation and the target was bombed on time. Courage, determination and devotion to duty which this officer has always shown have been outstanding.

The original recommendation (DHH file 181.009 D.2618, RG.24 Volume 20627) drafted 17 May 1945 was as follows:

2 November 1944 - Dusseldorf (6.15)
4 November 1944 - Bochum (5.25)
6 November 1944 - Gelsenkirchen (5.00)
16 November 1944 - Julich (4.50)
18 November 1944 - Munster (5.55)
3 December 1944 - Soest (6.35)
6 December 1944 - Osnabruck (6.20)
18 December 1944 - Duisburg (5.45)
24 December 1944 - Dusseldorf (4.40)
28 December 1944 - Opladen (6.00)
29 December 1944 - Trois Dorf (7.00)
30 December 1944 - Cologne (6.20)
2 January 1945 - Ludwigshaven (7.15)
16 January 1945 - Magdeburg (7.00)
1 February 1945 - Mainz (7.10)
2 February 1945 - Wanne Eickel (5.15)
4 February 1945 - Bonne (6.05)
7 February 1945 - Goch (6.25)
13 February 1945 - Bohlen (9.10)
14 February 1945 - Chemnitz (8.10)
17 February 1945 - Wessel (6.15)
5 March 1945 - Chemnitz (8.55)
7 March 1945 - Hemmingstedt (6.15)
8 March 1945 - Hamburg (6.15)
11 March 1945 - Neuss (6.15)
12 March 1945 - Dortmund (6.25)
13 March 1945 - Wuppertal (6.10)
15 March 1945 - Castrop Rauxel (5.50)
19 March 1945 - Witten (7.25)
21 March 1945 - Rheine (5.25)
22 March 1945 - Dorsten (5.20)

24 March 1945 - Gladbach (5.50)

25 March 1945 - Munster (5.50)

31 March 1945 - Hamburg (5.50)

Flying Officer Whittles has complete a tour of operations on four engined bombers. Throughout his tour this officer has consistently displayed outstanding courage and tenacity of purpose. During his first operation, which was on Dusseldorf, a Focke Wulf 190 was engaged and destroyed. During this combat, the navigator remained completely unruffled keeping his pilot on course throughout the action. On another occasion Flying Officer Whittles flew most of the way to the target and the entire route home without oxygen. In spite of extremely adverse conditions, he did an exceptionally fine job of navigation and the target was bombed on time. He has exhibited exceptional navigational ability on numerous missions as deputy gaggle leader or as wind finder. Flying Officer Whittles is strongly recommended for the Non-Immediate award of the Distinguished Flying Cross.

Notes: Application for Operational Wing dated 13 April 1945 states he had flown 34 sorties (219 hours five minutes), 2 November 1944 to 31 March 1945.

Repatriation form dated 3 August 1945 stated he had flown 40.15 on Ansons overseas, 54.00 on Wellingtons and 305.05 on Halifax aircraft.

Training: Interviewed at North Bay, 5 August 1942 by F/L A.H. Moore. "Applicant has been away from all types of intellectual work since he left school - appears to be rather enthusiastic about enlisting as Aircrew. Appears to have the right type of personality for aircrew duties."

Course at No.2 ITS was 16 May to 23 July 1943. Courses in Mathematics (88/150), Armament (97/100), Signals (146/150), Anti-Gas (37/50), Meteorology (49/50), Aircraft Recognition (97/100), Drill (78/100), Law and Discipline (82/100), Navigation (97/200), General Studies (95/100). Placed 17th in a class of 130. "Although this airman's training is limited by night vision he has applied himself conscientiously enough to warrant training in the branches open to him. He is enthusiastic about the training and has worked hard for the full length of the course. His original preference for training was Navigator." (S/L R.E. Dodds, 12 August 1943).

Course at No.2 AOS was 9 August to 23 December 1943. Anson aircraft (29.25 as first navigator by day, 20.55 as second navigator by day, 21.20 as first navigator by night, 15.25 as second navigator by night, 3.40 other flying). Air tested in Day Navigation (246/350), Night Navigation (132/200), Log Keeping (127/200), Reconnaissance (73/100), Photography (87/100), Meteorological Observations (36/50). Ground examinations in Elements of Air Navigation

(140/200), Air Navigation Theory (152/200), Air Navigation exercises (138/200), Meteorology (78/100), Signals, Practical (50/100), Aircraft Recognition 45/50), Reconnaissance (45/50), Photography (49/50) and Armament (29/50). "One of the hardest workers in his course, slow at learning but it sticks when he gets it. Needs more organization in his work."

Course at No.10 (Observer) AFU was 3-29 May 1944. Anson aircraft (26.35 day, 10.05 night). Flying tests in Day Navigation (67 percent) and Night Navigation (61 percent). Ground tests in Air Navigation Exercises (65 percent) and Air Navigation Test (71 percent). "Nervous and lacking in self-confidence but has worked well on the course. Showed a marked improvement." (W/C G.J.L. Read, 29 May 1944).

Course at No.86 OTU was 6 June to 5 August 1944. Flew 24.15 day as first navigator, 31.25 night as first navigator and 8.20 "other flying". Carried out 145 GEE fixes, 26 GEE homings, seven Loop Position Lines and two Loop Fixes. Took part in one Nickel operation, four Bullseye exercises (located Infra Red targets twice). Rated 7/10 in General Ability as Navigator. Rated as "Average" in Chart Work, Log Keeping, GEE and Use of Instruments; rate "Good" in Timing. "Has shown much improvement. Work could be somewhat neater. Tends to use GEE too much and neglect other aids. Tends to rush his work too much at times and as a result inaccuracy and neatness suffers. A good average Navigator who should cope well on operations." (F/L E.H. Gardner).

Course at No.1666 Conversion Unit - with F/O H.J. Bracken (later DFC) as pilot as F/O Rois as air bomber. Generally described as "A fully reliable and keen navigator" (F/L A.J. Birch). Fully trained in hand held instruments (dividers, protractors, etc), DR compass, and GEE; "a lot more training" needed in A.P.I. and H2S.

Course at No.6 Group Instructor School, 1945 when described as "Quite confident and has good bearing as an Instructor but inclined to be monotone in voice and lacks force, but has shown improvement and should be a good instructor."

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WHYNACHT, F/L Kelley Aerial (J29129) - **Distinguished Flying Cross** - No.150 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. Born in Nova Scotia, 30 November 1923. Home in Lunenburg, Nova Scotia; enlisted in Halifax, 27 May 1942. To No.5 Manning Depot, 15 June 1942. To No.13 SFTS (guard), 3 August 1942. To No.3 ITS, 26 September 1942; graduated and promoted LAC, 5 December 1942 but not posted to No.4 EFTS until 9 January 1943; may have graduated 13 April 1943 but not posted to No.13 SFTS until 17 April 1943; graduated and commissioned, 6 August 1943. To "Y" Depot, 20 August 1943. Taken on strength of No.3 PRC,

13 October 1943. Promoted Flying Officer, 6 February 1944. Promoted Flight Lieutenant, 18 January 1945. Repatriated 12 March 1946. To No.2 Release Centre, 18 March 1946. Retired 24 April 1946. Joined RAF (59996) postwar; awarded Air Force Cross (AFC) as per **London Gazette** of 1 June 1954 Served in postwar RCAF; medal sent to him in 1950. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8750 has recommendation dated 26 March 1945 when he had flown 34 sorties (216 hours), 29 November 1944 to 10 April 1945. NOTE: Recommendation spells his middle name as "Aerial". Enlisted in postwar RAF (59996); awarded Air Force Cross, 1 June 1953; probably for instructional work at No.230 Operational Conversion Unit; still in RAF as of 1957 as a Flying Control Officer. DFC sent to him in 1950. May have died in Altwick, England, 1 November 2005.

* denotes daylight sortie

29 October 1944 - Walcheren Island*
30 October 1944 - Cologne
31 October 1944 - Cologne
4 November 1944 - Bochum
6 November 1944 - Gelsenkirchen*
11 November 1944 - Dortmund
18 November 1944 - Wanne Eickel
27 November 1944 - Freiburg
29 November 1944 - Dortmund*
3 December 1944 - Urft Dam*
4 December 1944 - Karlsruhe
6 December 1944 - Merseburg Leuna
12 December 1944 - Essen
17 December 1944 - Ulm
28 December 1944 - Bonn
31 December 1944 - Osterfeld
5 January 1945 - Royan
7 January 1945 - Munich
16 January 1945 - Zeitz
28 January 1945 - Stuttgart
7 February 1945 - Cleve
20 February 1945 - Dortmund
23 February 1945 - Pforzheim
2 March 1945 - Cologne*
5 March 1945 - Chemnitz
8 March 1945 - Kassel

11 March 1945 - Essen*
12 March 1945 - Dortmund*
16 March 1945 - Nuremburg
18 March 1945 - Hanau
21 March 1945 - Bremen*
2 April 1945 - Nordhausen
9 April 1945 - Kiel
10 April 1945 - Plauen

Flight Lieutenant Whynacht, a Canadian captain of aircraft, has completed 34 sorties of his first tour of operations, comprising 216 operational hours. These operations include sorties to heavily defended targets such as Cologne (3), Merseburg Leuna, Munich, Nuremburg and Bremen.

He has displayed exemplary skill in airmanship and outstanding fortitude throughout his tour of operations. On several occasions he has by these qualities extricated his crew from perilous situations of intense flak and fighter attack. Nevertheless, he has always set his mind to the task in hand, and with a fine offensive spirit has repeatedly attacked his targets with great precision.

His praiseworthy disregard for danger is responsible for the high morale which prevails in his crew, and has had a stimulating effect upon the rest of the crews in the flight to which he belongs.

For his gallantry I recommend him for the award of the Distinguished Flying Cross.

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WHYTE, P/O Geoffrey Bruce (J17846) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 1 September 1943 as per **London Gazette** dated 14 September 1943 and AFRO 2322/43 dated 12 November 1943. Born 2 May 1917. Described as an American in the RCAF; home in Battle Creek, Michigan, although pay card indicates British nationality. Enlisted in Montreal, 14 September 1940. To No.22 Depot, 8 October 1940. To No.1 Equipment Depot, 19 December 1940. To No.1 WS, 4 January 1941. Promoted LAC, 3 February 1941; graduated 24 May 1941 when posted to No.4 BGS; graduated and promoted Sergeant, 22 June 1941. To Embarkation Depot, 24 June 1941; to RAF overseas, 19 July 1941. Commissioned 20 June 1943. Promoted Flying Officer, 21 December 1943; promoted Flight Lieutenant, 2 August 1944. Invested with award by the King, 22 June 1945. Repatriated 5 August 1945. To No.1 Air Command, 10 August 1945. To Mountain View, 11 September 1945. Retired 6 November 1945.

This rear gunner has successfully participated in many missions against the enemy. He has always displayed marked enthusiasm for operations undaunted by heavy opposition. His coolness and courage over the most dangerous targets have been an inspiration to all with whom he has worked.

Recommended when he had flown 30 sorties (169 hours) as follows:

16 June 1942 - Essen (5.05)
8 July 1942 - Wilhelmshaven (4.05)
9 July 1942 - Gardening (3.20)
13 July 1942 - Duisburg (3.05)
28 July 1942 - Hamburg (5.15)
13 September 1942 - Bremen (5.05)
16 September 1942 - sea search (2.45)
19 September 1942 - Saarbrucken (5.05)
2 October 1942 - Krefeld (5.10)
5 October 1942 - Aachen (5.05)
6 October 1942 - Osnabruck (5.20)
15 October 1942 - Cologne (5.30)
21 December 1942 - sea search (5.45)
3 January 1943 - Gardening (5.10)
9 January 1943 - Gardening (4.45)
26 January 1943 - Lorient (7.30)
29 January 1943 - Lorient (7.05)
4 February 1943 - Lorient (6.30)
26 March 1943 - Duisburg (1.10 - duty not carried out, engine trouble)
10 April 1943 - Frankfurt (8.00)
14 April 1943 - Stuttgart (7.35)
29 May 1943 - Wuppertal (6.00)
11 June 1943 - Dusseldorf (5.40)
12 June 1943 - Bochum (5.10)
19 June 1943 - Le Creusot (7.30)
21 June 1943 - Krefeld (4.30)
22 June 1943 - Mulheim (4.30)
24 June 1943 - Wuppertal (5.20)
25 June 1943 - Gelsenkirchen (4.50)
28 June 1943 - Cologne (5.00)
3 July 1943 - Cologne (5.50)
9 July 1943 - Gelsenkirchen (6.20)

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WHYTE, W/C John Andrew (C9021) - **Member, Order of the British Empire** - AFHQ - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born in Arnprior, Ontario, 30 November 1906. Grocery clerk, 1923-1926; salesman and Sales Manager for Royal Crown Soaps, Winnipeg, 1926-1942. Enlisted in Winnipeg, 29 November 1941 in Administrative Branch and commissioned that date with rank of Pilot Officer; posted to Station Trenton for administrative course. Promoted Flying Officer and posted to No.5 EFTS, High River, 29 December 1941. To No.6 EFTS, Prince Albert, 25 February 1942. To No.2 Training Command Headquarters, 7 April 1942. Promoted Flight Lieutenant, 15 August 1942. To AFHQ, 23 October 1943. Promoted Squadron Leader, 1 February 1944. Promoted Wing Commander, 1 March 1945. Retired 23 November 1945. Award presented, 9 April 1948. Died in Mississauga, Ontario, 12 February 1985 as per **Airforce Magazine** of July-August-September 1985.

This officer possesses pronounced executive and administrative ability. He has devoted many hours of painstaking labour beyond normal working hours which unquestionably have resulted in a considerable financial saving of public funds. The quality of his work at all times reflects a devotion to duty of the highest order and is of such a calibre that it has made a signal contribution to this Directorate.

Note: Recommended by W/C J.H. Randall, AMSO/DOE, 25 July 1945. Text did not differ substantially from the above.

Course in Administration was 1-23 December 1941 and consisted of courses in Air Force Law, Central Registry and Orderly Room Procedure, Organization, Letter Writing, Administration (with emphasis on Messes, Canteens and Equipment) and Drill. Assessments made on Initiative, (common sense, resourcefulness, imagination, based solely on Quick Test Papers). Reliability and Judgement, Personality (force of character, leadership) and Zeal and Energy.

Selected Assessments:

“Has carried out his work in an excellent manner. He is hard working, conscientious, and has the interest of the service at heart. Recommended for accelerate promotion.” (W/C A.G. Goulding, No.2 Training Command Headquarters, 20 April 1943).

“This officer is keenly interested in his work and has never hesitated to remain after normal working hours when this was considered necessary.” (W/C L.H. Randall, AMSO/Directorate of Equipment).

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WHYTE, W/C John Clinton (C4079) - **Mention in Despatches** - No.6 Group Headquarters - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Home in Ottawa; graduated from Medical School, Queen's University, 1930. At Royal Alexandra Hospital, Edmonton, 1930-31 (intern); assistant to Dr. R.E. Johnston, Edson, Alberta, 1931-1932; intern at Kingston General Hospital, Ontario, 1932-1933; Royal Victoria Hospital, Montreal, 1933-1937; various hospitals in London, England, 1937-1939 (courses). Captain in Royal Canadian Army Medical Corps, 1 March 1940. Transferred to Medical Branch, 16 November 1940 at No.2 BGS, Mossbank, Saskatchewan. Granted rank of Squadron Leader, 1 March 1941. To No.1 ITS, 20 March 1941 as President of Medical Selection Board. To "Y" Depot, 14 October 1942. Embarked from Canada, 27 October 1942 (date of being taken on strength of RCAF Overseas Headquarters. To Headquarter, No.6 Group, 18 November 1942; subsequently Senior Medical Officer at No.6 Group Headquarters. Promoted Wing Commander, 1 November 1943. To RCAF Overseas Headquarters, 21 May 1944. Repatriated via Rockcliffe, 1 June 1944. Remained at that station. To No.3 Release Centre, 24 August 1945 and retired 25 August 1945. RCAF photo PL-28024 (ex UK-8839 dated 17 March 1944) shows him as Senior Medical Officer, No.6 Group. Obstetrician and Gynecologist postwar in Ottawa. Went by the name "Clinton". Awards card at DHist gives home as Toronto. Died in Sand Point, Ontario, 25 December 1980. No citation in AFRO.

Assessments: Although there is no specific recommendation, the following assessment dated 19 June 1944 (A/V/M C.M. McEwen) probably bears upon his career: "Wing Commander Whyte has been Senior Medical Officer of No.6 (RCAF) Group since its formation one and a half years ago, and has done excellent work throughout. He is a capable officer with a very pleasant personality." To this, A/V/M A. Grant (Medical Officer) adds: "This officer tackled the administrative medical duties of the new RCAF Group with considerable competency and initiative. He worked hard to maintain a high standard."

An earlier assessment dated 15 December 1941 (W/C Edward ?) Is worth noting: "This officer's work as President of the Medical Selection Board at this unit has been most satisfactory. Reliable, competent and possessing excellent organizing and administrative ability, he can handle promotion whenever it comes along. He has cooperated in a splendid manner to ensure the minimum of lost training time in executing Medical Selection Board work. His department is excellent and his word of command good. Quiet mannered with a pleasant personality and a keen interest in all station activities; he is a valuable officer at this unit." (No.1 ITS).

Earlier, a memo dated 17 March 1941 recommended promotion in following terms:

Taking over as Medical Officer in charge No.1 Medical Section Board. Able, well qualified officer and can undertake any duty very efficiently.

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WHYTE, FS Robert Allan (R86234) - **British Empire Medal** - No.10 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 June 1913. Enlisted in Winnipeg, 28 December 1940 as Master Motor Mechanic and posted to No.1 Manning Depot. To No.3 SFTS, 16 January 1941. Promoted AC1, 5 May 1941. Promoted LAC, 1 January 1942. To Northwest Staging Route, 2 November 1942. Promoted Corporal, 5 December 1942. Promoted Sergeant, 5 July 1943. To Dawson Creek, 24 March 1944. To No.10 Construction and Maintenance Unit, 14 September 1944. Promoted Flight Sergeant, 1 January 1945. To Fort St. John, 30 December 1945. Retired 28 February 1946. Award presented, 29 November 1947.

This non-commissioned officer pioneered Royal Canadian Air Force trucking operations on the Alaska Highway, working under abnormally difficult conditions and without adequate equipment. His initiative, foresight, leadership and long hours of duty enabled rations and materials to go forward to destinations on the North West Staging Route without delay and at a vital period of the war. His efficiency and cheerful devotion to duty are outstanding.

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WHYTE, Corporal William (R90832) - **Mention in Despatches** - Linton-on-Ouse - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Identified in AFRO as "Overseas". McEwen papers (CWM) with list of recommendations with MiD recommendations for 1 February to 31 July 1945 identifies unit. Born 16 December 1906. Home in South Porcupine, Ontario; enlisted in North Bay, 19 June 1941 as Armourer and posted to No.1 Manning Depot. To Mountain View, 19 July 1941. Promoted AC1, 13 October 1941. To No.13 Explosives Depot, 14 October 1941. To No.1 BGS, 30 October 1941. Classified as Armourer (Bombs), 31 October 1941. Attained rank of Corporal, 1 January 1942. To "Y" Depot, 11 February 1942; to RAF overseas, 27 February 1942. Repatriated 18 June 1942; to No.8 OTU, 9 June 1945; to Greenwood for Tiger Force, 31 July 1945; released 11 September 1945.

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WIACEK, Corporal, Walter William (R214813) - **Mention in Despatches** - No.436 Squadron - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 24 August 1921 in Brantford, Ontario; home there; enlisted in Hamilton, 26 January 1943 as RDF Mechanic. To No.4 WS, 7 February 1943; to No 1 Manning Depot, 7 August 1943; to No.5 Radar School, 15 September 1943. Promoted LAC, 5 November 1943. To "Y" Depot, Lachine, 8 March 1944; taken on strength of No.3 PRC, 25 March 1944. Repatriated 10 January 1946. To No.4 Release Centre, 17 January 1946. Discharged 25 February 1946. Postwar electrical engineer with Dow Chemical in California; died in Granite Bay (Sacramento), California, 22 December 1999. No citation. Unit identified in AFRO as "Overseas"; DHist file 181.009 D2585 (RG.24 Vol.20626) gives unit.

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WICKENS, F/O Edward Donald (J24657) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 19 January 1945 and AFRO 508/45 dated 23 March 1945. See **Field of Honour** (Bank of Montreal, c.1950). Born 17 November 1921 in Moose Jaw, Saskatchewan; home there; Bank of Montreal clerk; enlisted in Regina, 10 April 1942. Granted Leave Without Pay until 5 June 1942 when posted to No.3 Manning Depot. To No.10 SFTS (guard duty), 24 July 1942. To No.7 ITS, 12 September 1942; graduated and promoted LAC, 6 November 1942 but not posted to No.7 AOS until 21 November 1943; graduated and commissioned 19 March 1943; to "Y" Depot, 3 April 1943; to RAF, 13 April 1943. Promoted Flying Officer, 18 September 1943. Repatriated 9 November 1944; to No.2 Training Command, 15 December 1944; to No.6 Release Centre, 18 February 1945; retired 28 February 1945. Reported to have flown 36 sorties (24 night, twelve day) including minelaying, "first daylight raid on Boulogne" and army support in Normandy. Served in postwar RCAF as Education Officer (301647), 29 March 1957 to 17 September 1964. Died in Edmonton, 24 September 2014. RCAF photo PL-31957 (ex UK-14211 dated 24 August 1944) is captioned as follows: "P/O K.R. Welte of Vancouver, left, and his navigator, F/O E.D. Wickens of Moose Jaw, Saskatchewan, look up at their interrogation after hitting Kiel with the Bluenose Squadron of RCAF Bomber Group." Award sent by registered mail 21 December 1950.

Flying Officer Wickens has completed a tour of operations, several of which were against heavily defended targets in Germany. In March 1944, during an attack on a French target, his aircraft was attacked by night fighters with the result that the flight engineer was wounded, two engines were severely damaged and the petrol tanks holed. This necessitated an emergency landing as soon as this country was reached. This officer displayed courage, determination and high navigational skill under hazardous circumstances. He has proved himself to be a cool and highly efficient navigator. Throughout his devotion to duty in the face of enemy opposition and adverse weather is meritorious.

Note: Attended course at No.1664 Conversion Unit, 3 February to 2 March 1944. Crew was R158750 FS A.L. Spence (captain, later DFC), J24657 F/O E.D. Wickens (navigator, later DFC), R162125 Sergeant E.H. Ranson (bomb aimer, later DFC), R129616 Flight Sergeant W.J Kelly (WOP), 1814773 Sergeant A.F. Ellingworth (flight engineer), R218578 Sergeant J.W. Fisher (mid-upper gunner) and R111210 Sergeant A.D. Malcolmson (rear gunner). Overall assessed as "Average crew. Bomb Aimer needs pushing to get any results from him." Assessment for Wickens was as follows: "Average 5. His D.R. work is sound and he makes use of all aids. With more air experience he should become a very good operational navigator." (F/L J.G. Messenger, navigation leader).

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WICKETT, W/C John Cameron (C855) - **Air Force Cross** - Central Flying School - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born

30 August 1915. Enlisted in Calgary as a Provisional Pilot Officer, 4 July 1938; awarded wings, 17 June 1939. As of recommendation (October 1945) he had flown 2,014 hours, 1,500 as instructor. Released 2 October 1945. Rejoined RCAF, 13 September 1948 (30193); retired 22 March 1969 to Ottawa. Award sent by registered mail 28 June 1949. Awarded Queen's Coronation Medal, 28 October 1953 as a Wing Commander, Institute of Aviation Medicine, Toronto. Died in Aurora, Ontario, 22 May 1976. Medals with Canadian War Museum (AN 19840396-009).

This officer has held such key training positions as Squadron Commander of a Flying Instructors School, Deputy Chief Flying Instructor at Central Flying School, Training Wing Staff Officer at a Training Command Headquarters and latterly as Officer Commanding the Central Flying School. Throughout his entire career in flying training, he has at all times been assessed as outstanding in his work, and commended for his keenness and devotion to his job.

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WIDDIS, FS (now P/O) George Herving (R188526/J88576) - **Distinguished Flying Medal** - No.97 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 17 October 1944 and AFRO 2637/44 dated 8 December 1944. Name may have been changed to "Widdows" (1951 DVA List). Born 13 January 1924. Home in Brockville, Ontario; enlisted in Ottawa, 25 August 1942 and posted to No.1 Manning Depot. To No.1 BGS (guard duty), 22 October 1942. To Composite Training School, 6 March 1943. To No.3 BGS, 16 April 1943; graduated and promoted Sereant, 18 May 1943. To "Y" Depot, 11 June 1943; to RAF overseas, 15 June 1943. Commissioned 12 August 1944. Repatriated 9 February 1945; promoted Flying Officer, 12 February 1945; to No.16 SFTS, 15 April 1945; to No.3 Release Centre, 28 April 1945; retired 12 May 1945. Award sent by registered mail 28 December 1945. May have died in White Lake, Hastings County, Ontario, 1978. RCAF photo PL-28226 (ex UK-9122 dated 23 March 1944) is captioned as follows: "Boyhood pals meet overseas. F/O Joe Widdis, Lakeside, Ontario, compares notes with FS Jack Richardson, St. Matys, Ontario. The lads are bomb aimers, Joe flying with the Bison Squadron and Jack with the Tiger Squadron, both of RCAF Bomber Group overseas." Photo PL-35285 shows him. No citation other than "completed... numerous operations against the enemy in the course of which they have invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/9026 has recommendation dated 14 July 1944 when he had flown 46 sorties (287 hours). The first ten were with an unidentified squadron (2 October to 16 December 1943); the balance were with No.97 Squadron (1 January to 15 June 1944).

Unit Not Stated

2 October 1943 - Munich (8.05)
3 October 1943 - Kassel (5.30)
7 October 1943 - Stuttgart (6.45)
18 October 1943 - Hanover (5.15)
22 October 1943 - Kassel (6.05)

3 November 1943 - Dusseldorf (4.15)
22 November 1943 - Berlin (6.45)
23 November 1943 - Berlin (6.45)
26 November 1943 - Berlin (7.25)
16 December 1943 - Berlin (7.10)

No.97 Squadron

1 January 1944 - Berlin (6.45)
5 January 1944 - Stettin (8.25)
20 January 1944 - Berlin (7.35)
21 January 1944 - Magdeburg (6.25)
27 January 1944 - Berlin (7.55)
29 January 1944 - Berlin (7.10)
30 January 1944 - Berlin (6.10)
15 February 1944 - Berlin (6.20)
19 February 1944 - Leipzig (7.00)
20 February 1944 - Stuttgart (5.05)
24 February 1944 - Schweinfurt (6.45)
25 February 1944 - Augsburg (7.05)
1 March 1944 - Stuttgart (7.20)
15 March 1944 - Stuttgart (7.05)
18 March 1944 - Frankfurt (4.45)
22 March 1944 - Frankfurt (5.15)
24 March 1944 - Berlin (6.55)
26 March 1944 - Essen (4.25)
30 March 1944 - Nuremburg (7.40)
20 April 1944 - La Chapelle (4.15)
22 April 1944 - Brunswick (5.15)
24 April 1944 - Munich (10.00)
26 April 1944 - Schweinfurt (8.15)
29 April 1944 - Clermont Ferrand (6.45)
1 May 1944 - Toulouse (7.05)
3 May 1944 - Mailly-le-Camp (5.15)
9 May 1944 - Annecy (8.40)
22 May 1944 - Brunswick (5.40)
24 May 1944 - Eindhoven (3.40)
27 May 1944 - Morsalines (3.25)
31 May 1944 - Maisy (3.30)
5 June 1944 - Cherbourg (4.05)

6 June 1944 - Argentan (3.50)
8 June 1944 - Rennes (4.40)
12 June 1944 - Caen (4.30)
15 June 1944 - Chatellerault (5.55)

As an air gunner, this Non-Commissioned Officer has now completed 46 successful sorties involving attacks on such heavily defended areas as Berlin (eleven times), Stuttgart (four times), Munich (twice), Frankfurt (twice), Essen and Hanover.

Flight Sergeant Widdis is one of the best air gunners in the squadron and his enthusiasm and keenness to operate against the enemy has been an inspiration to the whole squadron. His work has been of a high standard throughout his tour and his unremitting search has played a great part in the safety of the aircraft and crew on their numerous operational flights.

For the fine example of keenness and devotion to duty set by Flight Sergeant Widdis he is considered well worthy for a non-immediate award of the Distinguished Flying Cross.

NOTE: Public Record Office Air 50/200 has a combat report of an engagement in which he was involved. Although he did not fire, the document is worth transcribing. The incident occurred on the night of 1/2 January 1944 (target Berlin), Lancaster L/97 (JB353), height 19,000 feet, time 0307, position 52 degrees 30" N 3 degrees 10" East, Indicated Air Speed 185 mph, course 76 degrees Magnetic and 79 degrees True. Crew were F/O Comans (captain), F/O Bowes (navigator), Sergeant Woolford (WOP), Sergeant Smith (flight engineer), F/O Cook (air bomber), Sergeant Widdis (mid-upper gunner) and Sergeant Bolland (rear gunner, who fired 250 rounds):

Lancaster "L" was over the target area with 10/10 cloud below and hazy visibility above. No searchlights or ground co-operation. Rear gunner reported enemy aircraft (identified as Me.109) on port quarter down approximately 800 yards attacking another Lancaster on port quarter flying straight and level. Rear gunner opened fire with a six-second burst. At same time enemy aircraft opened fire on another Lancaster and Lancaster was seen to return fire. Enemy aircraft then turned and dived to port and was not seen again. No hits claimed. No searchlights at time. No light on enemy aircraft.

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WIDDIS, F/O Joseph Lloyd (J23742) - **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 12 February 1924. Home in Lakeside, Ontario; enlisted in London, Ontario, 11 April 1942. To No.1 Manning Depot, 6 May 1942; to "H", 17 July 1942; to No.6 ITS, 29 August 1942; graduated and promoted LAC, 23 October 1942 when posted to No.4 BGS; may have graduated 23 December 1942 but not posted to No.5 AOS until 27 December 1942; graduated and commissioned 12 February 1943. To "Y" Depot, 26 February 1943; to RAF overseas, 1 March 1943. Promoted Flying Officer, 12 August 1943; promoted Flight Lieutenant, 12 February 1945. Repatriated 13 June 1945. Retired 7 September 1945. Rejoined RCAF, 14 September 1951 as Armament Technician in rank of Flying Officer (49548); promoted Flight Lieutenant, 1 January 1955. Postwar earned degrees of BA.Sc, M.Sc, and P.Eng. Died in Ottawa, 13 December 1994. 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.2609 (RG.24 Vol.20627) has recommendation by S/L M. Bryson dated 23 July 1944 when he had flown 34 sorties (197 hours 50 minutes), 25 November 1943 to 24 June 1944.

This air bomber has taken part in 34 attacks on enemy territory, including five on the German capital, and many others against heavily defended targets. Throughout his tour he has shown a fine offensive spirit and a determination to achieve results well above average. His ability is above average and he has always been a great assistant to his captain.

He has shown great cheerfulness under trying conditions and has helped in no small way to inspire the crew so that the attacks have been pressed home.

It is considered that this fine example of devotion to duty fully merits the award of the D.F.C.

The sortie list was as follows:

25 November 1943 - Frankfurt (3.40, abortive sortie)
26 November 1943 - Stuttgart (8.20)
3 December 1943 - Leipzig (2.15, abortive sortie)
20 December 1943 - Frankfurt (6.45)
24 December 1943 - Gardening, nectarines (3.45)
29 December 1943 - Berlin (8.05)
20 January 1944 - Berlin (7.50)
28 January 1944 - Berlin (8.00)
15 February 1944 - Berlin (7.10)
19 February 1944 - Leipzig (8.20)

6 March 1944 - Trappes (4.55)
7 March 1944 - Le Mans (5.45)
15 March 1944 - Stuttgart (7.30)
18 March 1944 - Frankfurt (5.15)
22 March 1944 - Frankfurt (2.25, abortive sortie)
24 March 1944 - Berlin (7.25)
26 March 1944 - Essen (5.25)
30 March 1944 - Nuremberg (8.15)
9 April 1944 - Villeneuve St. George (5.25)
10 April 1944 - Ghent (3.55)
20 April 1944 - Lens (4.05)
22 April 1944 - Dusseldorf (4.50)
24 April 1944 - Karlsruhe (7.10)
27 April 1944 - Aulnoye (4.05)
1 May 1944 - St. Ghislain (3.55)
7 May 1944 - St. Valerie-en-Caux (3.45)
10 May 1944 - Ghent (3.55)
11 May 1944 - Boulogne (3.50)
31 May 1944 - Au Fevre (4.55)
5 June 1944 - Merville Franceville (4.20)
6 June 1944 - Conde sur Noireau (5.25)
7 June 1944 - Acheres (4.40)
10 June 1944 - Versailles (5.30)
15 June 1944 - Boulogne (4.10)
16 June 1944 - Sautrecourt (4.25)
21 June 1944 - Oisemonte (3.45)
24 June 1944 - Bonnetot (4.40)

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WIDGER, FS William Joseph (R60317) - **British Empire Medal** - No.164 Squadron - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Born 13 August 1904 at Dawlish, Devon, England. Home in Calgary, Alberta (farmer and carpenter). Enlisted in Calgary, 6 June 1940 as Airframe Mechanic. To Technical Training School, St.Thomas, Ontario, 31 July 1940; promoted AC1, 7 December 1940; to Air Armament Flight, Trenton, 11 December 1940.; to No.9 SFTS, Summerside, P.E.I., 26 December 1940. Promoted LAC, 1 April 1941. To "K", 28 September 1941 (probably No.118 Squadron, Dartmouth); to No.126 (Fighter) Squadron, 30 April 1942. Promoted Corporal, 1 June 1942; promoted Sergeant, 1 January 1943; to No.1 SFTS, Camp Borden, 23 February 1943); to No.4 BGS, BGS, Fingal, 2 August 1943; to No.36 OTU, Greenwood, 17 May 1944 (became No.8 OTU, 1

June 1944); to No.164 Squadron, Moncton, 20 September 1944 to April 1946 (promoted Flight Sergeant, 1 September 1945). Remained in postwar RCAF, reverting to LAC, 1 October 1946 (number 21397). Promoted Corporal, 1 November 1947. With No.4 (Transport) OTU as of 16 March 1953. Attained rank of Flight Sergeant, 1 October 1953. Retired 30 September 1956, settling in Calgary. Award presented 18 December 1947.

Flight Sergeant Widger has fulfilled his duties in a most exemplary manner at all times, especially during the transfer of the transport squadron from one station to another. He was instrumental in maintaining constant scheduled flying operations throughout this change and as a non-commissioned officer he is always looked upon as an example of good Air Force discipline by his squadron personnel.

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WIDINER, Sergeant Frank Christopher (R143279) - **Mention in Despatches** - Leeming - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. Born 4 April 1920. Enlisted in Vancouver, 28 November 1941 as "Tradesman" and posted to No.1 Manning Depot. To Technical Training School, 16 January 1942 for training as Electrician; promoted AC1, 23 May 1942. To Patricia Bay, 27 May 1942. Promoted LAC, 1 October 1942. Promoted Corporal, 1 November 1942. To "Y" Depot, 16 November 1942; to RAF overseas, date uncertain. Promoted Sergeant, 5 September 1943. Repatriated 21 August 1945. Retired 5 October 1945. Died in Abbotsford, British Columbia, 1998. DHist file 181.009 D.2619 (RG.24 Vol.20628) has recommendation forwarded 1 February 1945 to No.63 Base HQ when he had served 12 months in Canada, 26 months overseas.

This NCO is employed as NCO in charge Electricians with 427 Squadron and is an untiring worker who commands the respect of all who work with him. His trade ability is of the highest calibre and his ability to accomplish the most difficult tasks make him a key member of his section. He has many times extended himself beyond the ordinary call of duty and is recommended for the award of Mention in Despatches.

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*WIEBE, Sergeant Bessie Carolina May (W304473) - **British Empire Medal** - No.2 Bombing and Gunnery School - Award effective 8 June 1944 as per **Canada Gazette** of that date and RCAF Routine Order 1380/44 dated 30 June 1944. Born as "Finlayson" in Regina, 1921; enlisted there 22 April 1942. Award presented 8 March 1945. Died in 1969 (Royal Canadian Legion Manitoba and Northwestern Ontario Division).

This NCO is in charge of the central registry section of her station. By her unceasing devotion to duty, her cheerful patience and tireless efforts to develop personnel under her control, she has brought the work in her section to a high degree of efficiency.

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WIGGLESWORTH, FS Armand Frederick (R65459) - **British Empire Medal** - No.1 Instrument Flying School - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born in Liverpool, Nova Scotia, 7 August 1918; home there; enlisted in Halifax, 20 September 1940 as Electrician. To Technical Training School, 8 November 1940; promoted AC1, 29 March 1941; to No.9 SFTS, 2 April 1941; promoted LAC, 29 June 1941; promoted Corporal, 1 August 1941; promoted Sergeant, 16 March 1942. Reverted to Corporal, 30 April 1943. Promoted Sergeant again, 1 May 1943 (very peculiar - demoted one day and promoted again the next). To No.1 Instrument Flying Training School (also known as Beam Approach School), 15 May 1943. Promoted Flight Sergeant, 1 October 1943. To No.1 Central Navigation School, 2 August 1945; To Release Centre, 5 September 1945; retired 8 September 1945. Award presented 16 April 1948. Demobilized in 1945, he was in the army, 1947 to 1965; attained rank of Lieutenant Colonel. Awarded Queen's Coronation Medal, 26 October 1953 for executive services in RCAF Association. Later received Canadian Centennial Medal, Commander of the Order of St.Lazuras of Jerusalem. Honourary Lieutenant-Colonel, 841 Independent Field Battery, 1979. Serving Brother, Order of St.John, 1972; admitted as Member, Order of Canada as per **Canada Gazette** dated 9 March 1996. Died 20 July 2008 in Liverpool, Nova Scotia as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2008.

This non-commissioned officer has been employed in the trade of Electrician for the past five years, specializing in Link Trainer maintenance. Both during working hours and in his spare time he has directed his inventive ability to the creation of useful modifications for improved training in Link Trainer. In recent months his outstanding efforts have been productive in that many of these modifications have been adopted for wide use. He has always maintained a high standard in his work and his example has been an inspiration to all other non-commissioned officers and airman on the Maintenance Staff at this school.

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WIGLE, F/O James Gordon (J35713) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 17 April 1945 and AFRO 918/45 dated 1 June 1945. Born 20 September 1922. Home in Hagersville, Ontario; enlisted in Hamilton, 25 August 1942 and posted to No.1 Manning Depot. To No.1 SFTS, 9 October 1942 (guard duty);

to No.6 ITS, 23 January 1943; graduated and promoted LAC, 2 April 1943 but not posted to No.7 AOS until 1 May 1943; graduated and commissioned , 17 September 1943. To "Y" Depot, 1 October 1943; taken on strength of No.3 PRC, 21 October 1943. Promoted Flying Officer, 17 March 1944. Repatriated 2 February 1945; to No.16 SFTS, 18 April 1945; to No.4 Release Centre, 2 May 1945; retired 4 May 1945. Living in Fredericton as of 1949. Award presented 17 August 1949. Died in Barrie, Ontario, 21 March 2005. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost courage and devotion to duty." DHist file 181.009 D.2610 (RG.24 Vol.20627) has recommendation by W/C G.A. Tambling dated 15 November 1944 when he had flown 28 sorties (139 hours 30 minutes), 30 July to 11 November 1944.

This officer, navigator in the crew captained by Flight Lieutenant Howes, has completed twenty-eight operational trips involving attacks on a wide variety of well defended targets in France and Germany. He has always displayed a high degree of navigational ability and the successful completion of his many sorties is due in no small measure to the resourcefulness and courage he has shown at all times.

Flying Officer Wigle has also been a tremendous asset to his section when on the ground, not only by his own workmanship but by his co-operative spirit in instructing and leading his fellow navigators.

I consider that his fine record of achievement plus his quiet but dogged determination fully merits the award of the Distinguished Flying Cross (Non-Immediate).

The sortie list was as follows:

30 July 1944 - Villers Bocage (4.40)
1 August 1944 - L'Hey (3.20)
3 August 1944 - Foret de Nieppe (4.35)
4 August 1944 - Bois de Casson (4.50)
5 August 1944 - St. Leu d' Esserent (5.05)
7 August 1944 - La Hogue (4.40)
8 August 1944 - Foret de Chantilly (4.50)
9 August 1944 - Foret de Croc (4.20)
12 August 1944 - Mont Richard (5.45)
15 August 1944 - Sousterburg (3.40)
16 August 1944 - Kiel (5.55)
28 August 1944 - Ferme du Grand Bois (4.00)
6 September 1944 - Emden (5.05)

11 September 1944 - Le Havre (4.05)
11 September 1944 - Kiel (5.55)
12 September 1944 - Dortmund (5.35)
18 September 1944 - Kiel (5.30)
23 September 1944 - Domburg (3.35)
25 September 1944 - Calais (3.55)
27 September 1944 - Duisburg (4.50)
28 September 1944 - Cap Gris Nez (3.30)
14 October 1944 - Duisburg (4.50)
15 October 1944 - Wilhelmshaven (5.00)
23 October 1944 - Essen (6.25)
24 October 1944 - Oslo (6.50)
30 October 1944 - Cologne (5.35)
1 November 1944 - Oberhausen (5.50)
11 November 1944 - Oslo (7.10)

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WILBEE, F/O Edward Robert Victor (J41063) - **Commended for Valuable Services in the Air** - No.23 EFTS - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 16 June 1913. Home in Toronto; enlisted in Montreal, 16 November 1942 and posted to No.5 Manning Depot. To No.9 Pre-Aircrew Education Unit, 9 January 1943. To No.14 SFTS (guard duty), date uncertain; to No.6 ITS, 1 May 1943; graduated and promoted LAC, 9 July 1943; posted next day to No.13 EFTS; graduated 3 September 1943 and posted next day to No.5 SFTS; graduated and commissioned 28 January 1944. To No.1 Flying Instructor School, 11 February 1944; to No.23 EFTS, 12 April 1944; promoted Flying Officer, 28 July 1944. To No.12 SFTS, 14 May 1945. Date of release uncertain. Rejoined RCAF as an Aero Engine Technician in rank of Pilot Officer, 24 July 1953 (218303); released 8 August 1955. Certificate mailed to him, 5 July 1945.

This officer has shown exceptional devotion to duty, both as a flying instructor and in his ability to assist in imparting ground instruction. His willingness in helping trainees with studies after normal working hours and the high standard of service knowledge he has accrued have made him outstanding among instructors.

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WILBY, F/O Clifford (C19932) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945.

Born in Halifax, 9 November 1909. Home in Winnipeg where he worked at automobile repairs and welding. Enlisted there 13 July 1940 as Airframe Mechanic. To Technical Training School, 16 August 1940. Promoted AC1, 28 December 1940; to No.9 SFTS, January 1941. Promoted LAC, 1 April 1941. To "Y" Depot, 18 February 1942; to RAF overseas, 12 March 1942, disembarking in Britain on 23 March 1942. Posted next day to No.3 PRC, Bournemouth. To No.421 Squadron, 18 April 1942. Promoted Corporal, 1 July 1942. To No.4 School of Technical Training, 18 August 1942. Reclassified as Flight Engineer, 22 November 1942 when promoted Sergeant. To No.419 Squadron, 27 November 1942. Reported Missing, 27 February 1943 but then reported safe the same day. Promoted Flight Sergeant, 22 May 1943. Commissioned 9 June 1943. Screened after 25 sorties and posted to No.1659 Conversion Unit, 10 July 1943 to instruct. Returned to Canada, on leave, 12 June 1944. Embarked for United Kingdom, 8 August 1944, arriving 11 August 1944. To No.61 Base, 2 September 1944. Attended Dalton Battle School, 2-13 September 1944. Attached to No.1664 Conversion Unit, 13 September to 14 October 1944. Attached to No.433 Squadron, 14 October to 26 November 1944. To No.408 Squadron, 27 November 1944 where crewed with W/C F.R. Sharp. Repatriated 15 April 1945. To No.3 Reserve Equipment Maintenance Unit, Carberry, 6 June 1945 where he worked with Maintenance, compiling a ledger of aircraft for War Assets use. To No.5 Release Centre, 31 March 1946; retired 4 April 1946. Resumed work as a machinist, with much employment in repair of CNR passenger railway cars. Award presented 11 June 1949. Died in Winnipeg, 21 August 1985 as per **Legion Magazine** of November 1985. RCAF photo PL-42895 (ex UK-19691 dated 29 March 1945) shows F/O Bert Guinn (WOP, Regina) and F/O Cliff Wilby (flight engineer, Winnipeg) turning in items at station clothing stores. Photo PL-42896 (ex UK-19692) shows F/O Cliff Wilby (flight engineer, Winnipeg), F/O Phil Ellison (rear gunner, Saskatoon) and F/O Bert Guinn (WOP, Regina) turning in items at station clothing stores, reporting to LAW Norma Rogers (Windsor, Ontario). No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.2818 (RG.24 Vol.20627) has recommendation dated 18 March 1943 when he had flown 44 sorties (253 hours 40 minutes) in two blocks - 23 January to 24 June 1943 (24 trips, 133 hours 45 minutes) and 30 October 1944 to 11 March 1945 (20 sorties, 127 hours 55 minutes) as a flight engineer.

Flying Officer Wilby has recently completed his second operational tour. Throughout his long period of operations, this officer has displayed the utmost in skill, determination and courage, and he has participated in attacks on practically all the important German targets. At all times he has proved himself to be an excellent crew member, and a source of strength to his Section Leader.

The sortie list was as follows:

23 January 1943 - Lorient (6.30)

29 January 1943 - Lorient (6.40)

2 February 1943 - Gardening off Denmark (7.05)

3 February 1943 - Hamburg (6.05)

7 February 1943 - Lorient (6.05)

13 February 1943 - Lorient (6.00)

14 February 1943 - Cologne (6.10)

16 February 1943 - Lorient (6.00)

27 February 1943 - Gardening (2.50)

12 March 1943 - Essen (4.40)

27 March 1943 - Berlin (7.20)

14 April 1943 - Stuttgart (5.35)

16 April 1943 - Duisburg (4.40)

28 April 1943 - Gardening (7.20)

4 May 1943 - Dortmund (5.10)

12 May 1943 - Duisburg (5.20)

27 May 1943 - Essen (5.00)

29 May 1943 - Wuppertal (5.20)

11 June 1943 - Dusseldorf (5.25)

12 June 1943 - Bochum (5.25)

19 June 1943 - Le Creusot (7.30)

21 June 1943 - Krefeld (5.20)

22 June 1943 - Mulheim (4.20)

24 June 1943 - Wuppertal (5.20)

TOTAL - 24 trips and 135 hours 45 minutes

* * * * *

30 October 1944 - Cologne (5.55)

1 November 1944 - Oberhausen (5.50)

2 November 1944 - Dusseldorf (6.35)

4 November 1944 - Bochum (5.20)

6 November 1944 - Gelsenkirchen (5.00)

17 November 1944 - Julich (5.20)

18 November 1944 - Munster (6.50)

17 December 1944 - Duisburg (5.50)

21 December 1944 - Opladen (5.40)

30 December 1944 - Cologne (6.55)

5 January 1945 - Hanover (6.00)

13 January 1945 - Saarbrucken (7.20)

14 January 1945 - Grevenbroich (6.10)

2 February 1945 - Mainz (7.30)

4 February 1945 - Osterfeld (6.40)

20 February 1945 - Monheim (6.40)

23 February 1945 - Essen (6.15)

5 March 1945 - Chemnitz (9.45)

7 March 1945 - Heningstedt (6.35)

11 March 1945 - Essen (5.45)

TOTAL: 20 trips, 127 hours 55 minutes - apparently in same crew as P.P. Ellison.

The website "Lost Bombers" has the following on his going missing. Halifax DT615, No.419 Squadron (VR-P), Gardening, 27/28 February 1943. Airborne at 1825 hours, 27 February 1943 from Middleton St.George to lay mines off the Frisian Islands (Nectarines Region). Hit by Kriegmarine flak and ditched. Twenty-two hours later, having been sighted earlier in the day, the crew were picked up by the Royal Navy. Crew were Sergeant M.F.Gray, RCAF, Sergeant C.F.Wilby, RCAF, Flight Sergeant C.O.Hancock, RCAF, F/O W.J.McNicol, RCAF, Sergeant G.H.Low, RCAF, Sergeant M.S.Braniff, RCAF, and P/O R.Harling, DFC RCAF.

Injuries sustained in the ditching gave him difficulties. The following is extracted from a medical report dated 30 July 1943: "On 27 February 1943, sitting behind rear spar in a Halifax which crashed in the North Sea in ditching position. Coming home from ops, both engines were unserviceable and hydraulics were unserviceable. Wearing a Mae West (harness off). Banged his back on spar on impact, but he went forward first. Mentioned pain in his back in the dinghy and again in Grimsby Hospital after 22 hours at sea. Three days in hospital at Grimsby. Returned to S.S.Q., No.419 Squadron, and then went on seven days leave. Continued ops on his return and then developed pain in the back and headaches."

Notes: On repatriation, 3 April 1945, he stated he had flown 278 hours 35 minutes operationally and 369 hours ten minutes non-operationally. Total of 45 sorties, the last on 11 March 1945.

Application for Operational Wing, 16 February 1944, stated he had flown 26 sorties (180 hours 40 minutes), 3 January to 3 July 1943.

Application for Bar to Operational Wing gave flying time as 140 hours 15 minutes (twenty sorties), 30 October 1944 to 11 March 1945.

Selected Assessments: "This officer is competent in his job but lacked keenness for ground instruction." (F/L V.G. Hope. No.1659 Conversion Unit, 24 May 1944).

"Is keen and efficient when engaged on flying duties but not so keen on lecturing." (S/L C.C. Skene, 27 May 1944). At the time he had flown 330 hours 30 minutes of which 96 hours ten minutes had been in previous six months.

"This officer has been employed as engineer officer and has carried his work out in a very

efficient manner." (F/L F.M. Downes, No.3 REMU, 2 August 1945).

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WILBY, P/O Peter (J17957) - **Distinguished Flying Cross** - No.7 Squadron - Award effective 6 November 1943 as per **London Gazette** dated 16 November 1943 and AFRO 2610/43 dated 17 December 1943. Born 11 April 1922. Home in Jasper, Alberta; enlisted in Edmonton, 30 August 1940. To No.2 ITS, 5 November 1940; graduated and promoted LAC, 10 December 1940 when posted to No.16 EFTS; graduated 27 January 1941 when posted to No.4 SFTS; graduated and promoted Sergeant, 16 May 1941. To Embarkation Depot, 17 May 1941; to RAF overseas, 17 June 1941 Commissioned 5 June 1943. Promoted Flying Officer, 14 November 1943. Repatriated 24 January 1944. To No.8 BGS, 12 March 1944. To No.5 OTU, 31 March 1944. Promoted Flight Lieutenant, 14 November 1944. DFC and Bar presented 16 May 1945. To No.9 Release Centre, 7 September 1945. Retired 12 September 1945. Attended University of Manitoba (BA and B.Ed). Taught in several Winnipeg schools and then took a position with Special Education Department. Died in Winnipeg, 17 March 2012. Obituary said he had flown 47 sorties "in two continuous tours" and "was highly regarded by his crews for his flying skill and daring." No citation in AFRO other than "completed many successful operations against the enemy in which [he] displayed high skill, fortitude and devotion to duty."

WILBY, F/L Peter (J17957) - **Bar to Distinguished Flying Cross** - No.7 Squadron - Award effective 11 April 1944 as per **London Gazette** dated 21 April 1944 and AFRO 1075/44 dated 19 May 1944.

Since the award of the Distinguished Flying Cross this officer has continued to operate with unremitting zeal and enthusiasm. He has taken part in recent attacks on Berlin, Mannheim and Cologne, frequently making three or four runs over the target to make sure of the aiming point in the face of the fiercest opposition.

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WILBY, F/O Thomas Richard (J15138) - **Distinguished Flying Cross** - No.78 Squadron - Award effective 5 July 1943 as per **London Gazette** dated 6 July 1943 and AFRO 1582/43 dated 13 August 1943. Born 13 June 1919 (birth date on MI.9 report). Home in Fredericton, New Brunswick (student); enlisted in Moncton, 12 September 1940. To Sydney Detachment, 8 October 1940; to No.1 ITS, 14 November 1940; graduated and promoted LAC, 22 December 1940 when posted to No.7 EFTS; ceased training and posted on 27 January 1941 to No.1 Manning Depot; to Trenton, 16 May 1941; to No.4 BGS, 26 May 1941; graduated and promoted Sergeant, 23 June 1941. To Embarkation Depot, 24 June 1941; to RAF overseas, 8 August 1941.

Commissioned 8 January 1942. Promoted Flying Officer, 1 October 1942. Missing, 11 December 1942. Reported safe, in United Kingdom, 11 April 1943. Repatriated 12 June 1943. To AFHQ, 26 September 1943. To Mountain View, 27 October 1943. To No.9 BGS, 13 December 1943. Retired 19 March 1945. Award presented 5 July 1945. Died 8 July 2003 in Fredericton as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 2004.

In air operations this officer displayed courage, fortitude and skill of the highest order.

Public Record Office Air 2/4974 has undated recommendation drafted when he had flown 13 sorties (80 hours 32 minutes).

Flying Officer Wilby was the rear gunner of a Halifax aircraft of No.78 Squadron which left Linton-on-Ouse on the 11th December 1942 to bomb Turin. On the return journey over Switzerland one of the motors cut out. The aircraft went into a spin and over the inter com, which was practically unserviceable, Flying Officer Wilby heard the captain order him to bale out. He got his parachute, turned the turret round and opened the doors, but the pressure on his chest as a result of the spin prevented him from getting clear, and he then found that his right leg was caught. At this moment something went wrong with his harness as the chest straps disappeared over his head, but he pulled the ripcord and the parachute jerked him free, breaking his right leg. He landed in about five seconds and found himself near the village of Marboz. He was captured by the French police and placed in a German-controlled French hospital. From here he eventually escaped and arrived back safely in this country.

For the courage and determination shown by this officer in escaping I strongly recommend 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 Wilby, who reached Spain on 30 April 1943.

Public Record Office WO 208/3313 has his MI.9 report based on interview of 25 May 1943. He reported having been captured 12 December 1942, escaped 13 January 1943, left Gibraltar on 24 May 1943 and arrived Henson on 25 May 1943. His captain had been a Flight Sergeant Spraggs who, with the remainder of the crew, had returned safely to base, the captain having regained control of the aircraft. They had left Linton-on-Ouse on 11 December 1942 to bomb

Turin.

We bombed the target, and were returning over Switzerland when one of the motors cut. The aircraft went into a spin and, over the intercom, which was practically unserviceable, I heard the Captain order us to bale out. I got my parachute, turned the turret round and opened the doors, but the pressure on my chest, as a result of the spin, prevented me from getting clear. I then found that my right leg was caught. At this moment something went wrong in my harness, as the chest straps disappeared over my head, but I pulled the ripcord and the 'chute jerked me free, breaking my right leg. I touched down in about five seconds, and found that I had landed near the village of Marboz (France, 1"250,000, Sheet 23).

I crawled to a nearby farm, where I was fed and put to bed. The occupants collected my parachute and harness and hid them in the house. In the morning they called their doctor. He examined my leg, and said he would have to return for a plaster cast. Actually he denounced me to the French police, who arrived within half an hour and transferred me to the German Control French Hospital at Bourg-en-Bresse (France, 1"250,000, Sheet 27). I was attended by a young French doctor and placed in a ward for T.B. cases. These were all civilian prisoners under a French guard.

Next day, 13 December 1942, I was questioned by the French police, who were convinced I was a member of the crew of a Halifax which had crashed two miles from where I landed. The rest of that crew were supposed to have escaped as they had not been traced.

A few days later I got the French doctor to have me moved to a single room which was in the same corridor as the ward I had left, and therefore still in view of the French guard. The door to my room was kept locked.

After I had been in hospital two weeks, a German, disguised as a Vichy representative, questioned me through an interpreter, although he spoke fair English himself. It should be explained that, at the time of my arrest by the French police all my escape aids, money, etc. were taken from me. I had put a circle round the name of Bourg-en-Bresse on my silk map and this led to much questioning. It happened that a bomber on its way back to England had had to jettison its bombs and these had accidentally and severely damaged a parachute silk factory, ten kilometres from Bourg-en-Bresse, killing several Germans and Frenchmen. This occurrence, coupled with my marked map, led the authorities

to believe that Bourg-en-Bresse was a prospective target.

I refused to answer any questions that the German put to me until he threatened to have me shot, saying that he had already had two of my "comrades" shot that morning. At this I got a bit scared, which my questioner noticed, as he started to grill me pretty severely. I gave him a lot of fictitious information about aerodromes and squadrons, but the only truth I told him, beyond my name, rank and number, was the name of the captain of my aircraft. I did not know then that Sergeant Spraggs had regained control after my jump and had been able to return to base with the rest of the crew. After four hours questioning my interrogator departed, apparently satisfied.

During the last two weeks in hospital, the French doctor used to spend five minutes with me each day and I noticed that he was filing a key into shape. On the 11 January 1943 he gave me the finished key, which fitted my door, telling me that on the 13 January someone would tap on the door with the "V" sign, and I was to let that person in. I was then to dress in the clothes of my helper and walk out the front door. The guards, being slack, would not notice anything wrong. Outside the hospital I was to join a lorry for an unknown destination. Everything happened as the doctor had said and I noticed that he was keeping the ward guards distracted as I went down the corridor.

The lorry took me to the village of Groslee, about 35 miles due east of Lyon (Sheet 27), where I stayed with a Frenchman and his wife until the 13 February. While in Groslee I met the nephew of my helpers, who turned out to be my rescuer.

On the 13 February he took me to his house at Matafelon, about 25 miles northeast of Bourg-en-Bresse (France, 1:250,000, Sheet 23). I stayed with him two days and then, as it was almost seven weeks since I had escaped from hospital, and nothing seemed to be forthcoming with regard to my getting back to England, I decided to carry on on my own. I walked to the village of La Cluse (not marked on map), just north of Nantua (Sheet 27). I had no money and only a raw potato and some bread in my pockets. I wandered about here for some time. Eventually I stole a bicycle in the village and rode to Amberieu. Here I met a youth who showed me how to get into the railway station. Inside the station I was stopped by a gendarme who wanted to take me into custody. I threw myself on his mercy, and he bought me a ticket to Lyon, where I arrived at 0600 hours on the 16 February.

Here I had to wait until 1200 hours for a train to Toulouse. Having no money and

no ticket to cover this leg of the journey, I remained in the station, and was again picked up by gendarmes. I was questioned in the police office on the station, and eventually allowed to catch my train, in spite of having no ticket. The police here seemed to be particularly anti-German. Before reaching Toulouse, I spoke to a young Frenchman in my compartment and he and a friend of his took me to a hotel in Toulouse where we stayed for about four days at my helper's expense. From this point my journey was arranged for me.

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WILCOCK, P/O Albert James (J85391) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 19 September 1944 and AFRO 2373/44 dated 3 November 1944. Born 27 January 1919. Home in St.Vital, Manitoba; enlisted in Winnipeg, 22 October 1941. Granted Leave Without Pay until 29 December 1941 when posted to No.2 Manning Depot. To No.14 SFTS, 14 February 1942 (guard duty); to No.6 ITS, 11 April 1942; graduated and promoted LAC, 5 June 1942 but not posted to No.2 AOS until 20 June 1941; graduated and promoted Sergeant, 9 October 1942. To "Y" Depot, 23 October 1942; to RAF overseas, 27 October 1942. Promoted Flight Sergeant, 9 April 1943; promoted WO2, 9 October 1943. Commissioned 27 October 1943. Promoted Flying Officer, 27 April 1944; promoted Flight Lieutenant, 9 September 1944. Repatriated 3 December 1944. To No.2 Air Command, 7 January 1945. Remained in postwar RCAF (20434) and attained rank of Squadron Leader. Award presented 17 July 1947. No citation other than "completed... many successful operations during which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/9276 has recommendation (no date; cleared by Station Commander on 24 June 1944) noting he had flown 34 sorties (170 hours 25 minutes), 30 August 1943 to 18 June 1944.

* counted as 1/3 sortie

30 August 1943 - Munchen-Gladbach (4.00)
31 August 1943 - Berlin (1.35) DNCO
5 September 1943 - Mannheim (7.40)
15 September 1943 - Mont Lucon (5.55)
1 October 1943 - Hagen (5.30)
2 October 1943 - Munich (7.55)
3 October 1943 - Kassel (5.35)
7 October 1943 - Stuttgart (6.05)
20 October 1943 - Leipzig (6.55)
22 October 1943 - Kassel (5.00)
3 November 1943 - Cologne (4.20)

24 February 1944 - Schweinfurt (7.00)
25 February 1944 - Augsburg (6.50)
1 March 1944 - Stuttgart (7.05)
15 March 1944 - Stuttgart (6.50)
18 March 1944 - Frankfurt (4.55)
22 March 1944 - Frankfurt (5.00)
24 March 1944 - Berlin (6.50)
26 March 1944 - Essen (4.35)
20 April 1944 - Lens (2.55)*
22 April 1944 - Dusseldorf (3.40)
24 April 1944 - Karlsruhe (5.25)
27 April 1944 - Friedrichshaven (6.30)
10 May 1944 - Ghent (2.40)
11 May 1944 - Boulogne (2.15)
19 May 1944 - Le Mans (4.05)
23 May 1944 - Le Mans (3.20)
31 May 1944 - Trappes (3.50)
2 June 1944 - Trappes (3.15)
4 June 1944 - Calais (1.55)
7 June 1944 - Foret-de-Cerise (3.15)
10 June 1944 - Versailles (3.50)
11 June 1944 - Tours (5.00)
14 June 1944 - Cambrai (2.30)
15 June 1944 - Lens (2.10)
18 June 1944 - Oisemont-Neuville-au-Bois (2.35)

Pilot Officer Wilcock is a very efficient Bomb Aimer. He has completed 34 operational trips against such heavily defended enemy targets as Berlin, Stuttgart and Frankfurt. He has invariably displayed great courage and determination in pressing home his attacks. The skill and devotion to duty displayed by this officer has been an example to the squadron.

Note: Lancaster PB129, A/405, was detailed to bomb Cap Gris Nez on the morning of 26 September 1944. Took off at 1200 hours. Crew consisted of J15818 W/C C.W. Palmer, DFC (Captain), 145387 F/L W. Goddard (navigator), J85391 F/L A.J. Wilcock, DFC (navigator, survived with facial burns and broken ribs), 158131 F/O C.E. Lashley (WOP/Air), J85493 P/O F.J.A Frey (mid-upper gunner), J16959 F/O I. Lauckner, DFC (rear gunner, survived, returned to England on 28 September by landing craft), C17844 F/L H.J. Anderson, DFM (flight engineer, survived with broken ankle) and J18009 F/O W.G. Peacock (bomb aimer). En route to target aircraft received a direct hit. Fire burst out in port inner engine followed by observation that fuel was gone. At

about 1,500 feet the aircraft was seen to go into a dive which became acute at about 1,000 feet. On orders of the captain, three crew managed to bale out. Approximately four minutes later the aircraft was bombed by a Main Force aircraft, despite warnings from the Long Stop Master (Master Bomber). Crashed and exploded on ground.

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WILCOX, Sergeant Gordon Lennox Melbourne (R104679) - **Mention in Despatches** - Croft (AFRO gives unit only as "Overseas" - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. Born 20 July 1917. Home in Sherbrooke, Quebec; enlisted in Montreal, 30 May 1941. To Air Armament School, 17 August 1941. To No.9 SFTS, 27 September 1941. Promoted AC1, 22 September 1941. DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation submitted 2 February 1945. Had served 35 months in Canada, ten months overseas. Armourer (Bombs).

This NCO has been employed in the Bomb Dumb for eleven months. During this time severe strain has been placed on the resources of this station due to the extremely heavy operational requirements which has entailed long hours of extra duty often under severe weather conditions. This Non-Commissioner Officer's fine leadership and strong sense of duty has inspired a high standard of morale in his men which has contributed greatly to the operational efficiency of this section during these trying times.

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WILDE, LAW Esther (W310353) - **British Empire Medal** - Western Air Command Headquarters - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Home in Calgary; enlisted there 9 February 1943 and posted to No.7 Manning Depot. To No.3 Repair Depot, 11 March 1943. To Western Air Command, 15 March 1943. Promoted AW1, 9 May 1943. Promoted LAW, 21 August 1943. Retired 5 February 1946. Clerk/Steno. Award sent by registered mail. Governor General's Records (RG.7 Group 26 Volume 60, file 190-I, dossier 9) has citation.

The keenness and devotion to duty shown by this airwoman have been most praiseworthy and her indomitable determination to maintain a state of efficiency in her section frequently entails many extra hours of work far beyond the call of duty.

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WILDE, WO (now P/O) Kenneth George (R162219/J87370) - **Distinguished Flying Cross** - No.100 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 17 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 18 April 1917. Home in Brandon, Manitoba; enlisted in Winnipeg, 7 April 1942. To No.2 Manning Depot, 12 May 1942; to No.2 ITS, 15 August 1942; graduated and promoted LAC, 20 October 1942 but not posted to No.2 BGS until 22 November 1942; to No.3 AOS, 11 February 1943; graduated and promoted Sergeant, 19 March 1943. To "Y" Depot, 3 April 1943; to RAF overseas, 15 May 1943. Promoted Flight Sergeant, 19 September 1943. Commissioned 24 June 1944. Promoted Flying Officer, 26 December 1944. Repatriated 15 January 1945. To No.8 Repair Depot, 30 March 1945; to Release Centre, 21 April 1945; retired 24 April 1945. Award presented 9 April 1949. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". Public Records Office Air 2/9026 has recommendation dated 14 July 1944 when he had flown 28 2/3 sorties (155 operational hours), 24 February to 27 June 1944.

* daylight sortie

counted as 1/3 sortie

24 February 1944 - Schweinfurt
1 March 1944 - Stuttgart
15 March 1944 - Stuttgart
18 March 1944 - Frankfurt
26 March 1944 - Essen
9 April 1944 - GARDENING
10 April 1944 - Aulnoye#
18 April 1944 - Rouen
20 April 1944 - Cologne
22 April 1944 - Dusseldorf
24 April 1944 - Karlsruhe
26 April 1944 - Essen
27 April 1944 - Friedrichshafen
30 April 1944 - Maintenon#
1 May 1944 - Lyons
3 May 1944 - Mailly le Camp
6 May 1944 - Aubigne Racon
9 May 1944 - Merville
10 May 1944 - Dieppe
24 May 1944 - Le Clipon
5 June 1944 - Caisbecq
6 June 1944 - Vire

7 June 1944 - Cerisy
10 June 1944 - Acheres
11 June 1944 - Evreux
14 June 1944 - Le Havre*
22 June 1944 - Rheims
24 June 1944 - Mayons*
25 June 1944 - Ligescourt*
27 June 1944 - Vaires

Warrant Officer Wilde has now completed his first tour of operations with a total of 28 2/3 sorties, many of which have been against the most heavily defended targets in Germany. This young Canadian has at all times pressed home his attacks with determination to hit his target, and has gained excellent results regardless of flak and fighter opposition. His skill and courage, his coolness and presence of mind have ensured the success of all these missions and proved him to be an outstanding member of a gallant crew. He is fully deserving of the award of the Distinguished Flying Cross.

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WILDING, F/O John Archibald (J27908) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 293/45 dated 16 February 1945. Home in Bronx, New York (but described as a British national), born 17 December 1920; theatre usher, 1936-1941, and then a file clerk in Ottawa; enlisted in Ottawa, 11 May 1942. Posted to No.1 Manning Depot, Toronto on enlistment. To No.4 Manning Depot, Quebec, 3 July 1942. To No.5 ITS, Belleville, 13 September 1942; graduated 7 November 1942 and promoted LAC but not struck off strength until 5 December 1942. Taken on strength of No.13 EFTS, St. Eugene, 6 December 1942; graduated 6 March 1943 and posted to No.8 SFTS, Moncton; graduated and commissioned 25 June 1943. To "Y" Depot, Halifax, 10 July 1943; embarked from Canada 16 July 1943; arrived in Britain 22 July 1943; to No.11 (P) Advanced Flying Unit, 31 August 1943; attached to No.1534 Beam Approach Training Flight, 28 September to 5 October 1943; to No.24 OTU, 11 January 1944; to No.61 Base, 17 April 1944; to No.426 Squadron, 13 May 1944. Killed in action 9 September 1944 (Halifax NP681, OW-J); see Mention in Despatches entry. Award presented to next-of-kin, 5 May 1945.

This officer has taken part in many sorties to heavily defended targets in Germany, including Hamburg, Stuttgart and Kiel. On three occasions his aircraft has been attacked by enemy fighters and during one sortie to Stuttgart eight separate attacks by hostile aircraft were encountered and his aircraft badly

damaged. In the face of the enemy Flying Officer Wilding has consistently displayed courage and determination to complete his mission. A fine captain of aircraft, he has destroyed one Focke Wulf 190.

Directorate of History and Heritage file 181.009 D.1633 (Library and Archive Canada RG.24 Volume 20603) has recommendation drafted 5 September 1944 when he had flown 20 sorties (109 hours 45 minutes).

19 May 1944 - Franceville (4.30, second pilot)
22 May 1944 - Le Mans (4.40, second pilot)
24 May 1944 - Trouville (4.10)
31 May 1944 - Au Feure (5.20)
12 June 1944 - Cambrai (5.10)
15 June 1944 - Boulogne (3.40)
24 July 1944 - Ferfay (4.30)
25 July 1944 - Stuttgart (8.35)
28 July 1944 - Hamburg (5.45)
31 July 1944 - Foret le Croc (4.10)
3 August 1944 - Foret de Nieppe (3.30)
5 August 1944 - St. Leu d'Esserent (4.40)
7 August 1944 - Totalize 5 (4.45)
9 August 1944 - Foret de Nieppe (4.00)
10 August 1944 - La Pallice (6.55)
12 August 1944 - Montrichard (5.20)
12 August 1944 - Falaise (4.05)
15 August 1944 - Brussels airfield (4.05)
16 August 1944 - Kiel (5.20)
18 August 1944 - Connantre (6.25)

Flying Officer Wilding has completed 20 sorties to heavily defended enemy targets including Hamburg, Stuttgart and Kiel. On three occasions his aircraft has been attacked by fighters and while attacking Cambrai one FW.190 is claimed as being shot down. On another trip to Stuttgart, eight separate attacks by fighters were encountered and the astrodome of his aircraft was shot away. In all operations Flying Officer Wilding has shown a complete disregard for personal danger and has pressed home his attacks with great determination. He has always maintained a cheerful disposition in any situation, no matter how difficult, and his keenness and energy have been an inspiration to the rest of the squadron and have bolstered their morale greatly. He is a fine captain and takes great pride in doing the best possible work at all times. He is strongly

recommended for the award of the non-immediate Distinguished Flying Cross.

WILDING, F/O John Archibald (J27908) - **Mention in Despatches** - No.426 Squadron - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1478/45 dated 21 September 1945. DHist file 181.009 D.4431 (RG.24 Vol.20649) has recommendation for MiD dated 12 October 1944. He had flown 20 sorties (109 hours 45 minutes). NOTE: The RAF flight engineer, Sergeant John Francis Andrew, stayed to help Wilding, was killed, and was also recommended for a posthumous MiD. Also, there is an undated recommendation for a DFC stating that on three occasions his aircraft had been attacked by fighters; that during a raid on Cambrai (12 June 1944) his bomber had been attacked by a FW.190 (claimed shot down) while on raid to Stuttgart (25 July 1944) there were eight attacks by fighters which shot away the astrodome. The recommendation cites 20 sorties (109 hours 45 hours), 19 May to 18 August 1944. This suggests the squadron tried to get him a DFC and when they failed they went for a posthumous MiD. Two streets in Wallingford are named for Wilding and Andrew.

Flying Officer Wilding was the pilot of a Halifax aircraft which crashed close to the village of Wallingford in Oxford the ninth of September 1944, returning from an abortive sortie on Le Havre, when all aircraft returned to their bases, carrying their bomb loads. On the return the aircraft caught fire and being unable to extinguish the flames the order to abandon aircraft was given by the pilot. The rear gunner was having difficulties in getting out of his turret and Flying Officer Wilding told him to take his time as he would stay with the aircraft until all were safely out; the rest of the crew with the exception of the flight engineer bailed out successfully. The pilot, realising the possible resultant damage to life and property because of the bomb load he carried, remained with the aircraft and successfully guided it away from the village of Wallingford where it crashed in an open field. This very commendable action in this respect undoubtedly saved the lives of many civilians and also extensive damage to the village. For this he is recommended to be Mentioned in Despatches (posthumously).

The crew of NP681 on 9 September 1944 consisted of F/O Wilding (pilot, killed), F/O E.H. O'Meare (navigator, uninjured), Flight Sergeant R. Irving (air bomber, uninjured), Flight Sergeant R.T. Thompson (wireless operator, uninjured; later commissioned and awarded DFC), Sergeant J.F. Andrew (RAF, flight engineer, killed), Flight Sergeant P.W. MacKay (mid-upper gunner, uninjured) and Flight Sergeant G.W. McCreary (rear gunner, slightly injured). Other crews watching reported that the port outer engine had burst into flames; five parachutes were then seen before the wing exploded and the aircraft turned over, diving into the ground and exploding on impact. Wilding was reported as having flown 89 hours on type and 410 hours total - which does not agree with figure cited above

A technical report stated that the No.7 cylinder of the affected engine had blown off and oil had been ignited by the exhaust. A fuel tank had been the source of the explosion in the wing. The Base Commander, No.62 Base, subsequently wrote:

This type of engine failure is increasing with disturbing rapidity and the loss of lives and material is no longer a negligible amount. So it is urged that immediate steps be taken to rectify all the aircraft at present using Hercules engines manufactured by Standard Motor Car Company.

The website "Lost Bombers" describes the loss in the following manner. Halifax NP681, No.426 Squadron (OQ-J), target Le Havre, 9 September 1944. NP681 was initially issued to No.420 Squadron. Airborne at 0621 hours of 9 September 1944 from Linton-on-Ouse to attack the garrison. Crashed at 0903 2 miles southeast of Wallingford, Oxfordshire, due to a fire in the port outer engine which in turn led to structural failure of the wing. The captain stayed at his controls aided by his Flight Engineer, Sergeant Andrew, to keep the Halifax as stable as they could to enable the crew to successfully abandon. They would have been unable to abandon themselves. Full crew were F/O J.A.Wilding, DFC, RCAF (killed); Sergeant J.F.Andrew (killed); F/O E.N.O'Meara, RCAF; Flight Sergeant R.M.Irving, RCAF; Flight Sergeant R.T.Thompson, RCAF; Flight Sergeant G.W.McCreary; RCAF; Flight Sergeant P.W.Mackay, RCAF injured).

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WILDING, P/O John Arthur (J85716) - **Distinguished Flying Cross** - No.50 Squadron - Award effective 19 June 1944 as per **London Gazette** dated 30 June and AFRO 1861/44 dated 25 August 1944. Born 31 July 1915. Enlisted in Winnipeg, 11 February 1942 as "Tradesman" and posted to No.1 Manning Depot. To Trenton, 28 March 1942 when classified as Guard. To Eastern Air Command, 15 April 1942.. Promoted AC1, 11 May 1942. To "G.D.", 30 June 1942. Remustered to aircrew and posted to No.9 BGS, 1 August 1942; graduated and promoted Sergeant, 23 October 1942. To "Y" Depot, 24 October 1942; to RAF overseas, 22 November 1942. Further trained at No.28 OTU. Promoted Flight Sergeant, 23 April 1943. Promoted WO2, 23 October 1943. Commissioned 4 April 1944. Promoted Flying Officer, 4 October 1944. Repatriated 28 October 1944. To No.5 BGS, 6 February 1945; To No.5 Release Centre, 18 February 1945; retired 7 March 1945. Award sent by registered mail 17 December 1948.

This officer has completed a tour of operational duty during which he has taken part in sorties against many of the enemy's most heavily defended and important targets. In December 1943 the aircraft in which he was flying as a gunner was attacked by a Junkers 88. Pilot Officer Wilding and the rear gunner opened fire, damaging the enemy fighter. At all times this officer has displayed keenness, courage and devotion to duty worthy of the highest praise.

Public Record Office Air 50/188 has the following Combat Reports bearing on his career:

2 October 1943:

On the night of 2nd October 1943, Lancaster "T" of No.50 Squadron was detailed to attack Munich. At 2237 ½ hours in the target area, height 21,000 feet, speed 145 indicated, course 030 magnetic, rear gunner [Wilding] saw a FW.190 astern and below at 500 yards closing in. Rear gunner and mid-upper fired long bursts and enemy aircraft replied with a burst of cannon fire. Enemy aircraft moved out to starboard quarter. Rear gunner told pilot to dive starboard and both mid-upper and rear gunner fired long bursts. Enemy aircraft again fired his cannon and moved out to port quarter. Rear gunner told pilot to dive port and mid-upper and rear gunner fired long bursts. Enemy aircraft rolled over broke away to port. Lancaster sustained no damage. Enemy aircraft carried no lights, Monica did not indicate.

Captain - P/O Medley

Flight Engineer - Sergeant Frame

Navigator - Sergeant Jowett

WOP - Sergeant Smith

Air Bomber - Sergeant Machin

Mid-Upper - Flight Sergeant Anderson (No.3 BAGS, No.28 OTU)

Rear Gunner - Flight Sergeant Wilding (No.9 BAGS, No.28 OTU).

2 December 1943

On the night of 2nd December 1943, Lancaster "P" of No.50 Squadron was detailed to attack Berlin. At 2025 hours in the target area, height 19,600 feet, speed 160 indicated, on a course of 097 magnetic, a twin engined aircraft was observed on port quarter up at 700 yards. The Rear Gunner [Wilding] ordered a corkscrew to port and opened fire immediately. The enemy aircraft returned the fire and pressed home his attack to 300 yards before breaking across the stern to the starboard quarter. Both Mid-Upper and Rear Gunner continued to fire throughout attack and got in some good shots in the break away. The enemy aircraft, now identified as a Ju.88, attacked from the starboard quarter; both gunners returned fire and enemy aircraft closed to 250 yards and pulled up into an apparent stall dead astern giving the gunners a belly shot. Both gunners took full advantage of this point blank shot and fired long bursts into the Ju.88 and saw trace hit. Enemy aircraft then dropped out of sight apparently out of

control. This aircraft is claimed as probably destroyed. Monica did not indicate as it was unserviceable.

Captain - P/O Lundy

Flight Engineer - Sergeant Stevens

Navigator - Flight Sergeant Jordan

Air Bomber - P/O Bignell

WOP/AG - Sergeant Green

Mid Upper Gunner - Sergeant Rundle (9 AFU, No.29 OTU)

Rear Gunner - Flight Sergeant Wilding (9 BAGS Canada, No.28 OTU).

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WILEY, LAC David Francis (R149998) - **Mention in Despatches** - Middleton St.George (AFRO gives only "Overseas") - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born 19 September 1918. Home in Saltcoats, Saskatchewan; enlisted in Regina, 5 February 1942 as Airframe Mechanic and posted to No.2 Manning Depot. To Technical Training School, 11 March 1942. Promoted AC1, 4 July 1942. To Patricia Bay, 12 August 1942. Promoted LAC, 8 November 1942. To "Y" Depot, 1 February 1943; to RAF overseas, 8 March 1943. Repatriated 13 June 1945; to "K" that date. To No.6 Release Centre, 1 September 1945; released 4 September 1945. Died in Yorkton, Saskatchewan, 9 August 1989. DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation sent to No.6 Group Headquarters, 2 February 1945 when he had served 13 months in Canada, 11 months overseas. Metal worker in Repair and Inspection Section.

This airman, by his many hours of extra work and whole hearted devotion to duty, has made a major contribution to the prompt, accurate and efficient incorporation of modifications to Lancaster and Halifax aircraft at this unit. His outstanding zeal has been an example to all working with him.

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WILEY, F/O Douglas Rowe (J11131) - **Distinguished Flying Cross** - No.431 Squadron - Award effective 1 August 1944 as per **London Gazette** of that date and AFRO 2052/44 dated 22 September 1944. Born 15 August 1921. Home in London, Ontario; enlisted there 20 February 1941. To No.1 Manning Depot, 15 May 1941; to "K", 25 May 1941; to No.3 ITS, 14 July 1941; graduated and promoted LAC, 19 August 1941 when posted to No.17 EFTS; ceased training, 10 September 1941 and posted to Trenton; to No.4 AOS, 11 October 1941; to No.2 BGS, 13 March 1942; graduated and commissioned 13 April 1942. To "Y" Depot, 14 April 1942; to RAF overseas, 8 May 1942. Promoted Flying Officer, 13 October 1942. Promoted Flight Lieutenant,

13 April 1944. Repatriated 8 December 1944; to No.4 BGS, 14 January 1945; to Composite Training School, 18 February 1945. To No.1 Equipment Depot, 23 March 1945. To No.4 Release Centre, 28 August 1945. Retired 31 August 1945. Postwar investment counselor and Divisional Vice-President of Greenshields. Died in Sunnybrook Hospital, Toronto, 3 November 2007. Invested with award by King George 11 August 1944. RCAF photo PL-26910 (ex UK-8661 dated 9 March 1944) shows him giving a lift (with his bicycle) to YMCA Supervisor Kirk Bell. Photo PL-32398 is a portrait. Recommended 22 June 1944 when he had flown 31 sorties (175 hours 12 minutes), 26 February 1943 to 10 June 1944 (DHist file 181.009 D.3260 - RG.24 Vol.20637).

This officer has completed a notable tour of operations during which he has taken part in attacks on such targets as Berlin, Essen and Frankfurt. He is a highly efficient air gunner whose example of courage and resolution has been most commendable. He has rendered valuable service.

The original submission with sortie list was as follows:

This officer, an air gunner, has completed full trips on operations against the enemy including raids on Essen, Frankfurt, Hanover and Berlin. On one occasion while attacking Bochum his aircraft was very badly damaged by flak and he was trapped in the rear turret. In spite of this he maintained vigilant search and by his coolness and outstanding courage in the face of heavy enemy fire materially assisted the completion of the mission and safe return of the aircraft.

Throughout his tour he has displayed a high degree of enthusiasm for operational flying and has served as an outstanding example to the squadron. This officer fully merits the award of the Distinguished Flying Cross.

26 February 1943 - Cologne (5.55)
27 February 1943 - Terschelling (3.50)
12 March 1943 - Essen (4.55)
4 April 1943 - sea search (2.40)
28 April 1943 - Gardening (6.35)
13 May 1943 - Bochum (6.00)
16 May 1943 - Gardening (6.35)
2 July 1943 - Gardening (6.40)
4 October 1943 - Frankfurt (7.20)
8 October 1943 - Hanover (4.05)
18 November 1943 - Ludwigshaven (8.10)
19 November 1943 - Leverkusen (6.20)
22 November 1943 - Berlin (7.20)

26 November 1943 - Stuttgart (8.05)
20 December 1943 - Frankfurt (7.39)
19 February 1944 - Leipzig (7.55)
2 March 1944 - Meulan-les-Mureuax (4.47)
6 March 1944 - Trappes (5.00)
13 March 1944 - Le Mans (5.35)
16 March 1944 - Amiens (5.33)
17 March 1944 - Amiens (5.05)
18 March 1944 - Gardening (4.33)
9 April 1944 - Lille (5.10)
18 April 1944 - Noisy-le-Sec (5.12, mid-under gunner)
24 April 1944 - Lens (5.27, mid-under gunner)
26 April 1944 - Essen (5.14, mid-under gunner)
7 May 1944 - St. Valery-en-Caux (4.08, return to rear gunner duty)
11 May 1944 - Boulogne (3.50, mid-under gunner)
12 May 1944 - Louvain (5.00, mid-under gunner)
7 June 1944 - Versailles (5.00, mid-under gunner)
10 June 1944 - Versailles (5.33, mid under gunner)

RCAF Press Release No. 5963 dated 31 July 1944 from S/L T. McCall, transcribed by Huguette Oates (associated with photos UK-11990 and UK-12137) reads:

WITH RCAF BOMBER GROUP OVERSEAS: -- Young Doug Wiley, Flight Lieutenant, of London, Ontario, has made good. His perseverance has been rewarded by receipt of an Air Ministry telegram notifying him that he has won the Distinguished Flying Cross. The 21-year-old Air Gunner, only 18 when he joined the RCAF in February, 1941, aspiring to be a pilot, "washed out" twice during his training period --- something which would have broken some fellows' hearts. But not Doug's. After his two efforts to become a pilot failed, the RCAF tried to make a navigator of him. But Doug wound up as an air-gunner, getting a Pilot Officer's commission at the end of his course.

The day after he heard of his DFC, he was "screened" and posted to RCAF Bomber Group Headquarters for non-flying duties. His new job is unique: he becomes the first RCAF officer detailed as a specialist in the important field of air-sea rescue and will henceforth supervise the highly specialized emergency training given to air crew. They are taught how to use ditching aids when forced down at sea, the care and use of parachutes, and other expedients which help airmen out of tight corners.

F/L Wiley has concluded an operational tour against many major targets including Berlin. When he joined the Bison squadron in late 1942, he flew Wellington bombers, in one of which he had his closest brush with death. "It was an attack on Essen in March, 1943, the handsome, stockily-built youngster recalls. The skipper won a DFM that night for getting the kite back. Coming out of the target area, another aircraft collided with us. It put a hole in the fuselage big enough to drive a truck through. At first the boys were going to bail out, but when they found I was trapped in the rear turret and couldn't escape they decided to make the base."

Wiley flew with seven different skippers, last one being W/C "Hank" Dew, Toronto, Ontario, commander of the Iroquois squadron with which he did most of his flying. His parents live at 769 Dufferin Avenue, London. Of his five brothers, one is a Lieutenant in the RCNVR and another, a Lieutenant in the Canadian Army at Camp Ipperwash.

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WILEY, F/L George William (J7234) - **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 24 January 1922 in London, Ontario. Educated at Prince Edward School, 1929-1936 and Kennedy Collegiate Institute, taking courses to becoming a teacher. Home in Windsor, Ontario; enlisted there 4 December 1940 and posted to No.1 Manning Depot, Toronto. To No.1A Manning Depot, Picton, 29 December 1940. To Training Flight, Picton, 21-23 March 1941; to No.3 ITS, Victoriaville, 24 March 1941; graduated and promoted LAC, 4 May 1941; taken on strength of No.4 EFTS, Windsor Mills, 5 May 1941; graduated 20 June 1941 and posted on 22 June 1941 to No.9 SFTS, Summerside; graduated and commissioned 1 September 1941. To "Y" Depot, date uncertain but disembarked in Britain, 3 November 1941. To No.61 OTU, 16 December 1941; to No.412 Squadron, 3 March 1942; to Station Turnout, 7 April 1942; to Takoradi, 11 May 1942. Taken on strength of No.239 Wing 1 July 1942; to No.112 Squadron, 31 August 1942. Promoted Flying Officer, 1 September 1942. Missing, 10 March 1943; taken prisoner while flying with No.112 Squadron, Mareth Line (Kittyhawk 245798 or 245799). Flying in a formation twelve which took off from Advanced Landing Ground, 1545 hours as top cover to Nos.250 and 260 Squadrons strafing enemy transport and armour 40 miles northwest of FummTatasin. Over the target they encountered a formation 12-15 Junkers 87 dive bombers escorted by 20-30 Bf.109 fighters. Five other pilots of No.112 also failed to return; a seventh landed at Ben Gardan and returned to unit on 11 March 1943. . At Dulag Luft, 22 March 1943; to Stalag Luft III, 4 April 1943. Promoted Flight Lieutenant, 1 September 1943. Shot following the "Great Escape", 26 March 1944. No citation in AFRO.

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WILHELMSON, F/O Sander Willie Raymond (J10026) - **Distinguished Flying Cross** - No.192 Squadron - Award effective 25 September 1943 as per **London Gazette** dated 12 October 1943 and AFRO 2386/43 dated 19 November 1943. Born 17 March 1917. Home in Elbow, Saskatchewan; enlisted in Regina, 23 March 1941. To No.37 SFTS (guard duty), 22 April 1941. To No.2 WS, 17 June 1941 (promoted LAC, 18 September 1941; graduated 4 January 1942). Posted to No.2 BGS (graduated 2 February 1942) Invested with award by King George 29 June 1945. Photo PL-44916 (ex UK-22446 dated 5 July 1945) taken following ceremony of 29 June 1945 when some 300 Canadians were invested with decorations; F/L J.C. Hall (Morden, Manitoba) examines his DFC; a friend, F/L S.W.R. Wilhelmson, DFC looks on. RCAF photo PL-44917 (ex UK-22448 dated 5 July 1945) taken on same occasion; left to right are Mrs. L. Mathison (Plymouth, England, mother-in-law), F/L Wilhelmson holding his baby, his wife and standing in front is Jeffery Mathison (brother-in-law). Married in Britain. Postwar moved to the Prairies and later relocated to various areas in Vancouver before settling in Surrey home in 1960. Finally retired from Loomis Armoured Car. Died in Surrey, British Columbia, 5 December 2007. Obituary said he had flown 63 missions.

As wireless operator/air gunner this officer has taken part in a large number of sorties and has displayed skill and devotion.

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WILKESMAN, F/L Bernard Wilhelm (J20110) - **Distinguished Flying Cross (United States)** - No.101 Squadron - Award effective 15 May 1945 as per **London Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 31 August 1911. Home in Winnipeg; enlisted there 22 August 1941 and posted to No.2 Manning Depot. To No.7 ITS, 21 December 1941; graduated and promoted LAC, 14 March 1942 when posted to No.6 EFTS; ceased training 30 March 1942 and posted elsewhere; to No.7 AOS, 23 May 1942; graduated and commissioned 23 October 1942. To "Y" Depot, 6 November 1942. To RAF overseas, 23 November 1942. Promoted Flying Officer, 23 April 1943. Promoted Flight Lieutenant, 6 March 1944. He appears not to have been repatriated; retired 29 January 1946, presumably abroad. DHist file 181.009 D.3053 (RG.24 Vol.20634) has text of citation taken from USAF General Order 92 dated 14 November 1944.

For extraordinary achievement during the Normandy campaign while participating in bombing attacks on some of the most heavily defended targets in Germany. Acting Flight Lieutenant Wilkesman has displayed outstanding ability as a Special Duties Operator and Signals Leader. His courage and devotion to duty reflect highest credit upon himself and the Armed Forces of his country.

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WILKIE, W/O (now P/O) George Alexander (R124459/J85043) - **Distinguished Flying Cross** -

No.44 Squadron - Award effective 11 April 1944 as per **London Gazette** dated 21 April 1944 and AFRO 1186/44 dated 2 June 1944. Born in Dufferin, Manitoba, 23 May 1923. Served in Queen's Own Cameron Cadets, 1936-1940. Home in St.Vital, Manitoba (sausage maker); enlisted in Winnipeg, 6 September 1941. To No.3 Manning Depot, 19 November 1941. To No.15 SFTS, 21 January 1942 (guard duty); to No.4 ITS, 28 March 1942; may have graduated 19 June 1942 but not promoted LAC until 16 July 1942. In the meantime he had been posted to Trenton, 30 June 1942 and finally on 31 July 1942 to No.2 BGS; graduated and promoted Sergeant, 16 September 1942. To "Y" Depot, 1 October 1942 to RAF overseas, 27 October 1942. Disembarked in Britain, 5 November 1942. To No.19 OTU, Kinloss, 7 December 1942. To No.10 OTU, 25 February 1943 (Whitley anti-submarine operations). Promoted Flight Sergeant, 16 March 1943. Attached to No.1661 Conversion Unit, 12-16 April 1943. With No.1660 Conversion Unit, 17 April to 18 May 1943. To No.207 Squadron, 18 May 1943. To No.44 Squadron, 2 August 1943. Promoted WO2, 16 September 1943. Commissioned 19 January 1944. To No.1654 Conversion Unit, 12 March 1944 (gunnery instructor on Strlings, 114 hours five minutes). Promoted Flying Officer, 19 July 1944. Repatriated 28 February 1945. To No.2 Air Command, Winnipeg, 13 March 1945. To No.5 Release Centre, Winnipeg, 24 April 1945. Retired 30 April 1945. Award presented 22 February 1947. Died in St. Boniface, Manitoba, 16 July 1979 as per **Legion Magazine** of January 1980.

Warrant Officer Wilkie has completed many successful sorties against targets in Germany and several anti-submarine patrols. In May 1943 he was detailed for an attack on Essen and while en route to the target a technical failure occurred in the inter-communication system of his aircraft. Despite the fact that he was unable to receive verbal messages from his captain, Warrant Officer Wilkie's excellent directions enabled a determined attack by a Focke Wulf 190, during the bombing run, to be frustrated. Throughout his tour the record of this air gunner has been distinguished by his untiring zeal, cheerful confidence and devotion to duty.

Public Record Office Air 50/186 has the following Combat Reports in which he is mentioned:

21/22 January 1944: Lancaster JA684, target Magdeburg. Crew consisted of F/O Wiggin (pilot, possibly Charles Douglas Wiggin, RAF, later DFC and Bar), Sergeant Jones (flight engineer), F/O Russell Hayden Maury (navigator, RAF, later awarded DFC), Sergeant Dicken (WOP/AG, possibly Albert Dicken, later commissioned and awarded DFC), P/O A. Rimmer (mid-upper gunner, RCAF) and Warrant Officer George Alexander Wilkie (RCAF, later DFC).

Whilst flying at 21,000 feet, course 293 (M), time 2312 hours, I.A.S. 160 m.p.h., position being target, the M/U sighted an Me.109F on port beam down, range being 500 yards. It came underneath the Lancaster beam down and climbed up

to starboard beam out of range and was lost to sight. As first enemy aircraft was lost to sight, another Me.109 was sighted on port quarter up, range 1,000 yards, and as enemy aircraft closed in, the first enemy aircraft that was sighted returned from starboard quarter slightly up and closed in attack, firing on Lancaster, as both gunners opened fire. Rear gunner could only fire with one gun which was a runway [?], the other three being unserviceable. The M/U turret [Rimmer's] was put out of action by the enemy aircraft's fire after he had fired a short burst. Enemy aircraft came in to within 75 yards and broke away up to port quarter and was not seen again, and as this aircraft was attacking, the second aircraft discontinued his attack, breaking away at 800 yards to starboard quarter down. Visibility very good. Clouds about 5/ to 6/10ths at 12,000 feet. No fighter flares were seen during attack. The enemy aircraft which fired a cannon and daylight camouflage. [word illegible] greenish blue. 1,600 rounds were fired due to runway gun in rear turret. No lights were carried on enemy aircraft. Damage was caused to Lancaster, but none to crew. Monica Mark 3c was unserviceable throughout trip. Number of rounds fired 1,600. During the attack the Lancaster corkscrewed.

Notes: On repatriated form dated 8 January 1945 he stated he had flown 24 bomber and seven coastal sorties (237 hours 20 minutes) plus 299.20 non-operational hours. Last sortie had been 25 February 1944.

Assessment: "A good gunnery instructor who has proved to be an able deputy. He is satisfactory on air and ground duties; should prove capable of developing into a good section commander. Smart and neat in appearance with a cheerful personality." (W/C R. Kingsford Smith, No.1654 Conversion Unit; 1 January 1945, when Wilkie had flown 546 hours 46 minutes - 82 hours 25 minutes in previous six months). "An average officer who has carried out his duties as a gunnery instructor very satisfactorily." (G/C C.W. Thompson on same form).

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WILKIE, S/L Harry Wellington (J6184) - **Distinguished Flying Cross** - No.138 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. Born 2 December 1919. Home in Orillia (later in Guelph); enlisted in Toronto, 25 October 1940. To No.2 BGS (guard duty), 3 December 1940; to No.2 ITS, 16 January 1941; graduated and promoted LAC, 3 March 1941 when posted to No.8 EFTS; graduated 22 April 1941 when posted to No.2 Manning Depot; to No.10 SFTS, 2 May 1941; graduated and commissioned 16 July 1941. Posted that date to Embarkation Depot; to RAF overseas, 10 August 1941. Attained rank of Flight Lieutenant, 26 May 1943. Repatriated 23 November 1945. To No.4 Release Centre, 3 January 1946; retired 4 January 1946. Award

presented in Hamilton, 27 July 1949. Postwar funeral director. Died in Hamilton, Ontario, 17 May 2004. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8750 has recommendation dated 17 April 1945 when he had flown 50 sorties (318 hours 50 minutes) in two tours. The first of these (bombing in North Africa) is described in detail below; the second consisted of unspecified duties for all but the last.

First Tour

15 June 1942 - Benghazi (.35)
17 June 1942 - Tmimi (5.30)
19 June 1942 - Benghazi (7.15)
22 June 1942 - Tmimi (5.30)
23 June 1942 - Gazala (5.35)
24 June 1942 - Benghazi (7.10)
26 June 1942 - enemy transport (4.25)
29 June 1942 - do. (3.45)
1 July 1942 - do. (3.00)
3 July 1942 - El Daba (4.10)
8 July 1942 - Tobruk (7.35)
10 July 1942 - do. (7.35)
20 July 1942 - enemy transport (3.30)
22 July 1942 - do. (3.50)
24 July 1942 - Tymbaki, Crete (7.30)
26 July 1942 - Tobruk (7.15)
28 July 1942 - do. (7.15)
30 July 1942 - do. (4.00)
1 August 1942 - Tobruk (7.30)
6 August 1942 - do. (7.55)
8 August 1942 - do. (7.50)
10 August 1942 - do. (7.10)
14 August 1942 - do. (7.45)
16 August 1942 - do. (8.20)
18 August 1942 - do. (8.00)
26 August 1942 - enemy transport (3.40)
28 August 1942 - Tobruk (8.50)
30 August 1942 - enemy transport (4.15)
1 September 1942 - do. (2.30)
1 September 1942 - do. (3.20)

3 September 1942 - do. (3.05)
8 September 1942 - Tobruk (7.35)
13 September 1942 - do. (8.45)
15 September 1942 - do. (7.55)
18 September 1942 - do. (8.00)
22 September 1942 - Op. LG.12 (3.00)
26 September 1942 - Tobruk (7.40)

Second Tour

7 November 1944 - (7.05)
9 November 1944 - (5.45)
26 November 1944 - (7.10)
29 November 1944 - (7.10)
28 December 1944 - (8.20)
30 December 1944 - (9.05)
9 February 1945 - (6.30)
21 February 1945 - (8.00)
23 February 1945 - (8.40)
25 February 1945 - (11.10)
2 March 1945 - (7.00)
3 March 1945 - (8.30)
9 April 1945 - Bombing Kiel (5.55)

Squadron Leader Wilkie has completed a large number of bombing and Special Operations in this country and the Middle East. He has at all times displayed an exceptionally high degree of skill and determination to complete successfully every operation upon which he has been engaged.

His fine qualities of leadership and tireless devotion to duty have made him a most efficient and valued Flight Leader, whilst his iron will and utter contempt for personal danger have won the admiration of all.

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WILKIE, F/O James Turner (J39523) - **Mention in Despatches** - No.133 Squadron (Canada) - Award effective 6 January 1945 as per **Canada Gazette** of that date and AFRO 132/45 dated 26 January 1945. Born 13 September 1922 Home in Vancouver; enlisted there 8 July 1941 as a Clerk Stenographer and posted to No.1 Manning Depot. To Trenton, 19 July 1941; to No.1 SFTS, 30 August 1941. Promoted AC1, 8 October 1941. Promoted LAC, 1 April 1941 Remustered to

aircrew and posted to No.5 ITS, 3 July 1943; to No.20 EFTS, 26 June 1943 (there seems to be an error here for the dates which should be reversed); posted on 21 August 1943 to No.1 SFTS; graduated and commissioned, 10 December 1943. To Western Air Command, 28 December 1943; to No.133 Squadron, 2 January 1944. Promoted Flying Officer, 10 June 1944. To Patricia Bay, 21 August 1944. To No.3 Repair Depot, 14 September 1944. To No.8 Release Centre, 9 July 1945. Retired 19 July 1945. DHist file 181.009 D.3827 (RG.24 Vol.20641) has recommendation dated 31 October 1944 when he had flown 452 hours (221 in past six months), 50 flying hours (38 sorties). Recommended for an AFC. The recommendation stated that, in conducting aerobatics, his aircraft went into several spins and he had to abandon his aircraft. "In doing so his left leg was severed. With a display of his unusual presence of mind and courage this officer while descending in the parachute noticed his condition and ripped the sleeve from his shirt and applied it as a tourniquet, thereby without doubt saving his own life. He was picked up from the sea about twenty minutes later."

This pilot has set a splendid example by his exceptional keenness in training and aerobatics. By his cheerful, co-operative and energetic efforts he has contributed greatly to the morale and efficiency of the squadron.

Report of accident to Kittyhawk 731, No.133 Squadron, Sea Island, P/O J.T. Wilkie. At the time of the incident he had flown 41 hours on instruments, 25 hours at night, 175 hours on type, 115 hours dual and 337 hours solo. "Violent spin at 6,000 feet; pilot unable to recover; abandoned the aircraft. In do so suffered severe injuries."

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WILKIN, P/O (later S/L) Richard Pennington (J6026) - **Military Cross (Czechoslovakia)** - No.138 Squadron - Award effective 14 April 1942 as per **London Gazette** of that date and AFRO 1861/44 dated 25 August 1944. Born in Edmonton, 15 September 1919 or 1920; home there; enlisted there 15 October 1940. To No.34 SFTS (guard), 27 November 1940. To No.2 ITS, 4 January 1941; graduated and promoted LAC, 8 February 1941 when posted to No.5 EFTS ; graduated 9 April 1941 when posted to No.33 SFTS; graduated and commissioned 4 July 1941. To Embarkation Depot that date. To RAF overseas, 27 July 1941. Posted to No.138 Squadron 30 September 1941. Promoted Flying Officer, 4 July 1942. As of 11 September 1942 he had flown 534 hours, of which 195 had been in previous six months; detached to No.1663 Conversion Flight, 17 March to 20 April 1943; returned to No.138 Squadron thereafter. Sustained a crash on 19 April 1943 (Halifax DG532) while instructing a new crew on type; practicing a three-engine landing, the pupil swung to starboard at low speed and height; Wilkin seized controls and attempted to go round again but hit a tree, causing Category "E" damage. Although the pupil had made the first mistake, Wilkin had showed bad judgement in trying to go round rather than making a landing, however crudely. Nevertheless, he was "relatively inexperienced

as a Halifax instructor" so no disciplinary action was taken (although he was promptly returned to No.138 Squadron). Promoted Flight Lieutenant, 1 May 1943. A personal assessment dated 11 July 1943 with the squadron states that he was instructing crews converting to Halifax aircraft. It was noted that he "spares no effort to ensure that they are turned out a fully competent operational crew". As of that date he had flown 891 hours, 218 in previous six months. Invested with DFC by King George 27 July 1943. Promoted Squadron Leader, 19 August 1943. Killed in action, 20 September 1943 in Halifax DG252 of No.138 Squadron; buried in Holland. No citation and nothing on file to indicate why he was singled out for this honour. It is possible that he was forbidden to wear the ribbon in light of security matters. There are just enough details to suggest that he might have been the pilot of the aircraft that delivered to Czechoslovakia the team that assassinated Heydrich. Photo PL-21643 shows him in portrait.

WILKIN, F/O Richard Pennington (J6026) - **Distinguished Flying Cross** - No.138 Squadron - Award effective 3 February 1943 as per **London Gazette** dated 9 February 1943 and AFRO 373/43 dated 5 March 1943.

Flying Officer Wilkin has been engaged on special operations over a period of more than fourteen months. During this time he has made many long and difficult sorties of a most exacting nature and has achieved great success. His courage and determination under all circumstances have been a fine example for other members of his squadron.

NOTE: Public Records Office Air 2/8934 had recommendation for this award dated 21 December 1942 with sortie list. This gives times but with one exception (12 February 1942, searching for **Scharnhorst**, **Gneisenau**, and **Prinz Eugen**) the objective is not stated. The accompanying text does not differ in any significant way from that published, although the RAF Station Commander noted (22 December 1942) that Wilkin had "skilfully negotiated heavily defended areas to complete his tasks". He had flown 34 trips (225 hours 20 minutes). Sorties as follows:

10 October 1941 (8.30)
6 November 1941 (10.50)
3 December 1941 (11.20)
28 December 1941 10.15)
12 February 1942 (3.35, search)
25 February 1942 (9.00)
27 February 1942 (9.20)
25 March 1942 (10.30)
24 April 1942 (3.55)
25 April 1942 (2.15)

27 April 1942 (6.30)
29 April 1942 (9.30)
30 May 1942 (7.05)
3 June 1942 (6.45)
25 June 1942 (5.35)
27 June 1942 (4.50)
30 June 1942 (5.45)
23 July 1942 (5.00)
29 July 1942 (11.45)
23 August 1942 (6.15)
27 August 1942 (6.15)
29 August 1942 (3.50)
18 September 1942 (5.30)
22 September 1942 (5.00)
24 September 1942 (7.15)
2 October 1942 (4.45)
15 October 1942 (5.50)
21 October 1942 (5.10)
24 October 1942 (4.50)
27 October 1942 (4.15)
18 November 1942 (8.20)
18 November 1942 (3.15)
20 November 1942 (3.10)
22 November 1942 (9.45)

WILKIN, S/L Richard Pennington, DFC (J6026) - **Mention in Despatches** - No.138 Squadron (now missing) - **Mention in Despatches** - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. No citation.

The website "Lost Bombers" has the following on his last sortie: Halifax DG252, No.138 Squadron (NF-B), SOE operation, 19/20 September 1943. DG252 was one of two 138 Squadron Halifaxes lost this night on two separate operations; the other was BB317. Airborne from Tempsford on Operation Catarrh, setting course for the DZs in Holland. These 138 Squadron targets were actually manned by the Germans. Shot down by flak as they crossed the Dutch coast homebound and crashed into the sea off the Frisians. Two of the three DFM recipients gained their awards with No138 Squadron. Crew (all killed) were S/L R.P.Wilkin, DFC, MC (Czech), MiD, RCAF; P/O G.A.Berwick, DFM; F/O J.W.H.Brown, DFM; F/O H.Burke, DFM; Flight Sergeant A.Hughes MC (Czech).

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WILKINS, P/O George Frederick (J88314) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 337/45 dated 23 February 1945. Born 7 November 1923. Home in Toronto; enlisted there 23 June 1942. To No.1 Manning Depot, 30 July 1942. To No.6 ITS, 24 October 1942; graduated and promoted LAC, 30 December 1942 but not posted to No.5 AOS until 6 February 1943; graduated and promoted Sergeant, 25 June 1943). To "Y" Depot, 9 July 1943; to United Kingdom, 15 July 1943. Commissioned 30 June 1944. Repatriated 28 October 1944. To No.1 AOS, 5 December 1944. Promoted Flying Officer, 30 December 1944. To No.4 Release Centre, 13 January 1945; retired 1 February 1945. RCAF photo PL-19390 (ex UK-4578 dated 31 July 1943) shows six navigators from Toronto on troopship en route to Britain - front row are Sergeant Sandy Murdoch (Scarborough), Sergeant Morris C. Murray, Sergeant T.C. Grigsby; back row are Sergeant Albert E. Davidson, Sergeant Joseph M. Wolowiec, and Sergeant George F. Wilkins. Award sent by registered mail 30 March 1949. No citation other than "...in recognition of gallantry and devotion to duty in the execution of air operations against the enemy." DHist file 181.009 D.2609 (RG.24 Vol.20627) has recommendation dated 17 September 1944 when he had completed 35 sorties (160 hours five minutes) from 18 April to 28 August 1944.

This officer, the Navigator of the crew captained by Pilot Officer Devine, DFC, has since the 18th of April 1944 made thirty-five operational sorties over enemy territory including many of the major and heavily defended targets in Germany.

Pilot Officer Wilkins has at all times displayed outstanding ability and a strong sense of duty, and he holds a fine record of achievement on the squadron. His untiring devotion to duty in moments of danger has been largely responsible for the successful completion of his crew's many sorties, and by his example of cheerful courage has maintained a very high standard of morale among, not only his crew members, but the Squadron in general.

The sortie list was as follows:

18 February 1944 - Noisy le Sec (5.15)
20 April 1944 - Leus (4.55)
30 April 1944 - Somain (4.45)
6 May 1944 - West Brest (5.00)
8 May 1944 - Brest (4.35)
9 May 1944 - St. Valerie en Caux (4.35)
11 May 1944 - St. Nazaire (5.15)
15 May 1944 - Kattegat, mining (5.20)
19 May 1944 - Le Calipon (3.00)

21 May 1944 - Friseau (4.15)
22 May 1944 - Le Mans (4.45)
27 May 1944 - St. Malo (4.50)
7 June 1944 - Acheres (5.00)
8 June 1944 - Lorient (6.25)
10 June 1944 - Versailles Matelot (5.35)
14 June 1944 - Cambrai (4.20)
15 June 1944 - Boulogne (3.35)
16 June 1944 - Sautrecourt (4.00)
21 June 1944 - Oisemont (4.15)
24 June 1944 - Bonnetat (3.55)
25 June 1944 - Gorenflos (3.55)
4 July 1944 - Villeneuve St. Georges (6.10)
6 July 1944 - Sautrecourt (3.45)
9 July 1944 - Ardaulval (3.05)
19 July 1944 - Heligoland, mining (4.15)
24 July 1944 - Le Hey (3.30)
25 July 1944 - Brest, minelaying (5.25)
28 July 1944 - Hamburg (5.40)
31 July 1944 - Brest, minelaying (4.30)
3 August 1944 - Foret de Nieppe (4.00)
5 August 1944 - Len Bessauret [?] (5.00)
8 August 1944 - Foret de Chantilly (4.20)
9 August 1944 - Foret de Croc (4.10)
12 August 1944 - Brest (4.55)
28 August 1944 - Brest Harbour (3.50)

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WILKINS, P/O (now F/O) John (J93718) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 18 October 1945 as per **London Gazette** dated 26 October 1945 and AFRO 133/46 dated 8 February 1946. Born 13 December 1925. Home in Edmonton; enlisted Calgary, 26 August 1943 and posted to No.3 Manning Depot. To No.9 Pre-Aircrew Education Unit, 11 October 1943; to No.13 SFTS (guard duty), 26 November 1943; to No.10 BGS, 31 December 1943; promoted LAC, 14 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; taken on strength of No.3 PRC, 25 May 1944. Commissioned 6 January 1945. Repatriated by air with No.419 Squadron, 10 June 1945. Promoted Flying Officer, 6 July 1945. To No.7 Release Centre, 26 August 1945; retired 29 August 1945. Award sent by registered mail 11 July 1950.

Pilot Officer Wilkins has completed numerous sorties in his first tour of operations and has invariably set a high standard of efficiency. In November 1944, during a night attack against Oberhausen, the aircraft in which Pilot Officer Wilkins was mid-upper gunner was attacked by a Focke Wulf 190 and badly damaged. The two inboard engines and the hydraulic system were put out of action and a fire started in the fuselage. Pilot Officer Wilkins was blown out of his turret by the explosion and when he recovered, noting that the fires were being attended to by other members of the crew, he returned to his turret, keeping a vigilant watch until the danger zone was passed. At all times Pilot Officer Wilkins has displayed courage, skill and great devotion to duty.

DHH file 181.009 D.1634 (Library and Archives Canada RG.24 Box 20604) has recommendation by W/C M.E. Ferguson, drafted 27 April 1945 when he had flown 19 sorties (118 hours 35 minutes):

On the night of 1st November 1944, when attacking Oberhausen, the aircraft in which P/O Wilkins was Mid-Upper Gunner was attacked by a FW.190. Two long bursts of cannon and machine gun fire raked the aircraft, wrecking the two inboard engines, blew up the H2S equipment, rendered the hydraulics unserviceable and started fires in the fuselage. The aircraft went into a spiral dive through cloud and was only brought under control when at 1,000 feet attitude. P/O Wilkins was blown from his turret by the explosion of the H2S equipment, but as soon as he had recovered, noting that the fires in the fuselage were being attended to by other members of the crew, he promptly climbed back into his turret and remained there until the danger was passed. He then assisted extracting the wounded Rear Gunner from his damaged turret and assisted in dressing his wounds, then taking up his position in the rear turret.

P/O Wilkins has completed 19 trips and has invariably set a very high standard of coolness and efficiency. I consider P/O Wilkins coolness and devotion to duty fully merits the immediate award of the DFC.

The sortie list was as follows:

25 September 1944 - Calais, day (4.50)
27 September 1944 - Bottrop, day (6.00)
28 September 1944 - Cap Gris Nez, day (4.10)
4 October 1944 - Bergen, day (6.05)
19 October 1944 - Stuttgart (6.40)
23 October 1944 - Essen (5.55)

25 October 1944 - Essen, day (6.10)
28 October 1944 - Cologne, day (6.10)
31 October 1944 - Cologne (6.15)
1 November 1944 - Oberhausen (5.10)
28 December 1944 - Opladen (6.10)
29 December 1944 - Schoven (6.40)
2 January 1945 - Nuremburg (9.00)
5 January 1945 - Hanover (6.30)
1 March 1945 - Mannheim (7.15)
2 March 1945 - Cologne (6.05)
11 March 1945 - Essen (6.25)
22 April 1945 - Bremen (5.15)
25 April 1945 - Wangerooge (4.40)

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WILKINSON, F/O David Sinclair (J27122) - **Distinguished Flying Cross** - No.460 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 20 February 1945 and AFRO 563/45 dated 29 March 1945. Born 27 June 1916. Home in Montreal enlisted there 6 June 1942 and posted to No.5 Manning Depot. To No.8 SFTS (guard duty), 14 August 1942; to No.5 ITS, 10 October 1942; graduated and promoted LAC, 19 December 1942 but not posted to No.1 BGS until 23 January 1943; (graduated 30 April 1943 and posted next day to No.9 AOS; graduated and commissioned 11 June 1943. To "Y" Depot, 25 June 1943; to RAF overseas, 29 June 1943. Promoted Flying Officer, 11 December 1943; promoted Flight Lieutenant, 1 November 1943. Repatriated 3 December 1944. To No.14 SFTS, 12 January 1945. To "Y" Depot again, 5 March 1945; to United Kingdom, 18 March 1945. Repatriated 10 July 1946. Retired 30 July 1946. Invested with award by King George 29 June 1945. Photo PL-44877 shows him after investiture with wife. Photo PL-44893 shows him with F/O E.L.L. Rowe. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8831 has recommendation dated 10 November 1944 when he had flown 30 sorties (159 hours ten minutes).

27 October 1943 - Rennes
19 February 1944 - Leipzig
20 February 1944 - Stuttgart
24 February 1944 - Schweinfurt
25 February 1944 - Augsburg
22 March 1944 - Frankfurt
24 March 1944 - Berlin

26 March 1944 - Essen
30 March 1944 - Nuremburg
31 July 1944 - Foret de Nieppe
2 August 1944 - Chateau Bernapre
3 August 1944 - Trossy St.Maximim
5 August 1944 - Pauillac
8 August 1944 - Aire
16 August 1944 - Stettin
26 August 1944 - Kiel
3 September 1944 - Gilze Rijon
6 September 1944 - Le Havre
8 September 1944 - Le Havre
10 September 1944 - Le Havre
26 September 1944 - Cap Gris Nez
5 October 1944 - Saarbrucken
7 October 1944 - Emmerich
12 October 1944 - Fort Fredrik Hendrik
14 October 1944 - Duisburg
14 October 1944 - Duisburg
19 October 1944 - Stuttgart
22 October 1944 - GARDENING (Kattegat)
23 October 1944 - Essen
25 October 1944 - Essen

Flying Officer Wilkinson is a Canadian Bomb Aimer and a member of a crew who have just completed their first tour with Bomber Command. These operations include attacks on many tactical targets in the late occupied countries of France and Holland,, as well as many attacks on such strongly defended targets as Leipzig, Stuttgart, Frankfurt, Essen (3) and Berlin.

This Air Bomber's work in this squadron has always been of the highest order and his consistent skill and aptitude for his job were in no small part instrumental in his crew's fine record of precision bombing.

His determination to press home all attacks despite any opposition encountered has been outstanding. On long trips over enemy territory his calmness and courage gained the admiration and the confidence of all the crew.

In reward for his outstanding gallantry and most praiseworthy services, I recommend the award of the Distinguished Flying Cross.

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WILKINSON, F/L Edward Charles Steele (J35539) - **Distinguished Flying Cross** - No.415 Squadron - Award effective 23 November 1945 as per **London Gazette** dated 4 December and AFRO 212/46 dated 1 March 1946. Born 21 April 1920. Enlisted in Kingston, Ontario, 24 October 1939 as Wireless Electrical Mechanic. To No.1 WS, 25 March 1940. Promoted LAC, 16 August 1940. To RAF overseas, 22 August 1940. Promoted Corporal, 3 October 1941. Promoted Sergeant, 1 July 1942. Remustered to aircrew and repatriated to Canada via No.31 Personnel Depot, Moncton, 26 January 1943. To No.13 EFTS, 19 February 1943; to No.5 SFTS, 15 May 1943; graduated and commissioned, 3 September 1943. To "Y" Depot, 17 September 1943; to Mountain View, 27 September 1943; to "Y" Depot, Lachine, 19 January 1944; taken on strength of No.3 PRC, 14 February 1944. Promoted Flying Officer, 3 March 1944. Promoted Flight Lieutenant, date uncertain. Repatriated 8 June 1945. Retired, date uncertain. Rejoined RCAF as pilot, 10 November 1948 (17839). Promoted Flight Lieutenant, 1 June 1952. Photo PL-48177 shows him after 1949 Ottawa investiture. 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 15 May 1945 when he had flown 30 sorties (191 hours 40 minutes) between 2 January and 18 April 1945. This constituted very intense work; in one stretch he flew five sorties on five successive nights - 11 March (Essen), 12 March (Dortmund), 13 March (Wuppertal), 14 March (Scheiubrucken) and 15 March (Castrop Rauxel).

Flight Lieutenant Wilkinson has completed many attacks on heavily defended targets in Germany such as Munster, Castrop-Rauxel, Essen and Hamburg. He has constantly displayed a fine fighting spirit throughout his operational career and has proved himself an officer of outstanding ability, whose courage, cheerfulness and keen sense of duty resulted in an outstanding operational crew. In addition, his untiring efforts in coaching new crews has been responsible to a large degree for the many successful sorties performed by this squadron...

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WILKINSON, F/O John (J27787) - **Commended for Valuable Services in the Air** - No.3 Bombing and Gunnery School - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 7 October 1912. Home in Alix, Alberta; enlisted in Toronto, 23 July 1941. To No.1 Manning Depot, 4 August 1941. To Trenton, 20 August 1941. To No.5 ITS, 25 September 1941; graduated and promoted LAC, 22 November 1941 when posted to No.7 EFTS; graduated 30 January 1942 and posted next day to No.14 SFTS; graduated and promoted Sergeant, 5 June 1942. To Trenton, 20 June 1942; to No.3 BGS, 25 July 1942.

Commissioned 27 February 1943. Promoted Flying Officer, 27 August 1943. To No.1 GRS, 12 January 1945. Retired 25 September 1945; living in Fort William in 1947.

This officer has been employed at this unit as a staff pilot for twenty-nine months. During this entire period he has displayed above average devotion to duty and has assisted materially in the evolution [? word mutilated] of his flight. Recently he has been appointed flight commander and is now carrying out his new responsibilities in a most efficient manner.

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WILKINSON, LAC Peter Paterson (R118153) - **British Empire Medal** - No.424 Squadron - Award effective 12 November 1943 as per **London Gazette** of that date and AFRO 2558/43 dated 10 December 1943. Born 22 January 1893. Home in Ladysmith, B.C. Enlisted in Vancouver, 17 July 1941 for General Duties and posted to No.1 Manning Depot. To No.5 BGS, 2 August 1941. Promoted AC1, 17 October 1941. To Embarkation Depot, 28 October 1941. To RAF overseas, 2 November 1941. Reclassified as Maintenance Assistant, 1 June 1942. Promoted Corporal, 1 October 1942. Repatriated 14 December 1944. To No.3 Repair Depot, 25 December 1944. To Release Centre, 4 March 1945; released 14 March 1945. Died 2 June 1968. Cited with F/O R.J.O. Doehler (MBE), F/L E.J.A. Lindsay (GM), F/L R.J. McCombe (GM), Sergeant J.A. Campbell (BEM), and LAC C.A.G. Snelling (BEM). See Campbell, above, for citation. Award sent by registered mail 3 June 1948.

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WILKINSON, S/L Philip (C2130) - **Air Force Cross** - Western Air Command Headquarters - Award effective 23 February 1946 as per **Canada Gazette** dated 2 February 1946 and AFRO 280/46 dated 15 March 1946. Born in Victoria, 25 October 1908. Educated at Saanichton Public School (1917-1920), St. Aidans Preparatory School (1920-1922), Sir James Douglas Public School (1922-1924) and Victoria High School (1924-1927). Worked in a pulp and paper mill, Victoria, 1927-1928. Militia service, 1924-1927 with British Columbia Coast Artillery. Enlisted at Vancouver, 24 September 1928 (275) and sent to Camp Borden for general rigging course. Member, Canadian Bisley shooting team, 1929. Promoted AC1, 1 July 1930 and LAC, 1 October 1931. Took advanced metal rigging course at Camp Borden, October 1930 to March 1931 and thereafter a Flight Rigger there. To No.2 Army Co-operation Squadron, Trenton, 1 September 1932 (Flight Rigger, Air Gunner). Attended Air Armament School, Camp Borden, 1 September 1933 to 1 April 1934. To No.2 Army Co-operation Squadron, Trenton, 1 April 1934 (Air Observer, camera operator on topographical air survey, detached summer operations with Army in Eastern Canada). Promoted Corporal, 26 May 1937. Went with the squadron to Rockcliffe (1 May 1937) and on 3 September 1939 to Halifax and Saint John (harbour entrance

patrols, Bay of Fundy and trade testing recruits). Parachuted from Atlas aircraft 403 following engine failure, 15 December 1938 (loss of kit claim, pilot was F/O R.M. McKay). Promoted Sergeant, 1 April 1939. Posted 1 December 1939 as an Airframe Mechanic and Air Gunner to No.110 (Army Cooperation) Squadron, Rockcliffe. Proceeded overseas with that unit, with further gunnery training at Old Sarum and operations at Odiham. Commissioned in General List, 15 June 1940 and appointed Squadron Armament Officer. Repatriated 1 December 1940. To No.4 BGS, 17 December 1940 in charge of Air Gunnery training and Station Armament Section. Promoted Flight Lieutenant, 15 September 1941. To No.14 SFTS, 29 August 1942. Won his wings in December 1942. To No.1 GRS, 8 January 1943. To No.31 OTU, Debart, 2 April 1943. To Eastern Air Command Headquarters, 28 June 1943. To No.161 (BR) Squadron, 30 June 1943. To No.11 (BR) Squadron, 30 September 1943. Promoted Squadron Leader, 1 November 1943, which rank he retained when joining permanent postwar force. To Eastern Air Command Headquarters, 2 March 1945. To Western Air Command Headquarters, 9 June 1945. To No.166 (Communications) Squadron, Sea Island, 1 January 1946 (Expeditors, Hudsons, Goose, Norseman, Anson V, Lodestars, Canso, Dakota). To Station Sea Island, 15 September 1946. To No.12 Group Headquarters, 21 May 1947 (Assistant Operations Officer, aircrew selection committee, recruiting, selecting Royal Roads candidates). To Northwest Air Command 6 October 1947 (commanding No.2 LORAN Unit, Gimli). To Winnipeg, 11 September 1949. To Northwest Air Command, 29 September 1949. To Tactical Air Group, 1 August 1951. To Training Command Headquarters, Trenton, 1 September 1951. Promoted Wing Commander, 1 September 1951. To AFHQ 3 September 1956 (VCAS/Training). Retired 26 May 1958. As of award he had flown 2,286 hours, 402 operational hours (107 sorties); 76 hours in previous six months. Award presented 11 June 1949. Awarded Long Service and Good Conduct Medal, Station Sea Island (**Canada Gazette** dated 7 December 1946). Died in Renfrew, Ontario, 4 April 1983, aged 74 as per **Airforce Magazine** of June 1983.

This officer, after having served overseas as a gunner observer on Lysander aircraft, returned to Canada to carry out instructional duties in air gunners' training. His keenness, devotion to duty and hard earned experience was an inspiration to all his pupils. After completing a pilot's flying training course, he was posted to a bomber reconnaissance squadron where he was employed on anti-submarine operations where he continued to display the same zeal and outstanding devotion to duty. He has consistently worked long hours to better himself for his job and his career has been one of determination and loyalty far beyond the normal Service requirement.

Recommendation raised 26 November 1945 by G/C E.A. McNab, Western Air Command, when he had flown 2,285 hours 50 minutes (75 hours 50 minutes in past six months) of which 402 hours 45 minutes were operational (107 sorties).

In February 1940, this officer proceeded overseas as a Gunner Observer on Lysanders, with 1,000 hours credited in this trade. He received his commission and became Officer in Charge of Gunnery and Station Armament.

On return to Canada he was put in charge of Air Gunners' Training at Fingal where his keenness, devotion to duty and hard earned experience was an inspiration to all pupils.

After graduation as a pilot he completed a tour on Hudsons, Digbys and finally with No.11 (BR) on Liberators which he commanded.

He has consistently worked long hours to better himself for his job and his career has been one of determination and loyalty far beyond the normal Service requirement.

Selected Assessments: "This officer has been employed as the Officer Commanding Armament Section and is considered exceptionally well qualified in Armament." (F/L A.P. Whalen, No.4 BGS, 13 August 1942).

"A competent and conscientious officer with a great deal of practical service experience." (W/C E.B. Hale, No.161 Squadron, 7 October 1943).

"This officer is keen and conscientious in all he undertakes. His extensive flying in BR operations on this coast makes him a valuable Controller." (W/C A.D Dewar, Eastern Air Command Headquarters, 19 April 1945)

"This officer's extensive experience in service matters over many years of service in the RCAF is at all times put to good use. During his tour of duty as CO Gimli he has had two summer camps for Reserve Squadrons and Air Cadets involving a great deal of organization and administration. On both occasions he has shown sound judgement and a high standard of administrative ability.. His social conduct is above reproach. He is good potential for advancement in the service." (Air Commodore M. Costello, Tactical Group Headquarters, 25 October 1949).

"Wing Commander Wilkinson has been responsible for the organization of the Training Aids Branch since its inception. The progress which this organization has made in meet the training aids requirements for the RCAF has been most satisfactory not only to Training Command units but also I understand to the RCAF as a whole, This officer is ideally suited for this job and much of the credit for the introduction of Training Aids to the Air Force must go to his initiative and drive. Wing Commander Wilkinson is recommended for consideration for promotion." (G/C W.F.M. Newson, SASO Training Command Headquarters, 30 August 1954).

“Wing Commander Wilkinson should be commended on the above average job he has done in Training Aids. He has been with the branch since its inception in 1951 and has had an up-hill fight to make the branch successful in the procurement of training aids mainly because of the nature of the job in that he [was] supplying a service to the entire Air Force and because at the start very few officers fully understood what he was trying to do and what he was up against. He is held in very high regard by the officers and NCOs who have worked for him which is an indication of the type of man that he is. He has maintained his flying proficiency at all times and additionally has taken on many secondary duties for the Air Force and within the community.” (G/C J.G. Stephenson, Training Command Headquarters, Trenton, 11 September 1956).

Notes: A summary of his flying to 30 November 1951 was as follows:

Norseman, Harvard and Yale - 198 hours 50 minutes

Digby, Anson, Mitchell, Hudson, Canso, Lodestar, Expeditor, Goose, Dakota - 1,489.05

Liberator - 316.10

Other Aircrew - 1,250.00

Passenger- 250.00

TOTAL: 3,707 hours 25 minutes

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WILKS, Corporal Hugh Davidson (R61533) - **Mention in Despatches** - No.64 Base - 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 has recommendation submitted 5 May 1945. Born 14 August 1914. Home in Avonhurst, Saskatchewan. Enlisted in Regina, 11 June 1940 for General Duties. To Western Air Command, 8 July 1940; reclassified as Aero Engine Mechanic, 1 October 1940; to No.120 (BR) Squadron, 15 January 1941. Promoted LAC, 1 April 1941. To CHS (whatever that is), 31 January 1942. To "Y" Depot, 1 February 1943; to RAF overseas, 8 March 1943. Promoted Corporal, 1 April 1943. Repatriated with No.419 Squadron, 1 June 1945; to Scoudouc, 14 July 1945. Released 2 September 1945. Reported in recommendation to have served 32 months in Canada and 47 months overseas (these figures add up to 79 months or six and one-half years; they are clearly wrong).

Corporal Wilks by his initiative and devotion to duty has proven himself a most conscientious tradesman worthy of commendable citation. His thorough

technical knowledge and exacting workmanship, coupled with a pleasing personality has been an inspiration to his fellow servicemen. Corporal Wilks in giving his undivided attention to his section has contributed greatly to its success and so to the success of this effort forming part of the supply of operational aircraft to the more forward sections who in their line of duty are in contact with the enemy.

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WILLETT, A/Section Officer Norma Helen (V30551) - **Mention in Despatches** - Western Air Command Headquarters - Award effective 8 June 1944 as per **Canada Gazette** of that date and AFRO 1380/44 dated 30 June 1944. Born in Vancouver; educated there; enlisted there 26 May 1942 as Clerk/General and posted to No.6 Manning Depot. To Ottawa, 25 July 1942. To No.7 Manning Depot, 3 October 1942. To Western Air Command, 2 November 1942. To No.2 Group Headquarters, 18 January 1943. To Western Air Command Headquarters, 2 April 1943. To No.2 Composite Training School, 15 September 1943. Commissioned 17 September 1943 in Personnel Administration Branch. To Western Air Command Headquarters, 28 October 1943. Promoted Section Officer, 17 March 1944. Promoted Flight Officer, 1 April 1945. To No.8 Release Centre, 5 December 1945; released 8 December 1945.

This officer has shown exceptionally keen interest and ability in her work at all times and has given unstintingly of her time and energy in helping to set up the operations organization in Western Air Command. Her enthusiasm and devotion to duty have been an inspiration to airwomen engaged in operational duties in Western Air Command.

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WILLIAMS, F/O Albert Wynn (J86726) - **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 5 June 1918. Home in Vancouver; enlisted there 5 May 1942 and posted to No.5 Manning Depot. To No.11 SFTS (guard duty), 22 June 1942. . To No.7 ITS, 15 August 1942; graduated and promoted LAC, 4 October 1942 but not posted to No.23 EFTS until 7 November 1942; may have graduated 30 December 1942 but not posted to No.15 SFTS until 9 January 1943; graduated and promoted Sergeant, 30 April 1943. To "Y" Depot, 14 May 1843; to RAF overseas, 26 May 1943. Promoted Flight Sergeant, 30 October 1943. Commissioned 7 May 1944. Promoted Flying Officer, 7 November 1944. Repatriated 27 November 1944. To Western Air Command, 15 January 1945. To Coal Harbour, 25 January 1945. To Prince Rupert, 30 June 1945. To No.3 Repair Depot, 16 September 1945. To No.8 Release Centre, 21 October 1945. Retired 25 October 1945. Award presented in Vancouver, 22 October 1949. No citation

other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/9038 has recommendation dated 17 October 1944 when he had flown 36 sorties (166 hours eight minutes), 30 January to 9 October 1944.

30 January 1944 - Berlin (6.10, 2nd pilot)
7 March 1944 - Le Mans (5.12)
13 March 1944 - Le Mans (5.08)
25 March 1944 - Aulnoye (5.37)
26 March 1944 - Courtrai (5.01)
29 March 1944 - Vaires (5.13)
30 March 1944 - GARDENING (4.42)
9 April 1944 - Lille (4.32)
10 April 1944 - Tergnier (5.04)
26 April 1944 - GARDENING (3.11)
27 April 1944 - Aulnoye (4.06)
3 May 1944 - GARDENING (3.17)
22 May 1944 - Orleans (5.34)
24 May 1944 - Beaumont (3.44)
12 June 1944 - Amiens (4.12)
14 June 1944 - Evercy (5.10)
16 June 1944 - Sterkrade (4.24)
22 June 1944 - Laon (4.58)
25 June 1944 - Montorgueil (3.35)
28 June 1944 - Blainville (6.57)
1 July 1944 - St.Martin (3.36)
4 July 1944 - Domleger (3.50)
12 July 1944 - Hauts Boissons (4.15)
17 July 1944 - Caen (4.40)
23 July 1944 - Hauts Boissons (3.55)
24 July 1944 - Stuttgart (8.10)
28 July 1944 - Foret de Nieppe (3.40)
8 August 1944 - Chapelle Notre Dame (3.15)
14 August 1944 - TRACTABLE 22 (4.25)
18 August 1944 - Sterkrade (4.55)
27 August 1944 - Homborg (3.55)
31 August 1944 - Lumbres (3.35, DNCO)
3 September 1944 - Venlo (4.10)
12 September 1944 - Munster (4.05)
6 October 1944 - Gladbach (4.15)

9 October 1944 - Bochum (5.40)

This officer Captain of Aircraft has completed his first operational tour of 36 sorties over a large variety of targets, having taken part in day and night raids and including minelaying missions in enemy waters. His tour has been marked throughout by a good photographic record, containing numerous Aiming Point photographs, revealing consistency of accuracy.

A striking note of Flying Officer Williams's tour is that he never failed to take off on any operation in which he was detailed to take part. It can be said that the methodical preparation which he invariably made did much to ensure his very fine performance, that of 100 percent operational effort without failure.

Flying Officer Williams has shown exceptional qualities of leadership and coolness, setting a fine example to his crew, and in recognition of the Captain's splendid all-round ability, and his great devotion to duty, he is strongly recommended for the award of the Distinguished Flying Cross.

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WILLIAMS, S/L Alfred Dairon (C3986) - **Mention in Despatches** - Overseas - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. Home in Fort Erie, Ontario. Enlisted in Toronto, 16 November 1940 in Medical Branch and immediately commissioned in rank of Flight Lieutenant. At No.12 SFTS as of 12 September 1941. Promoted Squadron Leader, 15 October 1942. To "Y" Depot, 14 April 1944. Taken on strength of No.3 PRC, 20 April 1944. Repatriated 23 October 1945. Retired 24 November 1945. RCAF photo PL-2410 taken early 1941 shows him as Flying Officer. RCAF photo PL-42823 (ex UK-20115) dated 5 April 1945 is captioned as follows: "Commanding Officer of the first RCAF unit to operate from German soil - an air evacuation strip for wounded - is S/L A.D. Williams, 92 Glengrove Avenue, Toronto."

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WILLIAMS, WO2 Alvin James (R188286) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 25 May 1945 and AFRO 1291/45 dated 10 August 1945. Born 12 May 1923, Home in Penetange, Ontario; enlisted in Toronto, 24 August 1942 and posted to No.1 Manning Depot. To No.6 SFTS (guard duty), 21 January 1943. To No.18 Pre-Aicrew Education Unit, 11 April 1943. To No.1 SFTS, 7 May 1943. To No.2 Air Gunner Ground Training School, 28 May 1943. Promoted LAC, 10 July 1943 when posted to No.3 BGS; graduated and promoted Sergeant, 20 August 1943. To "Y" Depot, 3 September 1943; to

United Kingdom, 12 September 1943. Commissioned 6 May 1945 (J95078). Repatriated 1 June 1945. Retired 13 September 1945. Award presented in Toronto, 30 November 1949. Died in Penetang, Ontario, 5 June 1991 as per **Airforce Magazine**, issue of April-May-June 1992. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/9070 has recommendation dated 20 February 1945 when he had flown 49 sorties (230 hours 20 minutes), 25 March 1944 to 22 January 1945.

* denotes sortie counted as one-third

25 March 1944 - Aulnoye (5.36)*
26 March 1944 - Essen (5.00)
18 April 1944 - Le Boorcet (5.00)*
20 April 1944 - Lens (5.00)*
22 April 1944 - Dusseldorf (5.00)
24 April 1944 - Karlsruhe (6.45)
10 May 1944 - Ghent (4.10)
11 May 1944 - Boulogne (2.55), DNCO
12 May 1944 - Louvain (4.45)
19 May 1944 - Le Clipon (4.00)
22 May 1944 - Le Mans (5.00)
24 May 1944 - Aachen (4.25)
27 May 1944 - Bourg Leopold (5.00)
31 May 1944 - Cherbourg (4.25)
4 June 1944 - Calais (3.30)
5 June 1944 - Merville (4.00)
14 June 1944 - Cambrai (4.00)
15 June 1944 - Boulogne (4.00)
16 June 1944 - St.Quentin (3.50)
21 June 1944 - Boulogne (4.25)
25 June 1944 - Hallecourt (4.10)
27 June 1944 - St.Omer (3.55)
28 June 1944 - Metz (6.35)
4 July 1944 - Villeneuve St.George (5.55)
5 July 1944 - Abbeville (3.50)
18 July 1944 - Caen (4.15)
29 July 1944 - Hamburg (5.10)
31 July 1944 - Calais (4.15)
3 August 1944 - Hazelbrook (4.10)
4 August 1944 - Bois de Casson (4.30)

5 August 1944 - St.Leu d'Esserent (5.00)
7 August 1944 - L'Hogue (4.20)
9 August 1944 - La Leuville (5.45)
14 August 1944 - Aisy (4.25)
15 August 1944 - La Rochelle (6.40)
30 September 1944 - Bottrop (3.10)
5 October 1944 - Saarbrucken (4.40)
6 October 1944 - Sterkrade (3.00)
12 October 1944 - Wanne Eickel (3.25)
14 October 1944 - Duisburg (3.45)
14 October 1944 - Duisburg (3.25)
23 October 1944 - Essen (4.00)
28 October 1944 - Cologne (3.55)
9 November 1944 - Wanne Eickel (3.35)
16 November 1944 - Julich (3.40)
21 November 1944 - Castrop (4.20)
27 November 1944 - Leuss (3.50)
30 November 1944 - Duisburg (4.15)
2 December 1944 - Hagen (5.35)
18 December 1944 - Duisburg (4.20)
5 January 1945 - Hannover (4.30)
22 January 1945 - Duisburg (3.45)

Warrant Officer Williams is an experienced and capable Air Gunner, having participated in attacks on such heavily-defended German targets as Cologne, Essen, Dortmund and Karlsruhe. His capabilities, keenness and extreme devotion to duty have in no small way contributed much to the successes attained by his crew. He has now completed 49 operational sorties and has proven himself to be an asset, not only to this squadron, but to the service as a whole.

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WILLIAMS, F/O Charles Douglas Franklin (J86975) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 25 May 1945 and AFRO 1291/45 dated 10 August 1945. Born 8 May 1920. Home in Sudbury; enlisted in North Bay, Ontario, 7 May 1942. To No.1 Manning Depot, 25 June 1942. To No.1 Training Command, 13 August 1942. To No.6 ITS, 10 October 1942; graduated and promoted LAC, 18 December 1942 but not posted to No.9 EFTS until 23 January 1943; may have graduated 19 March 1943 but not posted to No.1 SFTS until 2 April 1943; graduated and promoted Sergeant, 23 July 1943. To "Y"

Depot, 6 August 1943; to RAF overseas, 25 August 1943. Commissioned 11 May 1944. Repatriated 7 February 1945. To No.1 Air Command, 18 February 1945. To No.124 Squadron, 3 April 1945. Award presented in Toronto, 30 November 1949. Transferred from Supplementary Reserve to Regular Force, RCAF as Flying Officer, 9 December 1950 as he rejoined as a Technical/Aeo Engineer Officer. Promoted Flight Lieutenant, 1 July 1953. RCAF photo PL-32657 (ex UK-13736 dated 23 August 1944) taken during Royal visit to No.6 Group, with P/O Doug Williams (Sudbury), G/C F.A. Sampson (Toronto and Ottawa) and the Queen. DHist file 181.009 D.1941 (RG.24 Vol.20612) has recommendation for non-immediate award dated 26 January 1945 when he had flown 32 sorties (196 hours 25 minutes), 18 July 1944 to 21 December 1944. The Wesseling incident was 14 July (twice coned); August incident was 25th; also attacked by fighter on 6 October 1944 (Dortmund).

Flying Officer Williams has completed a highly successful tour of operational duty involving numerous sorties over enemy territory. As a captain of aircraft his skill and leadership have resulted in a high standard of crew co-operation, which has assisted materially in extricating his aircraft from several dangerous situations. In July 1944, when attacking Wesseling, his aircraft was illuminated by searchlights and attacked by an enemy fighter but Flying Officer Williams succeeded in evading damage. Again in August 1944, his aircraft was attacked five times over Russelheim but again escaped without exchange of fire. This officer has proved himself a skilful pilot, a courageous leader and a fearless captain.

The original submission (sorties and text) was as follows:

18 July 1944 - Caen (4.19)
18 July 1944 - Wesseling (6.05)
20 July 1944 - L'Hey (3.50)
25 July 1944 - Stuttgart (9.35)
14 August 1944 - Falaise (5.00)
15 August 1944 - Soesterburg (3.40)
18 August 1944 - Bremen (6.50)
25 August 1944 - Russelheim (9.30)
10 September 1944 - Le Havre (4.35)
20 September 1944 - Calais (3.55)
25 September 1944 - Calais (4.35)
26 September 1944 - Calais (4.15)
27 September 1944 - Bottrop (5.35)
28 September 1944 - Cap Gris Nez (5.35)
4 October 1944 - Bergen (7.10)

6 October 1944 - Dortmund (6.25)
14 October 1944 - Duisburg (5.35)
14 October 1944 - Duisburg (6.05)
19 October 1944 - Stuttgart (7.40)
23 October 1944 - Essen (7.50)
25 October 1944 - Essen (5.35)
28 October 1944 - Cologne (6.45)
6 November 1944 - Gelsenkirchen (5.30)
18 November 1944 - Munster (6.10)
21 November 1944 - Castrop Rauxel (6.35)
30 November 1944 - Duisburg (7.10)
2 December 1944 - Hagen (7.25)
4 December 1944 - Karlsruhe (6.35)
6 December 1944 - Osnabruck (6.20)
15 December 1944 - Mannheim (6.20)
17 December 1944 - Duisburg (6.35)
21 December 1944 - Cologne (6.00)

Flying Officer Williams has completed a successful tour of operations involving 32 sorties over enemy territory. He has invariably set a very high standard of crew captancy and although there have been several narrow escapes, the high standard of crew co-operation has been successful in extricating them from dangerous situations.

On the night of July 14th, 1944, when detailed to attack Wesseling, his aircraft was twice coned by searchlights and attacked by an unidentified fighter but he was capable of extricating himself from the predicament.

Again on August 25th, 1944, when attacking Russelheim his aircraft was attacked on five different occasions; all of these were evaded without exchanges of fire.

Again when attacking Dortmund on October 6th, 1944, a further fighter attack was evaded without damage to his aircraft.

I consider the courage and leadership shown by this officer fully merits the non-immediate award of the Distinguished Flying Cross.

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WILLIAMS, F/L Clifford Frederick (J4867) - **Air Force Cross** - No.6 SFTS - Award effective 16 April

1943 as per **London Gazette** of 13 April 1943 and AFRO 1035/43 dated 4 June 1943. Born 8 October 1915. Home in Ottawa. Educated here, and employed by Topographical Surveys Branch, Department of Mines and Resources before the war. Enlisted in Ottawa, 28 September 1940. To No.2 ITS, 14 October 1940; graduated and promoted LAC, 2 November 1940; posted next day to No.8 EFTS; graduated 22 November 1940 on posting to No.4 SFTS; graduated and promoted Sergeant, 17 March 1941; commissioned 18 March 1941. To No.6 SFTS, date uncertain. Attained rank of Flight Lieutenant, 1 July 1942. To No.7 EFTS, 5 January 1943. To No.5 OTU, 11 September 1944. To No.45 Group (Air Transport), 29 November 1944. Taken on strength of No.3 PRC, Bournemouth, 22 December 1944. Posted for disposal to a Liberator squadron, India, 5 February 1945. Repatriated 3 December 1945. Retired 16 January 1946. RCAF photo PL-60388 (ex UK-19926 dated 12 April 1945) shows crewmen of a Liberator squadron engaged in night bombing of Japanese communications in Burma and Thailand - F/L Cliff Williams on left (pilot, Ottawa) and P/O Hank Dale (bomb aimer, ex-newspaper accountant, Toronto). Described as being in an all-Canadian crew. Award presented 29 March 1944. The following citation found in Governor General's Records, RG.7 Group 26, Volume 57, file for 1943.

Flight Lieutenant Williams, especially as a flying instructor and later as Flight Commander, has at all times been an inspiration to his fellow officers and to all pupils with whom he comes in contact. His devotion to duty, foresight and ability in directing his subordinates has been exceptionally outstanding. In his present position as Examining Officer he has been largely responsible for the output of a goodly number of trained pilots. He has given nearly 900 instructional hours over a period of eighteen months.

WILLIAMS, F/L Clifford Frederick, AFC (J4867) - **Distinguished Flying Cross** - No.159 Squadron - Award effective 15 January 1946 as per **London Gazette** dated 29 January 1946 and AFRO 322/46 dated 29 March 1946. Award sent by registered mail 7 November 1949.

Throughout a large number of operational sorties this officer has proved to be an excellent captain of aircraft who has always pressed home his attacks with determination and skill. On one occasion during an attack against enemy shipping in Satahib Bay he made a second bombing run in the face of intense anti-aircraft fire and destroyed an enemy merchant ship. At all times Flight Lieutenant Williams has displayed outstanding enthusiasm and courage.

An RCAF Press Release dated 2 June 1945, in Directorate of History and Heritage, 74/411, describes the following events:

Taking shipping in the naval anchorage at Satahib, in the Gulf of Siam,

completely by surprise, RAF Liberators of Strategic Air Force, yesterday destroyed a 2,700 ton submarine depot ship and a large merchant vessel, hit a naval sloop amidships, strafed a destroyer and attacked other craft in the harbour.

Aircrews on their return from the mission of over 2,300 miles described how their first bombs caused an explosion and started a small fire on the depot ship, which spread rapidly as other bombers hit it from just above mast height, until the vessel exploded with a vivid orange flash and sank.

The submarine depot ship was damaged in a shipping strike at Satahib by Strategic Air Force Liberators on May 30th (No.159 Squadron).

The merchant vessel, 250 feet long, was destroyed by a direct hit and sank in four minutes. Captain of the Liberator which got this direct hit was Flight Lieutenant C.F. Williams, 155 McLeod Street, Ottawa. There was a large explosion followed immediately by fire and dense black smoke, and then the vessel sank.

The raid was part of a widespread sweep against Japanese supply facilities.

RCAF Press Release dated 23 June 1945 by F/L E.M. McVeity, transcribed by Huguette Oates, reads:

SEAC: -- Two and a half minutes after they bombed a Japanese merchant ship in Satahib Bay, it sank out of sight. Such is the record of an RCAF aircrew, captained by F/L C.F. Williams (J4867) of 75 James Street, Ottawa, Ontario, attached to an India RAF Liberator squadron.

"We came down on it below 100 feet, said (J44582) F/O N.G. Kilpatrick, Smithers, B.C., co-pilot, pretty close to the mast heads. They were machine gunning us from the bridge, but their fire was inaccurate, fortunately. We let them have four 1000 pounders, two were direct hits towards the bow and blew the forward hatch. We did one circuit over it for photographs and saw it go down about two and a half minutes after we hit it. We also saw a couple of Jap sailors get away in a row boat."

Other members of the crew who have a splendid record of bridge busting include Flight Sergeant R. (Bob) Jamieson (R275805), tail-gunner of 2568 Franklin Street, Vancouver, B.C.; Flight Sergeant K.R. Strome (K261939), wireless operator of Deep Cove, B.C. and wife resides in Winnipeg (9 Barrington Avenue); F/O E.R. Cullan, (J45968), navigator of Silvan Lake, Alberta; F/O H. Dale (J45986), bomb-aimer, of 48 Horwood Road, Toronto, Ontario.

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WILLIAMS, WO2 David George (R50910) - **Mention in Despatches** -Western Air Command Headquarters - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 21 March 1916. Enlisted in Edmonton, 20 November 1939 as Service Policeman. To No.21 Munitions Depot, 22 January 1940. Promoted AC1, 29 February 1940. Promoted LAC, 29 May 1940. Promoted Corporal, 3 September 1940. To No.120 (BR) Squadron, 29 November 1940. Promoted Sergeant, 1 May 1941. To Patricia Bay, 10 November 1941. Promoted Flight Sergeant, 1 March 1942. Promoted WO2, 20 February 1943. Promoted WO1, 1 June 1943. To Western Air Command Headquarters, 17 June 1943. To Release Centre, 30 August 1945. Released 5 September 1945.

This Warrant Officer has faithfully discharged important duties over a long period in a most satisfactory manner. His work, of an arduous nature, has required the sacrifice of many off-duty hours. This warrant officer has rendered services over and above those required of his rank. His exemplary conduct and devotion to duty have proved an inspiration and he has gained the respect of all with whom he works.

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WILLIAMS, F/L David John (J6991) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 5 September 1942 as per **London Gazette** dated 26 September 1942 and AFRO 1653/42 dated 16 October 1942. Born in Vancouver, 6 January 1919; home there; enlisted there 24 October 1940. Trained at No.2 ITS (graduated 30 March 1941), No.8 EFTS (graduated 15 May 1941), and No.3 SFTS (graduated 20 August 1941). Commissioned on graduation; Flying Officer and Flight Lieutenant, 20 August 1942; Squadron Leader, 5 August 1943; Wing Commander, 26 July 1944. Reverted to Squadron Leader, 1 October 1946; Wing Commander, 1 January 1950; Group Captain, 1 July 1956. Posted overseas immediately after earning wings; further trained at No.140 OTU, Cottsmore (October 1941 to January 1942). With No.408 Squadron, February to October 1943; the incident that brought his DFC was 27/28 August 1943 (one Ju.88 destroyed, on Hampden "K", P1166, with FS N.C. Turnour, Sergeant L.S. Leech and Sergeant M.P. Hall). At RCAF Overseas Headquarters, November 1942 to April 1943. With

No.410 Squadron, 31 May to July 1943 (organizing intruder flight); to No.54 OTU, July and August 1943. With No.406 Squadron, 25 August 1943 to 18 November 1944. With No.5 OTU, Abbotsford, February 1945 to June 1946. Postwar RCAF (19599). On staff of Materiel Command Headquarters, July 1946 to March 1947. Attended Empire Test Pilot School. March to December 1947; at Winter Experimental Establishment, Watson Lake, December 1947 to September 1949. To RCAF Staff College, Toronto, September 1949 to June 1950. On strength of Canadian Joint Staff, Washington, June 1950 to June 1952 (attached to Strategic Air Command units); at AFHQ/VCAS, June 1952 to January 1956; No.1 (F) OTU, Chatham, January to May 1956; No.1 (F) Wing, August 1956 to July 1959; CO of Station Trenton, August 1956 to July 1963; with Northern NORAD Region Headquarters, North Bay, July 1963 to August 1965. Seattle Sector, NORAD, August 1965 to 1968. Retired 1 September 1970. Lived after retirement in Washington State but moved to Richmond, British Columbia where he died, 21 August 2004, soon after meeting author Wayne Ralph. Aerial victories as follows: **27/28 September 1942**, one Ju.88 destroyed; **19/20 March 1944**, one He.177 destroyed off Guernsey (F/O C.J. Kirkpatrick, observer); **29/30 April 1944**, two Do.217s destroyed; **21 July 1944**, one Do.217 destroyed alone and one Do.217 destroyed (shared). Also claimed two locomotives, two vehicles and five other targets. Photo PL-28197 shows him beside a Beaufighter nose; PL-28198 (ex UK-8382 dated 23 March 1944) shows him soon after destroying the He.177; PL-29535 with Kirkpatrick beside their Mosquito, "Blackie and Kirk". RCAF Photo PL-31940 (ex UK-14114 dated 19 August 1944) shows F/O C.J. Kirkpatrick (left), W/C Dave Williams (centre) and Air Vice-Marshal Cole-Hamilton who is congratulating them for a double victory scored the day the squadron had been adopted by the city of Saskatoon. PL-33641 (ex-UK-15922, 19 October 1944) shows W/C D.J. Williams talking to one of his pilots, F/L F.W. Trewin of Amicta, Manitoba; squadron scoreboard in background. DFC presented at Buckingham Palace, 7 February 1943.

This officer has participated in bombing attacks against many of the enemy's important heavily defended targets. One night in August 1942 he was captain of an aircraft detailed to attack Kassel. On the outward flight his aircraft was intercepted by a Junkers 88. By skilful tactics Flight Lieutenant Williams enabled his gunners to deliver effective bursts at the attacking aircraft, setting one of its engines on fire. It then dived steeply towards the ground where on impact it exploded. Although his own aircraft had sustained damage, Flight Lieutenant Williams pressed on to his target and bombed it. On the return journey a Messerschmitt 109 was encountered and driven off by a well directed burst of fire. Throughout, this officer has displayed a great determination to complete his allotted task. He has at all times won the confidence of all with whom he has flown.

WILLIAMS, S/L David John, DFC (J6991) - **Distinguished Service Order** - No.406 Squadron - Award effective 26 September 1944 as per **London Gazette** of 26 September and AFRO 2373/44

dated 3 November 1944. Award presented 14 May 1945.

This officer has completed a large number of sorties, including a number during which he has successfully attacked a variety of targets on the ground. In the air he has destroyed five enemy aircraft at night. He is a brave and resourceful pilot whose fine fighting qualities were well illustrated one night in July 1944, when he destroyed two enemy aircraft in one sortie. In the fighting his own aircraft sustained damage but he flew it safely to base in the face of extremely adverse weather. This officer is a most efficient and inspiring flight commander.

Public Record Office Air 2/9159 has recommendation by W/C R.C. Fumerton (then squadron Commanding Officer) drafted about 22 July 1944. Described as having flown 250 hours on operations, 34 sorties on bombers and 41 as a fighter pilot, 79 operational hours since award of DFC.

Since joining this unit on 25 August 1943 the above mentioned officer has held the appointment of Flight Commander, in which capacity he has been an able and energetic flight commander.

On the night of January 21st, 1944, Squadron Leader Williams attacked three E-boats and despite moonless conditions and foul weather succeeded in damaging one.

On the night of March 19/20 he was scrambled after a "Bogey" which he chased to the vicinity of the Channel Islands and identified as a Heinkel 177 and then shot it down into the sea.

On the night of April 29/30 he destroyed two Dornier 217s which were raiding Plymouth. To attack one of them he flew through a heavy flak barrage.

He has completed six Day Ranger sorties, all of which necessitated a double sea crossing of 130 miles. On one of them he destroyed two lorries, on two of them he damaged trains, and on another he blew up two oil cars on a train which he left burning as well as damaging the locomotive. On this flight he also attacked two heavily laden barges, both of which he left burning and one with the stern shot out.

He scrambled from Bolt Head on one night of very foul weather to patrol the Normandy Beachhead. On this night the squadrons further east were grounded due to weather. On account of this No.406 Squadron was offered the patrol

since bases in the sector were possible though the weather was bad. Squadron Leader Williams did not hesitate to avail himself of the opportunity.

On 21st July he put up an outstanding performance with his navigator, Flying Officer C.J. Kirkpatrick when ordered off to patrol as air cover for a convoy of destroyers 30 miles southwest of the Brest peninsula. This patrol involved a double sea crossing of 160 miles in very bad weather which was deteriorating all the time. He had not been long on this patrol when he sighted two Dornier 217s flying at 200 feet and about to attack the destroyers. He succeeded in upsetting their attack by opening fire at them at a range of 1,000 yards, but he attracted thereby very accurate fire from the enemy aircraft and soon received a hit in the starboard engine. Despite this he closed his attack with great determination and at close range shot one of the enemy aircraft down into the sea. White smoke was then seen pouring from his starboard engine, and the coolant temperature rose so that he had to feather the starboard airscrew. Despite this he chased the second Dornier 217 on one engine and closed on it, finally setting it on fire, when members of the crew were seen to bale out. His firing must have been very accurate for only two of his four cannons worked.

He then set course for base; the weather conditions for the return journey were very bad with a ceiling of 200 feet at Predannack with poor visibility and continuous rain. By skilful airmanship and piloting he managed to make base and land safely on one engine. He is quite outstanding as an operational pilot and flight commander. His courage, perseverance and devotion to duty are an inspiration to all under him and with whom he comes in contact.

On 23 July 1944 the Officer Commanding, Station Winkleigh, wrote:

An energetic and courageous pilot. Recommended for the DSO (Immediate).

On 28 July 1944 Air Commodore A.P. Hope, commanding at Exeter, wrote:

I agree entirely with the above remarkable recommendation. This officer has consistently put up a fine show and his last performance is outstanding as a demonstration of what a keen and determined pilot can achieve under the greatest difficulties.

On 31 July 1944 the Air Officer Commanding, No.10 Group, Air Vice-Marshal J. Cole Hamilton, wrote:

Since this officer was awarded the Distinguished Flying Cross he has destroyed one Heinkel 177 and four Dornier 217s. He is a fearless and gallant leader who is imbued with an aggressive spirit. His outstanding courage and magnificent example are deserving of the highest praise. I most strongly recommend the immediate award of the Distinguished Service Order to this officer.

On 10 August 1944 Air Marshal Roderic Hill wrote:

Squadron Leader Williams has just been appointed Commanding Officer of No.406 Squadron. As Flight Commander he has done outstanding work and shown exceptional bravery. Recommended for the Immediate award of the Distinguished Service Order.

This was finally approved by Air Chief Marshal Trafford Leigh-Mallory on 14 August 1944.

RCAF Press Release 4697 dated 2 December 1944 read as follows:

With RCAF in Britain: Two Dornier 217s were making their bombing run over a convoy of Allied destroyers when a lone RCAF Mosquito appeared out of the fog and shot them into the sea. That's why 25-year old Wing Commander David Williams of Vancouver (1874 West Tenth Street) has put the blue and red ribbon of the DSO up in front of the DFC on his tunic.

Wing Commander Williams, who has just completed a tour as commanding officer of the Lynx Squadron of Mosquito night fighters and intruders, was officially on leave but hadn't left the airfield when a message arrived from the Navy, calling for air support. A convoy was being attacked and the weather was too thick for the day fighters. Could the night fighters do something ?

Wing Commander Williams, known as "Blackie" because of his dark hair and moustache, hopped into a Mosquito and took off. With him was his navigator, Flying Officer C.J. Kirkpatrick of Saskatoon, who won the DFC for his part in the sortie.

The Mosquito flew in thick cloud until the two-man crew found the Allied convoy, southwest of Brest. Five destroyers were in formation, and Wing Commander Williams saw two German aircraft about five miles away starting a bombing run on them.

He sped in behind them at low level, about 100 feet above the sea. As he came

in, the gunners of both Nazi bombers opened up and he was caught in the crossfire. It was a dramatic race to see whether they would get their bombs away before the single Mosquito could interrupt their attack.

"They hit my starboard engine and knocked it out," said Wing Commander Williams. With only one engine left, he pressed on and went first after the Dornier nearer the convoy. Two of his cannon jammed, but he blasted away with the ones that were serviceable. The Dornier turned over and plunged into the water.

"The other Hun was on the way home," said Williams, "so I decided to go after it." On one engine he closed in on the second Dornier and just as it was about to bomb he scored hits that sent it diving into the sea.

* * * * *

WILLIAMS, P/O Earl Norman (J92176) - **Distinguished Flying Cross** - No.158 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 17 April 1945 and AFRO 918/45 dated 1 June 1945. Born 9 June 1917 (obituary notice). Home in Brigden, Ontario; enlisted in Hamilton, 16 June 1942. To No.1 Manning Depot, 17 July 1942. To No.14 SFTS (non-flying duty), 21 September 1942. To No.1 ITS, 24 October 1942. Promoted LAC, 30 December 1942. To No.7 EFTS, 23 January 1943. To No.5 SFTS, 20 March 1943. Ceased training and posted to No.1 MD, 9 April 1943. To No.1 Equipment Depot, 11 May 1943. To No.9 AOS, 24 July 1943. Promoted Sergeant, 3 September 1943. To "Y" Depot, 17 September 1943. Taken on strength of No.3 PRC, 8 October 1943. Commissioned 13 October 1944. Repatriated 6 February 1945. Released 10 April 1945. Died in Brigden, Ontario, 14 November 1995. Award presented 14 June 1949. No citation other than "completed ...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost courage and devotion to duty". Public Records Office Air 2/9060 has recommendation dated 15 January 1945 when he had flown 34 sorties (155 hours 13 minutes), 25 July to 17 December 1944.

25 July 1944 - Wanne Eickel (4.30) - Bombed target indicators.

28 July 1944 - Foret de Nieppe (3.45) - Cloud over target.

30 July 1944 - Battle Area "C" (3.53) - Recalled by Master Bomber

1 August 1944 - Chapelle Notre Dame (4.13) - do.

3 August 1944 - Bois de Casson (4.23) - Bombed aiming point.

5 August 1944 - Foret de Nieppe (3.26) - do.

6 August 1944 - do. - do.

7 August 1944 - TOTALIZER 3 (3.41) - Bombed as ordered.

9 August 1944 - Bois de la Haie (3.47) - Bombed aiming point.

10 August 1944 - Dijon (6.58) - do.
11 August 1944 - Etaples (3.51) - Bombed as ordered.
12 August 1944 - Russelsheim (5.42) - Bombed through clouds
14 August 1944 - TRACTABLE 21A (4.01) - Bombed aiming point.
15 August 1944 - Eindhoven (3.59) - Bombed airfield.
16 August 1944 - Kiel (4.30) - Good attack.
25 August 1944 - Brest - Point des Espagnols (5.37) - Duty carried out.
27 August 1944 - Homberg (4.20) - Bombed aiming point
31 August 1944 - La Pouchinte (3.39) - Recalled from target area.
3 September 1944 - Soesterburg (3.19) - Bombed aiming point.
23 September 1944 - Neuss (5.14) - Bombed through clouds.
30 September 1944 - Bottrop (4.44) - do.
6 October 1944 - Sterkrade (4.47) - Bombed aiming point.
7 October 1944 - Cleve (3.59) - Good attack.
9 October 1944 - Bochum (5.08) - Good bombing.
14 October 1944 - Duisburg (4.06) - Bombed target.
25 October 1944 - Essen (5.06) - Good bombing.
29 October 1944 - Zoutelande (3.09) - Successful.
30 October 1944 - Cologne (6.04) - Successful; cloud.
2 November 1944 - Dusseldorf (5.38) - Bombed through cloud.
6 November 1944 - Gelsenkirchen (4.47) - Bombed aiming point.
16 November 1944 - Julich (4.20) - Good attack.
21 November 1944 - Sterkrade (5.55) - Successful.
12 December 1944 - Essen (5.17) - Successful.
17 December 1944 - Duisburg (5.55) - Good attack.

Pilot Officer Williams has completed a tour of 34 operational sorties as an air bomber in Halifax III aircraft with this squadron. Of this total, 18 sorties have been to the most heavily defended targets in Germany by day and by night, and the others have been to precision objectives in battle areas and occupied territories. Whatever the target, Pilot Officer Williams showed the greatest keenness to fly and the utmost determination to press home his attack, whatever the odds.

An officer who took great pride in the accuracy of his bombing, Pilot Officer Williams achieved an excellent record of aiming point photographs, secured very often in the face of the severest flak defences by day and by night.

Cool and courageous under fire and efficient in emergencies, this officer proved himself to be an excellent type of aircrew, and the example he set did good in his

section and in the squadron generally.

It is recommended that Pilot Officer Williams' outstanding record of courage, efficiency and devotion to duty be recognized by the award of the Distinguished Flying Cross.

* * * * *

WILLIAMS, FS Edward Reilly (R54239) - **British Empire Medal** - No.3 Release Centre - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 10 May 1910. Enlisted in Ottawa, 5 August 1940 for General Duties. To AFHQ, 16 August 1940. Promoted AC1, 5 November 1940. Promoted LAC, 5 February 1941. Remustered Clerk (General), 1 April 1941. Promoted Corporal, 1 October 1941. Promoted Sergeant, 1 March 1942. Promoted Flight Sergeant and reclassified Clerk (Administration), 1 January 1943. Taken on strength of No.11 (BR) Squadron, 16 April 1943. To "Y" Depot, 25 May 1943. To RAF overseas, 22 June 1943. Repatriated 25 March 1944. To AFHQ, 24 May 1944. To No.3 Release Centre, 15 October 1944. Discharged 3 April 1946. Award presented 10 December 1947. Died 24 December 1965 as per DVA letter of 4 January 1966.

This non-commissioned officer, in charge of the document section at this unit, has applied himself to this exacting task with energy and ability. With devotion to duty and able leadership, he strengthens the arm under which he serves.

* * * * *

WILLIAMS, F/L Edwin Mountford (C988) - **Air Force Cross** - No.10 Squadron (Canada) - Award effective 11 June 1942 as per **London Gazette** dated 11 June 1942 and AFRO 1000-1001/42 dated 3 July 1942. Born in Hong Kong, 9 January 1917. Educated in British Columbia and attended Royal Military College, 1935 to 1939. Commissioned 5 June 1939. To Training Command Headquarters, 14 June 1939. To Camp Borden, 2 September 1939; awarded wings there, 30 October 1939. To Station Trenton, 31 October 1939. Promoted Flying Officer, 13 December 1939. To No.11 (BR) Squadron, Station Dartmouth, 14 March 1940. Promoted Flight Lieutenant, 1 May 1941. To No.10 (BR) Squadron, Gander, 21 June 1941. Temporary Duty at Mountain View, 31 April to 4 July 1942. Posted to No.145 (BR) Squadron, 5 July 1942. Promoted Squadron Leader, 15 August 1942. To Eastern Air Command Headquarters, 25 April 1943. Promoted Wing Commander, 16 February 1944. To War Staff College, Toronto, 1 April 1944. To "Y" Depot, 18 June 1944. Embarked from Halifax, 26 June 1944. Disembarked in Britain, 3 July 1944. Taken on strength of No.3 PRC, 4 July 1944. Taken on strength of No.3 (P) AFU, 19 July 1944. Attached to No.1525 Beam Approach Training Flight, 15-22 August 1944. To No.22 OTU, 19 September 1944. To No.61 Base, 8 November 1944. Attached to Battle School,

Dalton, 8-24 November 1944. Attached to No.1659 Conversion Unit, 24 November to 30 December 1944. To No.424 Squadron, 30 December 1944. Killed in action, 28 January 1945 with No.424 Squadron (Halifax LW164). Award presented by Governor General, 3 December 1942.

During 1,077 hours of flying, 639 of which were on actual war flights, this officer from No.10 (BR) Squadron has contributed excellent and extremely valuable work on convoy patrols and reconnaissance duties, carrying out 187 sorties over the North Atlantic. This officer is the outstanding pilot of his squadron, and for his devotion to duty, and the fine example he has set to others in his class, I strongly recommend him for the award of the Air Force Cross.

He was first recommended for the AFC on 17 December 1941 by S/L A. Laut of No.10 (BR) Squadron who described Williams as a Flight Commander and wrote:

Exceptional devotion to duty whilst carrying out convoy patrols and sweeps over the North Atlantic. This officer has carried out 187 sorties and 1,077.20 hours flying, 639.20 hours on war flights.

On 17 December 1941, G/C R.H. Foss (Station Gander), wrote:

I recommend this award; this officer has done an excellent and extremely valuable piece of work.

On 24 December 1941, A/V/M N.R. Anderson (Air Officer Commanding, Eastern Air Command), wrote:

The outstanding pilot of No.10 (BR) Squadron in devotion to duty on Coastal patrols - strongly recommend.

On 11 March 1942, the Chief of the Air Staff signed off on the award.

DHist file 181.009 D.3061 (RG.24 Vol.20635) and his personal documents have a recommendation for OBE dated 28 October 1942 when his flying time was 1,605 hours 15 minutes, of which 528 hours 15 minutes had been since his previous award. He was then a Squadron Leader. The officer sponsoring the award (G/C R.S. Grandy, Torbay) wrote:

As an instructor of aircraft crews of 145 (BR) Squadron he worked untiringly and produced excellent results in his crews. He has put in long hours in the air in addition to long hours on the ground. He does not spare himself in carrying out

his duties. Since joining 145 Squadron which grew from a detachment with untrained aircrews, he has been largely instrumental in welding it together and raising its morale to what promises to be a first class (BR) Squadron.

This was supported the same day by the Air Officer Commanding, No.1 Group (A/C C.M. McEwen) who wrote:

Squadron Leader Williams is a natural leader possessing the faculty of instilling confidence and a high sense of morale. Since his last citation, he has been largely responsible for the maintenance of high morale in No.10 (BR) Squadron; also when posted to No.145 (BR) Squadron, a new and untrained squadron, he gave untiringly of his time and effort to weld it into a unit instilled with high morale. Time in air since last citation, 518 hours 15 minutes, and one attack on a submarine under adverse conditions. He is a distinct asset to the Service and strongly recommended for the award stated.

The above did not reach the Priority List for January 1943 honours and does not appear to have been submitted again.

At the time of his death, a summary of his flying stated that he had logged 1,852 hours on all types, ten hours dual and 63 hours as captain on Halifax aircraft (but elsewhere a different figure given). Other flying times noted were Oxford (44 hours dual, 29 solo) and Wellington (seven hours dual, 31 solo). He crashed soon after takeoff, and a 2,000-pound bomb exploded. Excerpts from the investigation read:

The night was dark and no witnesses could plainly see the aircraft taking off. Halifax LW164 started down the runway with a poor start. The tail was in the air and the aircraft was gathering speed. She started swinging to starboard 2/3 way down the runway and didn't recover. Outriggers disappeared and almost immediately there followed an explosion and parts of the wreckage subsequently caught fire. Weather conditions had no bearing on the case.

The crew consisted of C988 W/C E.M. Williams (pilot), R167275 FS R.J. Nichols (navigator), R167424 FS R. Chatfield (bomb aimer), R175448 WO2 G.J. Doyle (WOP), 2221300 Sergeant L. Tongue (FE), J18971 F/O W. Fleming (MUG) and J18476 F/O J.E.H.B. Tremblay (rear gunner and the sole survivor, seriously injured). Williams' inexperience in night flying and Halifaxes was deemed a major factor. The aircraft had completed 67 operations when lost.

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WILLIAMS, WO2 Franciscus Charles Ernest (R132091) - **Mention in Despatches** - Station Gander

- Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 18 November 1903. Home in St.Boniface, Manitoba; enlisted in Regina, 25 September 1941 as Stationary Engineer (Works and Buildings) with rank of Sergeant. Posted to Newfoundland, 6 December 1941 and remained there. Promoted Flight Sergeant, 1 May 1942. Promoted WO2, 1 August 1942. To No.5 Release Centre, 27 August 1945; discharged 31 August 1945. Stationary Engineer.

During forty-four months service at this unit, this airman has performed in a manner above that normally expected in assisting in building and operation of the power and heating section of the station. His untiring devotion to duty and his cheerful co-operation have been largely responsible for the degree of efficiency which has been reached by his section. The technical proficiency of airmen under him has been increased by his patient teaching.

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WILLIAMS, WO Frederick Austin (R167021, later J88302) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 19 September 1944 and AFRO 2373/44 dated 3 November 1944. Born 24 October 1923. Home in Toronto; enlisted there 19 May 1942 and posted to No.1 Manning Depot. To No.6 BGS (guard duty), 20 July 1942. To No.1 ITS, 29 August 1942; graduated and promoted LAC, 23 October 1942; posted next day to No.1 BGS; may have graduated 24 December 1942 but not posted to No.1 AOS until 28 December 1942; graduated and promoted Sergeant, 5 February 1943; to "Y" Depot, 19 February 1943; to RAF overseas, 8 March 1943. Promoted Flight Sergeant, 5 August 1943. Commissioned 24 July 1944 (J88302). Promoted Flying Officer, 24 January 1945. Repatriated with No.434 Squadron, 15 June 1945 for duty with Tiger Force. To Torbay, 9 November 1945. To Release Centre, 25 January 1946. Retired 30 January 1946. Award sent by registered mail 13 November 1948. No citation other than "completed...many successful operations during which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/9276 has recommendation dated 29 May 1944 when he had flown 36 sorties (221 hours ten minutes).

* denotes minelaying (GARDENING) sortie

8 October 1943 - Hanover (5.25)
22 October 1943 - Kassel (7.30)
3 November 1943 - Dusseldorf (6.50)
18 November 1943 - Ludwigshaven (8.30)
19 November 1943 - Leverkusen (6.45)
21 November 1943 - Berlin (7.40)

25 November 1943 - Frankfurt (6.00), DNCO
26 November 1943 - Stuttgart (8.40)
20 January 1944 - Berlin (8.10)
28 January 1944 - Berlin (8.20)
3 February 1944 * - La Rochelle (8.15)
15 February 1944 - Berlin (7.35)
24 February 1944 - *Flensburg (6.10)
4 March 1944 - *Brest (6.10)
5 March 1944 - *Oslo (7.10)
6 March 1944 - Trappes (5.10)
7 March 1944 - Le Mans (5.50)
23 March 1944 - *Kiel (6.50)
24 March 1944 - Laon (6.20)
26 March 1944 - Aulnoye (6.00)
27 March 1944 - Courtrai (5.15)
9 April 1944 - Lille (4.55)
10 April 1944 - Ghent (4.45)
17 April 1944 - *Kiel (5.40)
18 April 1944 - *Rostock (6.50)
20 April 1944 - Lens (4.55)
22 April 1944 - Laon (5.25)
23 April 1944 - *Fehmarn Belt (6.15)
3 May 1944 - *Morlaix (4.45)
5 May 1944 - *Morlaix (4.55)
7 May 1944 - *Frisians (3.55)
9 May 1944 - *Brest (5.30)
10 May 1944 - Ghent (4.40)
22 May 1944 - *St.Malo (5.00)
24 May 1944 - Trouville (4.20)
27 May 1944 - *Heligoland (4.45)

As bomb aimer, Warrant Officer Williams has completed one tour of operations, having attacked Kassell, Hanover, Berlin, Frankfurt and many other targets in France and Germany. He has also carried out many minelaying operations. He has been very steady, reliable and cool in emergencies, which made him a very strong asset to his crew.

For loyalty to his crew and squadron and general good work, I recommend the non-immediate award of the Distinguished Flying Cross.

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WILLIAMS, F/L George Alfred Thomas (J26698) - **Distinguished Flying Cross** - No.35 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 563/45 dated 29 March 1945. Born 28 October 1914. Home in Westmount, Quebec; enlisted in London, England, 29 May 1942. Repatriated to Canada via No.31 Personnel Depot, Moncton, 26 December 1942. To No.1 BGS, 8 January 1943; to No.9 AOS, 17 April 1943; graduated and commissioned, 28 May 1943. To "Y" Depot, 11 June 1943. To RAF overseas, 29 June 1943. Promoted Flying Officer, 28 August 1943. Repatriated 1 February 1945. To No.1 Air Command, 13 February 1945. To Release Centre, 15 March 1945; retired 6 April 1945. Died 18 December 2000 at Mount Stewart, Prince Edward Island as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2001. Award presented in Montreal, 25 November 1949. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8830 has recommendation dated 19 November 1944 when he had flown 53 hours (245 hours), 6 March to 18 November 1944.

6 March 1944 - Trappes
7 March 1944 - Le Mans
15 March 1944 - Stuttgart
18 March 1944 - Frankfurt
22 March 1944 - Frankfurt
24 March 1944 - Berlin
26 March 1944 - Essen
30 March 1944 - Nuremburg
3 May 1944 - Montdidier
6 May 1944 - Nantes
8 May 1944 - Haine St.Pierre
11 May 1944 - Louvain
21 May 1944 - Duisburg
24 May 1944 - Aachen
27 May 1944 - Bourg Leopold
28 May 1944 - Mardick
5 June 1944 - Longues
7 June 1944 - Foret de Cerisy
8 June 1944 - Fougères
22 June 1944 - Oisemontnaville Bois
23 June 1944 - Coubronne
24 June 1944 - Middel Statte
4 July 1944 - Villeneuve St.Georges

7 July 1944 - Caen
9 July 1944 - L'Hey
15 July 1944 - Nucourt
18 July 1944 - Wesseling
23 July 1944 - Kiel
24 July 1944 - Stuttgart
25 July 1944 - Stuttgart
28 July 1944 - Stuttgart
14 August 1944 - Falaise
16 August 1944 - Stettin
18 August 1944 - Connantre
25 August 1944 - Brest
26 August 1944 - Kiel
29 August 1944 - Stettin
12 September 1944 - Frankfurt
15 September 1944 - Kiel
23 September 1944 - Neusse
6 October 1944 - Dortmund
12 October 1944 - Duisburg
15 October 1944 - Wilhelmshaven
19 October 1944 - Stuttgart
25 October 1944 - Essen
28 October 1944 - Cologne
30 October 1944 - Cologne
2 November 1944 - Dusseldorf
6 November 1944 - Gelsenkirchen
16 November 1944 - Duel
18 November 1944 - Munster

This officer has earned himself a fine reputation as a most accurate operator of special equipment. On Many occasions he has marked targets, the circumstances being such that upon his accuracy depended, to a large extent, the success of the attack. That he is most accurate and reliable is proved by the many excellent photographs he has obtained.

This officer shows the same determination to achieve the most precise results and, in recognition of his fine record of devotion to duty, he is recommended for the non-immediate award of the Distinguished Flying Cross.

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WILLIAMS, FS George Edgar (R62400, later J39825) - **Distinguished Flying Medal** - No.61 Squadron - Award effective 3 June 1943 as per **London Gazette** dated 11 June 1943 and AFRO 1294/43 dated 9 July 1943. Born 4 August 1916. Home in Saskatoon (hardware clerk); enlisted there 23 August 1940. To Eastern Air Command, 14 September 1940. To No.1 ITS, 12 October 1940; graduated and promoted LAC, 4 November 1940; posted next day to No.3 EFTS; graduated 16 January 1941 when posted to No.8 SFTS; graduated and promoted Sergeant, 22 April 1941. To Embarkation Depot, 9 May 1941. To RAF overseas, 18 May 1941. Reported interned, 4 July 1942. Reported safe, date uncertain. Repatriated 31 July 1943. To AFHQ, 5 August 1943. To No.168 (Heavy Transport) Squadron, 18 November 1943. Award presented by Governor General, 23 November 1943. Commissioned 3 December 1943 (J39825). Promoted Flying Officer, 3 June 1944. To Pennfield Ridge, 21 October 1944. To No.168 Squadron again, 10 January 1945. To Release Centre, 5 October 1945; retired 11 October 1945. Died at Milton, Ontario, 22 February 1999. DFM citation drafted when he had flown 19 sorties and 91 operational hours (Public Record Office Air 2/8955).

This airman has completed a large number of sorties as captain of aircraft. His attacks have always been pressed home in the face of intense opposition. On one attack on Bremen he spent forty minutes over the objective in order to identify the target visually. On his last sortie his aircraft was severely damaged by anti-aircraft fire and crashed into the sea. Throughout all his operations he has displayed high determination and a fine offensive spirit.

NOTE: Public Record Office Air 2/8955 has recommendation drafted 27 April 1943 when he had flown 19 sorties (17 successful) over 91 hours ten minutes. Sorties list and submission as follows:

26 August 1941 - GARDENING (5.30, hydraulics unserviceable on return)
20 September 1941 - Frankfurt (4.20, unsuccessful; attacked Ostend docks. Bad weather over primary target)
30 September 1941 - Hamburg (7.00)
7 December 1941 - Boulogne (3.00)
14 February 1942 - Paris (3.50, nickel raid)
27 February 1942 - Kiel (5.55)
3 March 1942 - Renault works, Paris (5.35, bombed from 4,000 feet; evaded two night fighters. Rear turret and intercom unserviceable)
25 March 1942 - Essen (4.10, unsuccessful, bombed railway line near Emmerich)
28 March 1942 - Lubeck (6.50, bombed from 7,000 feet; enemy aircraft hit by burst from mid-upper gunner)
6 April 1942 - Essen (5.20, aircraft hit by flak; severe icing)

30 May 1942 - Cologne (4.35, several times caught in searchlights on leaving target)
3 June 1942 - Bremen (4.40, obtained photo of target area)
7 June 1942 - GARDENING (3.00)
18 June 1942 - GARDENING (4.00, gunners returned fire from flak ship)
22 June 1942 - Emden (4.15, bombed from 9,700 feet. Came down to 100 feet to investigate lights in sea).
25 June 1942 - Bremen (5.30, took 40 minutes over target area to identify; evaded night fighter).
29 June 1942 - Bremen (5.20, evaded fighter on run up)
3 July 1942 - GARDENING (4.00, approximately; aircraft hit by flak at 700 feet and crashed into sea; pilot only survivor; interned in Sweden)

This Non-Commissioned Officer has completed 19 sorties as captain of Hampden, Manchester and Lancaster aircraft. His attacks have always been pressed home in the face of intense opposition. On one attack on Bremen, he spent 40 minutes over the town in an endeavour to identify the target visually.

On his last sortie his aircraft was hit by flak, and he crashed in the sea. Flight Sergeant Williams was the only survivor, and he has only just returned to this country.

For his determination and keen offensive spirit, he is strongly recommended for the award of the Distinguished Flying Medal.

Public Record Office WO 208/3312 has MI.9 debriefing report (interviewed 4 April 1943). He had left Stockholm on 2 April 1943, arriving at Leuchars on 3 April 1943.

I was pilot of an aircraft which took off from Syerston (Notts) about 2000 hours on 3 July 1942 to mine the ferry channel between Helsingor and Helsingborg. We got an incendiary bullet in the main petrol tank while over the docks at Helsingor before we had finished dropping the mines. We finished our task and, as the aircraft was by this time on fire, I headed for Sweden. We came down in the sea off Lerberget, twelve miles north of Helsingborg. All the other members of the crew were killed or drowned, none of them having been able to get out of the aircraft. They were:

Sergeant Pritchard (second pilot)
A Flight Sergeant (name unknown, observer)
Sergeant Turton (wireless operator)
Sergeant Morgan (bomb aimer)

Sergeant Raine (gunner) and
Sergeant Sampson (gunner)

I do not know how I got out of the aircraft. I partially came to inside the area of fire on the surface of the water and then collapsed again. I was picked up by a Swede and his daughter who live a Hognas, a village near Lerberget, and who had seen the fire and put out in a boat. They took me ashore, and I was immediately sent by ambulance to a hospital at Helsingborg, where I remained for two months. I had received a compound fracture on the left arm, and my face was badly burned. After leaving hospital at Helsingborg, I was for two weeks in an army field hospital, and was then sent to an internment camp at Falun (15 or 16 September). I was released on 31 March 1943 and sent to Stockholm for repatriation.

The website "Lost Bombers" has the following on his being downed in July 1942. Lancaster R5663 (QR-B) of No.61 Squadron, Gardening, 3/4 July 1942. The aircraft was delivered to No.61 Squadron on 7 June 1942. Took part in the following operations: St.Nazaire, 24/25 June 1942; Bremen, 25/26 June 1942; Bremen, 29/30 June 1942; Bremen, 2/3 July 1942; Gardening, Denmark Strait, 3/4 July 1942. When lost this aircraft had a total of 41 hours. R5663 was one of two No.61 Squadron Lancasters lost on this operation; the other was R5488. Airborne at 2235 hours, 3 July 1942 from Syerston for a mining sortie in the Nasturtium (Danish Sound) area. Hit by Flak off Helsing, Denmark, and crashed in shallow water some 200 metres from Leberget near the Swedish port of Helsingborg. Flight Sergeant Williams was thrown out on impact and he was picked up by a local vessel. Others in crew (all killed) were Sergeant J.Pritchard, Sergeant M.Caddy, RAAF, Sergeant B.Morgan, RCAF, Sergeant H.V.Turton, Sergeant J.M.Raine, and Sergeant J.Samson.

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WILLIAMS, F/L Gwilym James (J12969) - **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 20 May 1917. Home in Lindsay, Ontario; enlisted in Toronto, 26 August 1941. Granted Leave Without Pay until 17 September 1941 when posted to No.1 Manning Depot. To No.5 ITS, 23 November 1941; graduated and promoted LAC, 16 January 1942 when posted to No.6 AOS; graduated 25 April 1942 when posted to No.6 BGS; graduated 6 June 1942 and posted next day to No.1 ANS; graduated and commissioned 20 July 1942. To RAF Ferry Command, 6 August 1942. To RAF overseas, 20 August 1942. Promoted Flying Officer, 20 January 1943. Promoted Flight Lieutenant, 20 July 1944. Retained rank of Flight Lieutenant in postwar RCAF, 1 October 1946 (service number 19652). Promoted Squadron Leader, 26 June 1951. 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". DHist file 181.009 D.1729 (PAC RG.24 Vol.20607) has recommendation dated 19 March 1945. It notes that he had flown 43 sorties (273 hours 55 minutes). This included a first tour of 30 sorties or 189 hours five minutes (6 October 1942 to 24 July 1943) and a second tour commencing 4 November 1944 which had run to 13 sorties as of 15 March 1945.

This bomb aimer has completed 43 heavy operational bombing attacks against the enemy and at all times his work has been outstanding.

This squadron does special mining work which places a great deal of responsibility and extra work upon Flight Lieutenant Williams who is the Bombing Leader and he, through his exceptional qualities of leadership and coolness and devotion to duty, contributes in a large measure to the success of these operations.

His work in the air has always been of a very high calibre, the photographs he obtains being excellent and an example to the other Bomb Aimers on the squadron. He displays exceptional fearlessness in the face of danger and is an inspiration to his crew.

The sortie list was as follows:

6 October 1942 - Osnabruckk (5.35)
13 October 1942 - Kiel (6.25)
15 October 1942 - Cologne (6.05)
9 November 1942 - Hamburg (2.50, duty not carried out)
10 November 1942 - Gardening (3.55)
22 November 1942 - Stuttgart (8.00)
25 November 1942 - Gardening, Brest (7.20)
6 December 1942 - Mannheim (7.45)
8 December 1942 - Gardening, Cuxhaven (6.45)
9 December 1942 - Turin (6.55)
8 January 1943 - Gardening (35 minutes, duty not carried out)
9 January 1943 - Gardening (3.55)
15 January 1943 - Norden (5.00)
25 January 1943 - Lorient (6.40)
7 February 1943 - Lorient (7.20)
5 March 1943 - Essen (5.30)
12 March 1943 - Essen (5.05)
26 March 1943 - Duisburg (5.15)

28 March 1943 - St.Nazaire (6.20)
4 April 1943 - Kiel (6.30)
14 April 1943 - Stuttgart (8.00)
16 April 1943 - Mannheim (30 minutes, duty not carried out)
27 April 1943 - Duisburg (5.45)
28 April 1943 - Gardening (5.10)
4 May 1943 - Dortmund (6.15)
18 May 1943 - Gardening (6.20)
19 June 1943 - Le Creusot (7.50)
21 June 1943 - Krefeld (5.30)
22 June 1943 - Gardening (3.50)
3 July 1943 - Cologne (6.30)
9 July 1943 - Gelsenkirchen (7.30)
13 July 1943 - Aachen (5.50)
24 July 1943 - Hamburg (6.00)
First tour total: 30 sorties, 189 hours five minutes
4 November 1944 - Bochum (5.50)
16 November 1944 - Julich (5.35)
18 November 1944 - Munster (6.05)
28 December 1944 - Opladen (5.45)
30 December 1944 - Cologne (6.20)
4 February 1945 - Opladen (6.20)
17 February 1945 - Wesel (6.25)
20 February 1945 - Monheim (7.20)
21 February 1945 - Worms (7.20)
23 February 1945 - Essen (6.20)
24 February 1945 - Kamen (1.10, duty not carried out)
12 March 1945 - Dortmund (6.10)
14 March 1945 - Zweibrucken (7.05)
15 March 1945 - Hagen (7.05)
Total over two tours: 43 sorties, 273 hours 55 minutes.

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WILLIAMS, F/O James Edward (J17906) - **Distinguished Flying Cross** - No.215 Squadron - Award effective 5 April 1944 as per **London Gazette** dated 14 April 1944 and AFRO 1020/44 dated 12 May 1944. American in the RCAF; born 14 October 1921; home in Grand Rapids, Michigan; enlisted in Windsor, 12 September 1940. To Sydney Detachment, 5 October 1940. To No.1 ITS, 14 November 1940; graduated and promoted LAC, 22 December 1940 when posted to No.7 EFTS; graduated 7 February 1941 and posted next day to No.8 SFTS; graduated and promoted

Sergeant, 16 May 1941. To Embarkation Depot, 17 May 1941; to RAF overseas, 17 June 1941. Attained rank of WO2, 1 June 1942. Commissioned 13 December 1942. Promoted Flying Officer, 15 June 1943. Repatriated 23 September 1944. To No.5 OTU, 21 November 1944. Promoted Flight Lieutenant, 15 December 1944. To No.2 Air Command, 8 August 1945. To No.4 Release Centre, 16 September 1945. Retired 29 September 1945. Award presented 29 April 1949.

Flying Officer Williams has a fine record of operational service. In 1942 he successfully attacked most of the heavily defended targets in Germany, including Cologne, Bremen, Kiel and Hamburg. He also took part in the attacks on the German cruisers "Gneisenau" and "Scharnhorst". In March 1943, he flew to India and since then has participated in many sorties including attacks on a target in Burma, sea reconnaissance and supply dropping. A skilful and determined pilot, this officer has completed every mission assigned to him with keenness and efficiency.

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WILLIAMS, Sergeant (now P/O) James Mills McKay (R99773/J19979) - **Distinguished Flying Medal** - No.77 Squadron - Award effective 22 June 1943 as per **London Gazette** dated 6 July 1943 and AFRO 1380/44 dated 30 June 1944. Born 18 May 1916. Home in Ottawa; enlisted in London, Ontario, 20 May 1941 as Guard. Promoted LAC, 20 November 1941. Remustered to aircrew and posted to No.6 BGS; may have graduated 19 July 1942, but not posted to "Y" Depot until 10 October 1942. Invested with award by King George 8 February 1944. Repatriated May 1944. Retired April 1945.

One night in May 1943, Sergeant Williams was rear gunner in an aircraft which took part in an attack on Dusseldorf. During the bombing run over the target the bomber was twice attacked by a Junkers 88. Violent evasive action was taken and the aircraft went out of control but control was regained and course set for base after height of some 5,000 feet had been lost. Later, Sergeant Williams sighted two Messerschmitt 109s flying a parallel course with the bomber, one on the port side and the other on the starboard side and he gave avoiding directions to his captain. As the bomber was turned, Sergeant Williams sighted a third enemy fighter climbing to attack. He brought his guns to bear on the attacker and with a short burst of well directed fire caused the enemy aircraft to break away emitting smoke and flames. The remaining enemy aircraft did not then attack. Sergeant Williams displayed great courage and skill which contributed much to the safe return of his aircraft to base.

NOTE: Public Record Office Air 2/4974 has recommendation drafted by his Commanding Officer on 28 May 1943 when he had flown two sorties (ten hours 53 minutes).

Sergeant Williams was the rear gunner in aircraft Halifax II, DT736, detailed to take part in an attack on Dusseldorf on the night of 25th/26th May 1943. During the bombing run over the target area, his aircraft was twice attacked by a Junkers 88, against which avoiding action was taken, and as a result of which the aircraft was thrown out of control. The situation had become serious enough for the captain to order the crew to "bale out", but after a drop of some 5,000 feet control was regained and the "Bale-Out" order cancelled, and course was set for Base. At 0220 hours the aircraft was some five miles south of Hertongenbasch, when three track-indicating searchlights were noticed, 4-5 miles to starboard. Sergeant Williams then sighted an Messerschmitt 109 on a parallel course on the port quarter, slightly up at 500 yards range, and another Messerschmitt 109 also on parallel course on the starboard quarter, slightly up, at about 400 yards range. As the enemy aircraft on the starboard quarter dipped his wing to commence an attack, the rear gunner directed his captain to turn to starboard into the attack. As the bomber turned, a third Messerschmitt 109 was sighted some 300 feet below, climbing rapidly to the attack, and Sergeant Williams unhesitatingly brought his guns to bear and opened fire at point-blank range, delivering a short burst. This third Messerschmitt 109 broke away emitting smoke, and was seen by the mid-upper gunner and the flight engineer to burst into flames. This passed unnoticed by the rear gunner as, anticipating further attack from the other two enemy machines, he was swinging his turret to counter such attacks which, however, did not develop, both machines breaking away. Having survived and recovered from an alarming experience during the bombing run over the target, Sergeant Williams's cool determination in the face of the formidable attack which subsequently developed is held to be mainly responsible for the safe return to base of the aircraft, and his courage and fortitude were an inspiration to the remainder of the crew, who were themselves recovering from the earlier attack over the target area. By his skill and devotion, this Non-Commissioned Officer delivered his crew from a perilous situation, his action being all the more meritorious by the fact that only 100 rounds of ammunition was expended. I consider his gallantry in the face of overwhelming odds fully merits the award of the Distinguished Flying Medal.

The Officer Commanding, Station Elvington, added his remarks on 30 May 1943:

This Non-Commissioned Officer displayed courage and determination of a high order and in keeping with the best traditions of the Service. Having undergone a

very disturbing experience his powers of recovery and his great devotion to duty are most commendable. It is without doubt that his watchfulness and extremely accurate shooting were directly responsible for the safe return of his aircraft.

NOTE: Public Record Office Air 50/194 has the following Combat Reports relevant to his career:

25/26 May 1943:

On the night of 25/26 May, Halifax "M" (DT736) detailed to attack Dusseldorf, had just released its bombs when it was attacked by one Ju.88. Height was 17,000 feet, I.A.S. 170 m.p.h., heading 045 Magnetic, I.F.F. off when the enemy aircraft came out of cloud at 700 yards starboard quarter up. The rear-gunner, Sergeant Williams, instructed his captain (P/O Kendrick) to dive to starboard when the range was 300 yards. As the Halifax commenced its dive the Ju.88 opened fire without hitting the bomber; Sergeant Williams replied with two second bursts at 150 yards. Due to the dive the Mid-Upper Gunner was unable to bring his guns to bear and the enemy aircraft broke away port beam down.

Our aircraft resumed course and the fighter attacked again from port quarter up opening fire at 200 yards, as the bomber dived to port and the rear-gunner fired nine short bursts. No apparent damage to the fighter and no damage to the bomber.

At 0220 hours, the same aircraft was now five miles south of Hartengenbosch when six track-indicating searchlights were noticed 4-5 miles to starboard. The rear gunner then spotted a Me.109 parallel course port quarter slightly up at 500 yards range, and a second Me.109 also on parallel course starboard quarter slightly up at about 400 yards range. As this second Me.109 dipped his wing to commence his attack, Sergeant Williams told his captain to turn to starboard (i.e. into the attack). As the bomber turned a third Me.109 climbing to attack from 300 feet below was seen by Sergeant Williams, who immediately brought his guns to bear and opened fire at point-blank range firing a short burst. This third Me.109 broke away emitting smoke and was seen by the mid-upper gunner and the flight engineer to burst into flames. The rear gunner did not notice this as he had swung his turret expecting an attack from the other two Me.109s. The attack never came as they broke away and disappeared without firing. One Me.109 claimed as destroyed.

During these three combats the total number of rounds fired was 100 [?] from the rear turret and nil from the mid-upper. This was Sergeant Williams second

operational sortie.

Rear Gunner: Sergeant Williams, J.M.M. - AGS No.6, Mountain View, Canada; OTU, No.10, Abingdon; Conversion Unit; No.1658, Riscal

Mid-Upper Gunner: Sergeant Wilson, S.J - AGS No.1, Manby; OTU, No.10, Abingdon; Conversion Unit; No.1658, Riscal

28/29 June 1943:

At 01.35 hours on the night of 28th/29th June, when Halifax L (JD121) of 77 Squadron, detailed to attack Cologne, was heading 103 M at 19,000 feet 40 miles S.W. of the target, the rear gunner (Sergeant Williams, DFM) sighted a Junkers 88 600 yards astern up. As pips were heard in "Monica" before the sighting, Flight Lieutenant Kenrick (captain) started a gentle corkscrew.

A second fighter was the passing from port quarter to starboard quarter at 500 yards. Sergeant Williams told the mid-upper gunner (Sergeant Ledger) to watch the first fighter, now on port quarter, while he watched the second fighter, now on starboard quarter. As the second Ju.88 came into attack, the Halifax did a corkscrew to starboard, and the mid-upper gunner fired a short burst at the other Ju.88.

Both enemy aircraft were lost by the evasive action, and Monica faded out as they went out of range.

Captain - F/L Kenrick

Mid-Upper Gunner - Sergeant Ledger, 24 OTU, 1652 CU

Rear Gunner - Sergeant Williams, DFM, 10 OTU, 1658 CU.

"Sergeant Ledger" is Sergeant (later P/O) William Horace Ledger, RCAF, later decorated.

13/14 July 1943

On the night of 13/14th July 1943, Halifax "L", DT121 of 77 Squadron, detailed to attack Aachen, was flying at 17,000 feet on 220 T at 0210 hours at position 20 miles SQ of target. The rear gunner, Sergeant Williams, observed a Ju.88 on the port quarter slightly up at 600 yards. Rear gunner instructed the pilot to

corkscrew to port, and enemy aircraft closed to 350 yards, and rear gunner fired two short bursts. Enemy aircraft broke away to starboard below and disappeared. No searchlights or flak preceding or during the combat. Bright moon, port low and good visibility. Monia off.

Captain: F/L Kendrick

Rear Gunner: Sergeant Williams, DFM.

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WILLIAMS, P/O John Francis (J13042) - **George Medal** - No.1 BGS - Award effective 13 August 1943 as per **Canada Gazette** dated 21 August 1943 and AFRO 2198/43 dated 29 October 1943. Born 9 June 1918. Enlisted in Toronto, 7 August 1941. To No.1 Manning Depot, 27 August 1941. To No.5 SFTS (guard duty), 13 September 1941. To No.6 ITS, 10 November 1941; graduated and promoted LAC, 2 January 1942; to No.7 EFTS, 17 January 1942; may have graduated 1 April 1942 but not posted to No.14 SFTS until 11 April 1942; graduated and commissioned 31 July 1942. To No.1 Flying Instructor School, 29 August 1942; to No.1 BGS, 3 October 1942. Promoted Flying Officer, 31 January 1943. To No.1 C and FF (whatever that is), 9 March 1944. To No.1 AOS, 6 February 1945. To No.1 Equipment Depot, 1 May 1945. To No.4 Release Centre, 7 January 1946. Retired 9 January 1946. Award presented 13 April 1944. Incident also involved Sergeant R.A. Picard (RCAF, awarded BEM) and Sergeants L.G. Mayhew and J.A. Turnstall (RAF, also awarded BEM).

This officer, while flying at night, noticed a train on fire. He immediately returned to his unit, landed his aircraft, organized and guided a party of airmen to the spot, where a train of tank cars was on fire. Several of the tank cars, filled with gasoline, had already exploded, adding to the conflagration. Pilot Officer Williams, with complete disregard of the extreme danger, personally directed and assisted the airmen in extinguishing the flames on five tank cars. A caboose, two box cars and eleven tanks cars were uncoupled and removed to safety. The resourcefulness, leadership and inspiring work of this officer resulted in the saving of a valuable part of a highly explosive and combustible trainload of war material.

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WILLIAMS, F/O John Frederick Hart (J17270) - **Distinguished Flying Cross** - No.198 Squadron - Award effective 25 July 1944 as per **London Gazette** of that date and AFRO 2052/44 dated 22 September 1944. Born 6 September 1921, Toronto; home there (Student Draughtsman). Enlisted there 25 August 1941. To No.1 Manning Depot, 10 September 1941; to Station

Trenton, 26 September 1941. Posted to No.6 ITS, 10 November 1941 (graduated 2 January 1942, 78th in a class of 87), to No.10 EFTS on 5 January 1942 (graduated 13 March 1942, 20th in a class of 31) and No.6 SFTS (graduated with the rank of Sergeant, 17 July 1942); posted to Halifax, 31 July 1942. Arrived in Britain, 18 August 1942. On strength of No.3 PRC, 19 August to 29 August 1942. To No.17 (P) AFU, 29 August 1942; to No.55 OTU, 25 September 1942; to No.198 Squadron, 15 December 1942. Commissioned 19 February 1943. Posted to No.193 Squadron, 4 September 1943. Returned to No.198 Squadron, 26 September 1943. On strength of No.84 Group Headquarters, 8 April to 21 June 1944; Returned to No.198 Squadron, 21 June 1944. Credited with the following victories while flying with No.198 Squadron: **30 November 1943**, one FW.190 destroyed; **4 December 1943**, one Do.217 destroyed (shared with F/O K.F.C. Bowman, RAF); **30 January 1944**, two FW.190s destroyed. On 26 March 1943, he taxied Typhoon MM953 into a stationary Hurricane and Tangmere and admitted carelessness. Promoted Flight Lieutenant and posted to No.257 Squadron, 8 July 1944. Killed in action 26 July 1944 with No.257 Squadron (Typhoon MN919). He had been on an armed reconnaissance, Mezidone-Argentan and his formation had dive-bombed marshalling yards at Bernay, 15 miles northeast of Caen. Returning from this mission he was hit by flak at 6,000 feet. He reported being wounded in the back and paralysed. Other pilots tried to coax him back to base, but he lost altitude and at 3,000 feet radioed, "I've had it". The Typhoon half-rolled, dived into the ground and exploded. Award presented to his mother in Toronto, 1 December 1948. Personal effects reported to have been donated to Canadian Warplane Heritage, 1998.

This officer has proved himself to be a skilful and resolute pilot. He has taken part in a large number of sorties during which he has attacked a wide range of targets and has achieved much success. In air fighting he has shot down three enemy aircraft. He has always displayed the greatest keenness to engage the enemy.

The diary of No.198 Squadron reports his arrival on 16 December 1942 along with five other Canadian pilots. Although commissioned with effect from 19 February 1943, the squadron was not informed until 3 April 1943. Among his sorties are the following: **6 April 1943**: nine aircraft escort No.137 Whirlibombers on anti-shipping patrol, Ostende-Boulogne, 0700-0825. Nil action. **26 May 1943**: P/O Williams on scramble with P/O Walters (British). Patrol Lancaster, 10,000 feet. Walters waggled wings, broke away, crashed in sea, killed. Williams abandoned patrol due to bad weather, almost hit the sea (cloud base 500 feet and rain), though base itself was clear. **2 September 1943**: eight aircraft of No.98 Squadron join No.184, 164, 137 Hurricanes, No.3 Squadron Typhoons, in Ramrod 522 - a Rocket Projectile attack on gates of Welmeldinghe-Hamsweert Canal. Lots of flak, especially after Hurricanes withdrew and Typhoons attacked ships - one Australian pilot lost (FS E.L. Osborne). **30 January 1943**: Six aircraft on sweep over Northern France - engage 25-45 FW.190s between Rouen and LaRoche total squadron claim of nine destroyed, one probable, one damaged.

The diary of No.257 Squadron included the following entries: **13 July 1944:** "S/L W.C. Ahrens led the squadron Dive Bombing Vernevil Railway Yards. On the return we bounced thirty plus ME.109s. FS Shannon claimed one destroyed and the remainder of the squadron claimed one probable and four damaged. FS Marriott was No.2 and F/L Williams damaged a 109. FS Marriot baled out and was attacked by five Huns while he floated down in his 'chute. Six Spitfires seen to be passing gave no assistance. As F/L Williams had run out of ammo he was unable to help his No.2." **26 July 1944:** Typhoon Q - F/L J.F. Williams, DFC (J17270) up at 2000 hours, failed to return. S/L W.J. Johnson, DFC led a section of aircraft on a fighter escort to the R.P.[Rocket Projectile] "gentlemen" at midday. Later W/C Baldwin led our aircraft to Dive Bombing the marshalling yard at Bernay. Bombing was bad and the W/C suggested immediate improvements - or else ! The next sortie led by the CO consisted of our aircraft in an armed recce which was abortive from a MET point of view but we Dive Bombed Bernay marshalling yards with excellent results. Several hits were reported on the line and some trucks were hit. An unfortunate end to this mission occurred when Blue Section led by F/L Williams, DFC was climbing through 8/10 cloud 10 miles east of Caen. Just as the section reached the cloud base heavy flak opened up and almost immediately F/L Williams, DFC reported over R/T that he had been wounded by flak and was paralysed. He was exhorted to try and make base, but a few seconds later he half-rolled and went straight into the ground from 3,000 feet and blew up. F/L Williams, DFC, came to the squadron on 10th July, 1944, and had been decorated with DFC while on No.198 Squadron. He was a very popular member of the squadron and a good leader."

The original recommendation by his Commanding Officer, drafted 15 May 1944, noted that at that time he had flown 98 sorties (112 hours 45 minutes) and listed the following particulars:

- three FW.190s destroyed
- one-half Do.217 destroyed
- two trains, Category "B"
- two tugs, Category III
- five barges, Category III
- one armed trawler, Category III
- Radar Post attacked at Ostend.
- Hit on stern of ship with 500-lb bomb.
- One gun post shot up.
- Attacked **Munsterland** in Boulogne

This officer in the 15 months he has been with the squadron has done good, steady work besides his achievements and has been a good example to all others in the air.

His Wing Commander (Flying) added on 16 May 1944:

Flying Officer Williams has proved himself a great asset to his squadron. Apart from destroying 3 ½ enemy aircraft in the air, he has participated in a very large number of low attack sorties. At all times he has displayed great keenness and dash in the execution of his duties.

This was further endorsed on 18 May 1944 by a Group Captain (Gillam ?) who wrote:

I endorse the remarks of the Airfield Commander and strongly recommend Flying Officer Williams for an award of the DFC.

Further endorsed on 23 May 1944 by an Air Vice-Marshal ("strongly recommended"), on 10 June 1944 by Air Marshal Coningham, and finally approved on 24 June 1944 by Air Chief Marshal Sir Trafford Leigh-Mallory.

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WILLIAMS, WO John Joseph (R190620) - **Distinguished Flying Cross** - No.90 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 17 April 1945 and AFRO 918/45 dated 1 June 1945. Born 9 March 1922. Home in Toronto; enlisted there 2 September 1942 and posted to No.1 Manning Depot. To No.5 ITS, 27 December 1942; graduated and promoted LAC, 6 March 1943 when posted to No.10 EFTS. Ceased training and posted to No.2 Manning Depot, 18 April 1943; to No.4 AOS, 1 May 1943; graduated and promoted Sergeant, 17 September 1943. To "Y" Depot, 1 October 1943. Taken on strength of No.3 PRC, 8 October 1943. Repatriated 6 February 1945. Released 22 March 1945. Award sent by registered mail 4 April 1950. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost courage and devotion to duty". Public Records Office Air 2/9060 has recommendation dated 22 January 1945 when he had flown 34 sorties (166 hours 26 minutes), 7 August to 5 December 1944.

* denotes daylight sortie

7 August 1944 - Mare de Magne (3.55)

9 August 1944 - Fort d'Englos (2.38)

11 August 1944 - Lens (3.24)*

14 August 1944 - Hamel (3.58)*

16 August 1944 - Stettin (8.00)

18 August 1944 - Bremen (5.08)

25 August 1944 - Russelheim (8.29)
5 September 1944 - Le Havre (3.55)*
6 September 1944 - Le Havre (3.35)*
10 September 1944 - Le Havre (4.16)
11 September 1944 - GARDENING, Pomeranian Bay (7.09)
12 September 1944 - Frankfurt (6.32)
23 September 1944 - Neuse (4.22)
24 September 1944 - Calais (2.29)*
27 September 1944 - Calais (2.30)*
4 October 1944 - GARDENING, Kattegat (7.39)
5 October 1944 - Saarbrücken (5.23)
7 October 1944 - Cleve (4.00)*
14 October 1944 - Duisburg (4.51)*
14 October 1944 - Duisburg (4.57)
19 October 1944 - Stuttgart (5.54)
22 October 1944 - Neuse (4.16)*
2 November 1944 - Homberg (4.16)*
4 November 1944 - Solingen (4.36)*
5 November 1944 - Solingen (4.52)*
6 November 1944 - Koblenz (5.37)
8 November 1944 - Homberg (4.21)*
15 November 1944 - Dortmund (5.22)*
16 November 1944 - Heinsberg (3.49)*
20 November 1944 - Homberg (4.42)*
21 November 1944 - GARDENING, Oslo (7.08)
26 November 1944 - Fulda (5.33)*
28 November 1944 - Neuse (4.40)
5 December 1944 - Schwammanauel Dam (4.10)*

This Warrant Officer has participated in attacks on a variety of heavily defended targets and several sorties have been of durations of unusual length. His navigation has been of an exceedingly high standard, and throughout his tour he has shown an excellent example to crews of less experience.

Note: See his captain, Donald Edgar MacLean. At Lancaster Finishing School he was sick when crew tested on cross country flight. He did three hours GEE training on ground and one hour GEE tuning on ground. "A good written test on theory but speed test showed some inaccuracy in his D.2."

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WILLIAMS, P/O John William (J15604) - **Distinguished Flying Cross** - No.249 Squadron - Award effective 9 September 1942 as per **London Gazette** dated 11 September 1942 and AFRO 1535/42 dated 25 September 1942. Born 1 February 1922 in Kamloops, British Columbia. Educated there and in Chilliwack (1936-1940). Name changed from "Larson" to "Williams" following his mother's second marriage. So keen to enlist that he took a six month ground course in aviation by correspondence. Enlisted in Vancouver, 24 October 1940. Attended No.2 Manning Depot, Brandon. Trained at No.2 ITS, Regina (17 January to 20 February 1941, graduated 9th in a class of 115), No.16 EFTS, Edmonton (21 February to 3 May 1941, graduated 11th in a class of 27) and No.32 SFTS, Moose Jaw (4 May to 16 July 1941; graduated as Sergeant, 30th in a class of 61; school mates included J.H. Turnbull and H.J. Everard). The CFI at No.32 SFTS (W/C N.E. Morrison), wrote of him, "General flying good and safe. Has made himself good average by hard work. Should develop into a good fighter pilot". Arrived in Britain, 30 August 1941. Trained at No.57 OTU, 5 September to 21 October 1941 where he was assessed as being "Average" in most categories (Natural Aptitude, Skill in Landing, Airmanship, Aerobatics/Dogfighting, Cockpit Drill, Formation Flying, and Map Reading). He was judged "Above Average" only in Instrument Flying. With respects to "Personal Qualities" he was again considered average in most respects, but was "Below Average" under the heading "Sense of Responsibility" and "Above Average" in "Dash" (meaning ability to take quick, decisive action). On 21 October 1941 the CFI at No.57 OTU summarised him as follows: "An average pilot who does not take his flying training seriously enough. Inclined to be over-confident and somewhat lacking in discipline". The course at No.57 OTI had included one hour 40 minutes dual instruction, 52 hours 30 minutes solo (all by day) and one hour 55 minutes on Instrument Flying. He had been involved in 18 hours 40 minutes of formation flying and had spent five hours 55 minutes in the Link. With No.132 Squadron, 21 October 1941 to 30 March 1942 (promoted to Flight Sergeant, 1 February 1942); with No.603 Squadron, 30 March to 28 April 1942; with No.164 Squadron, 28 April to 9 May 1942; with No.249 Squadron, 9 May 1942; commissioned 22 June 1942; to No.2 SPTC, 29 June 1942; to No.145 Squadron, 21 July 1942; to No.1413 Flight, 8 September 1942. NOTE: the last three postings appear in pencil in his file and are questionable. Known in Malta as "Willie the Kid". Killed 31 October 1942 in crash of Liberator AL516 (No.511 Squadron), Gibraltar (E.H. Glazebrook was another member of the RCAF killed in the crash while G.F. Beurling, RAF, was injured). Award presented to next of kin, 18 May 1944. Aerial victories (as listed by Chris Shores, **Aces High**) are as follows: **10 May 1942**, one Ju.88 damaged; **12 May 1942**, one Ju.88 damaged; **14 May 1942**, one Bf.109 damaged; **10 June 1942**, one Re.2001 destroyed; **15 June 1942**, one Bf.109 damaged; **8 July 1942**, one Ju.88 destroyed, one Bf.109 destroyed and one Ju.88 damaged; **10 July 1942**, one Bf.109 destroyed; **14 July 1942**, one Bf.109 destroyed; **27 July 1942**, two Bf.109s destroyed; **27 August 1942**, one Ju.87 probably destroyed on the ground, Sicily; **5 September 1942**, one Bf.109 damaged; **14 October 1942**, two Bf.109s damaged; **15 October 1942**, one Ju.88 probably destroyed; **16 October 1942**, one Ju.88 destroyed; **24 October 1942**, one Bf.109 destroyed.

This officer has fought the enemy with great determination. Within a short period he has destroyed at least four enemy aircraft, two of which he shot down in one day. Later his aircraft was damaged by enemy fire but he flew it safely to base. His courageous example has been most inspiring.

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WILLIAMS, F/L Leonard Henry, DFC (C89534) - **Bar to Distinguished Flying Cross** - No.424 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. Formerly CAN/RAF. Born in Britain, 20 July 1915 but educated in Fort William, Ontario (home). Joined RAF, 1938 (48725); transferred to RCAF in London, England, 8 January 1945. Had been Mentioned in Despatched (8 June 1944) and received DFC as of **London Gazette** dated 13 October 1944 (general citation). Repatriated 18 June 1945. To Debent, 19 June 1945. Retired 13 September 1945. Award presented 27 February 1947. RCAF photo PL-42469 (ex UK-19204 dated 9 March 1945) taken after he had been screened; stated he was Gunnery Leader in the squadron.

This officer has completed two tours of operational duty. On many occasions his courage and resolution have been largely responsible for the success of attacks. Flight Lieutenant Williams, as gunnery leader of his squadron, has set an excellent example of skill and devotion to duty. Since the award of the Distinguished Flying Cross, he has been instrumental in frustrating enemy attacks on his aircraft on at least two occasions.

DHH file 181,009 D.2610 (Library and Archives Canada RG.24 Volume 20627) has the original recommendation drafted 17 April 1945 by W/C R.W. Morris, noting he had flown 67 sorties (267 hours 40 minutes). First tour described as 27 July 1940 to 7 February 1942 - 42 sorties, 129 hours 20 minutes. Second tour as follows:

13 March 1944 - Le Mans (5.50)
15 March 1944 - Stuttgart (8.00)
26 March 1944 - Essen (5.30)
30 March 1944 - Nuremburg (9.00)
20 April 1944 - Lens (4.25)
21 April 1944 - Gardening (5.35)
22 April 1944 - Dusseldorf (5.15)
8 May 1944 - Gardening (5.05)
9 May 1944 - St. Valerie (4.05)
10 May 1944 - Gardening (5.00)

22 May 1944 - Le Mans (5.05)
12 June 1944 - Arras (4.25)
16 June 1944 - Fruges (4.45)
21 June 1944 - Oisemont (4.35)
25 June 1944 - Gorenflos (4.40)
6 July 1944 - Siracourt (4.00)
6 September 1944 - Emden (4.30)
11 September 1944 - Le Havre (4.30)
17 September 1944 - Boulogne (4.10)
9 October 1944 - Bochum (6.55)
14 October 1944 - Duisburg (6.05)
14 October 1944 - Duisburg (5.55)
30 October 1944 - Cologne (6.20)
26 December 1944 - St. Vith (6.55)
2 January 1945 - Ludwigshaven (7.45)

This officer has completed two tours of operations. Since being awarded the Distinguished Flying Cross he has participated in a large number of attacks on heavily defended German targets. On many occasions his courage and resolution have been in no small way responsible for the success of the attacks. On the night of October 14th, 1944, whilst engaged in an attack on Duisburg, Flight Lieutenant Williams' aircraft was attacked twice by enemy night fighters. His cool instructions enabled the pilot to evade the fighters and his return fire drove the attackers off.

As Gunnery Leader of his squadron, this outstanding officer has, by his keenness for operations and devotion to duty, set an example to the other members of his section that is directly responsible for their fine operation record. He is highly recommended for the non-immediate award of a Bar to his Distinguished Flying Cross.

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WILLIAMS, F/O Leslie Douglas (J23124) - **Distinguished Flying Cross** - No.460 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 20 February 1945 and AFRO 563/45 dated 29 March 1945. Born 26 December 1920. Home in Fort William, Ontario; enlisted in Ottawa, 27 August 1941 and posted to No.2 Manning Depot. To No.5 Personnel Holding Unit, 24 October 1941. To No.10 SFTS (guard duty), 20 December 1941. To No.7 ITS, 17 January 1942; graduated and promoted LAC, 13 March 1942; to No.2 EFTS, 18 March 1942; may have graduated about 19 June 1942 but not posted to No.12 SFTS until 4 July 1942. Ceased training

1 September 1942 and posted to Trenton; to No.4 BGS, 9 October 1942; to No.5 AOS, 5 December 1942; graduated and commissioned 22 January 1943. To "Y" Depot, 3 February 1943; to RAF overseas, 8 March 1943. Promoted Flying Officer, 22 July 1943. Repatriated 8 December 1944. To No.2 Air Command, 20 December 1944. Promoted Flight Lieutenant, 22 January 1945. Retired 22 March 1945. Award presented 22 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 2/8831 has recommendation dated 10 November 1944 when he had flown 31 2/3 sorties (150 hours 20 minutes) as follows (* denotes 1/3 sortie).

25 March 1944 - Aulnoyenlisted
30 March 1944 - Nuremburg
10 April 1944 - Aulnoyenlisted
11 April 1944 - Aachen
3 May 1944 - Maily
6 May 1944 - Aubigne Racon
21 May 1944 - Duisburg
22 May 1944 - Dortmund
7 June 1944 - Foret de Cerisy
10 June 1944 - Acheres
11 June 1944 - Evreux
20 July 1944 - Courtrai
25 July 1944 - Ardouval
3 August 1944 - Trossy St.Martin
4 August 1944 - Pauillac
5 August 1944 - Pauillac
7 August 1944 - Fontenay Le Marmion
10 August 1944 - Ferfay
11 August 1944 - Douai
12 August 1944 - La Pallice
18 August 1944 - Ghent
26 August 1944 - Kiel
31 August 1944 - Raimbert
5 September 1944 - Le Havre
6 September 1944 - Le Havre
10 September 1944 - Le Havre
12 September 1944 - Frankfurt
23 September 1944 - Neuss
26 September 1944 - Cap Gris Nez
27 September 1944 - Calais

5 October 1944 - Saarbrucken
7 October 1944 - Emerich
11 October 1944 - Fort Frederic Hendrik

Flying Officer Williams is a Canadian Air Bomber who has just completed his first tour of operations. These include attacks on heavily defended targets at Nuremburg, Duisburg, Dortmund, Kiel, Frankfurt and Saarbrucken, as well as attacks on tactical targets in France and Holland.

The majority of the operations which this Air Bomber took part in were in close support of the army in France,, and his efficiency and skill in precision bombing materially contributed to making his crew one of the most successful and reliable of the squadron.

His courage and determination were such that even in the face of intense enemy opposition he could be relied upon to achieve excellent results and his complete willingness to participate in any operation has been an example to all.

His courage and devotion to duty are such that I recommend the award of the Distinguished Flying Cross in recognition of his efficient and outstanding services.

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WILLIAMS, S/L Malcolm Foster (C3987) - **Mention in Despatches** - No.39 Wing - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. Home in Toronto; enlisted there 16 September 1940 in Medical Branch. Flight Lieutenant as of 16 December 1940. At No.6 ITS as of 10 December 1941. To "Y" Depot, 17 March 1942. To RCAF Overseas Headquarters, 31 March 1942. Promoted Squadron Leader, 10 July 1942. Repatriated 8 December 1944. To No.1 Air Command, 15 January 1845. To No.4 Release Centre, 21 August 1945. Retired 7 November 1945.

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WILLIAMS, F/O Maldwyn George (J85826) - **Distinguished Flying Cross** - No.35 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 17 April 1945 and AFRO 918/45 dated 1 June 1945. Born in Nanaimo, 27 February 1920. Home in Nanaimo. Salesman, production worker, employed 1940-1941 by Fairchild Aircraft, having taken a course at Boeing School of Aeronautics, California, January-May 1940. Enlisted in Vancouver, 18 June 1941 and posted to No.2 Manning Depot. To No.2 Training Command, 6 August 1941. To No.4 ITS, 31 August 1941; graduated and promoted LAC, 3 October 1941; to No.18 EFTS, 8 October 1941;

ceased training and posted to Composite Training School, Trenton, 18 November 1941; to No.10 AOS, 10 December 1941; graduated 13 March 1942 and posted next day to No.6 BGS; graduated and promoted Sergeant, 25 April 1942. Posted on 26 April 1942 to No.2 ANS. To "Y" Depot, 26 May 1942; to RAF overseas, 14 June 1942. Disembarked in Britain, 24 June 1942. Taken on strength of No.3 PRC, Bournemouth, 25 June 1942. To No.2 (Observer) AFU, 15 July 1942. Attached to Digby, 13 August 1942. To No.19 OTU, 15 August 1942. Promoted Flight Sergeant, 25 October 1942. Attached to No.2 ACD (whatever that is), 1 April to 1 July 1943. To No.10 OTU, 17 July 1943. Promoted WO2, 25 October 1943. To No.41 Base, 21 March 1944. Attached to No.4 Group Battle School, 21-28 March 1944. Attached to No.1658 Conversion Unit, 28 March to 17 May 1944. Commissioned 10 April 1944. To No.35 Squadron, 17 May 1944 (set operator). Attached to Night Training Unit, 17 May to 12 June 1944. Promoted Flying Officer, 1 October 1944. Repatriated 23 April 1945; to Western Air Command, 8 May 1945; to No.5 OTU, 13 June 1945. To No.9 Release Center, 13 September 1945; retired 20 September 1945. Award presented in Vancouver, 22 October 1949. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost courage and devotion to duty." Public Records Office Air 2/9060 has recommendation dated 21 January 1945 when he had flown 47 sorties (169 hours), 16 June 1944 to 5 January 1945.

16 June 1944 - Renescure
23 June 1944 - Coubroune
24 June 1944 - Middel Straete
27 June 1944 - Oisemontneuville
2 July 1944 - ditto
6 July 1944 - Calquerean
7 July 1944 - Caen
10 July 1944 - Nucourt
12 July 1944 - Thiverny
14 July 1944 - St.Philibert
15 July 1944 - Nucourt
16 July 1944 - St.Philibert
18 July 1944 - Mont Cagny
22 July 1944 - L'Hey
23 July 1944 - Foret du Croc
3 August 1944 - Bois de Casson
5 August 1944 - Trossy
7 August 1944 - TOTALIZE
9 August 1944 - Foret de Nieppe
11 August 1944 - Douai
12 August 1944 - Russelsheim

14 August 1944 - Falaise area
16 August 1944 - Stettin
18 August 1944 - Connantre
25 August 1944 - Brest
25 August 1944 - Brest
11 September 1944 - Gelsenkirchen
13 September 1944 - Osnabruck
26 September 1944 - Calais area
30 September 1944 - Bottrop
12 October 1944 - Wanne Eickel
14 October 1944 - Duisburg
14 October 1944 - Duisburg
15 October 1944 - Wilhelmshaven
23 October 1944 - Essen
25 October 1944 - Essen
28 October 1944 - Cologne
2 November 1944 - Dusseldorf
18 November 1944 - Wanne Eickel
21 November 1944 - Worms
27 November 1944 - Neuss
29 November 1944 - Dortmund
5 December 1944 - Soest
6 December 1944 - Merseburg Leuna
12 December 1944 - Essen
15 December 1944 - Ludwigshaven
25 December 1944 - Cologne
2 January 1945 - Nuremburg
5 January 1945 - Hanover

This officer has participated in a very large number of bombing operations against the enemy and has been an operator of special equipment in a very successful crew.

His cheerful manner and cool determination in the target area has done much to inspire his crew and, in recognition of his services, he is recommended for the non-immediate award of the Distinguished Flying Cross.

Notes: In crew of Whitley AB711, No.10 OTU, 24 December 1942 when the aircraft was returning from an anti-submarine patrol in poor weather. Pilot had difficulty finding runway. Was trying to overshoot landing but Whitley would not climb, port propellor hit ground, and

crash-landed, port wing down and wheels up. He was hospitalized until 31 March 1943 (compound fracture, right arm).

On repatriation form dated 9 April 1945 he stated he had flown 60 sorties (250 hours 20 minutes), the last one on 20 February 1945. Had also flown 375 hours 15 minutes non-operational. Aircraft experience overseas with Anson (48.45), Whitley (222.15), Martinet (5.20), Halifax (45.20) and Lancaster (303.45).

Application for Operational Wing: Drafted 26 February 1945, claimed 55 sorties (211 hours 30 minutes), 16 June 1944 to 21 February 1945.

Training: Interviewed in Vancouver, 17 June 1941 - "This candidate is quite keen on flying. He is a trained Aircraftman. Appearance good, Talks freely and accurately. Good aircrew material."

Course at No.4 ITS was 1 September to 3 October 1941. Courses in Mathematics (80/100), Armament, written and practical (65/100), Signals (96/100), Drill (75/100), Law and Discipline (59/60), Hygiene and Sanitation (24/40). Placed 132nd in a class of 234. "Visual Link 65 percent. Posted to No.18 EFTS, Boundary Bay 9-10-41. One year Airframe Mechanic, Fairchild's Aircraft. Alert - quick - studious - responsible - game. Average education."

At No.18 EFTS, 13 October to 10 November 1941. Spent one hour in Link, flew 12.25 dual in Tiger Moth but did not solo. "Pupil made unsatisfactory progress. Was not considered safe for solo. Landings and take-offs were very poor. Flying generally erratic." Mid-term exams in Ground School showed fair to good marks - Airmanship (72/100), Aero Engines (64/100), Theory of Flight (58/100), Air Navigation (72/100), Armament, oral (66/100). "Consider this pupil average. Did fairly well in mid-term examinations. His conduct and attitude have been good. It is felt that this airman has the ability to succeed as Air Observer."

Course at No.10 AOS was 8 December 1941 to 13 March 1942. Anson aircraft - 29.10 as first navigator by day, 20.40 as second navigator by day, 4.55 as first navigator by night, 8.05 as second navigator by night; 6.10 on bombing. Graded as follows - Proficiency as Navigator (311/500), Proficiency as Bomb Aimer (78/100), DR and DF/WT (written - 112/200), Compasses and Instruments (108/150), Signals (100/100), Bombing (74/100), Maps and Charts (64/100), Meteorology (50/100), Photography (85/100), Reconnaissance (66/100). Under "Navigation" described as follows - "Might make average navigator - very erratic. Warned in 6th and 9th week that he would have to do better." Under "Bombing" described as follows - "Average bomb aimer, could be more careful." General remarks as follows - "Works very hard but certainly needs to. A bit childish at times, needs seasoning. Asks a lot of foolish questions." Placed 22nd in a class of 22.

Course at No.6 BGS was 16 March to 25 April 1942. Battle aircraft - 16.20 day bombing, 3.45

night bombing, 14.30 gunnery by day. Dropped 52 bombs high level and 18 low level. Fired 400 rounds in Beam Test (19 percent hits), 600 rounds in Beam Relative Speed Test (three percent hits) and 713 rounds in Under Tail Test (four percent hits). Graded in Bombing, written (111/150), Bombing, practical (107/150), Proficiency as Bomb Aimer (190/300), Gunnery, written (80/100), Gunnery, practical (74/100) and Proficiency as Air Gunner (148/200). An average Bomb Aimer and Gunner. "Good worker. Not much ability as student. Will be an average Air Observer." Placed 15th in a class of 26.

Course at No.2 ANS was 27 April to 25 May 1942. Anson aircraft - 4.00 as first navigator by day, 9.15 as second navigator by day, 3.05 as first navigator by night, 8.45 as second navigator by night. Graded on Proficiency as Navigator (178/250), Astronomical Navigation Plotting (87/150), and Astronomical Navigation, written (64/100). Ground School assessment - "Knows the theory well enough but is careless and makes silly errors. Jumps at conclusions without bothering to think things out." Air work - "An average navigator - makes hasty decisions. Should be watched. Will improve with experience. Showed up better towards end of course." Bombing - dropped two bombs - scored 27/50. Placed 91st in a class of 127.

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WILLIAMS, P/O Reginald James (J17821) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 4 October 1943 as per **London Gazette** dated 19 October 1943 and AFRO 2457/43 dated 26 November 1943. Born 23 July 1917 in Knowlton, Quebec; educated there. Employed with Canada Paper Company (Woods Department) from May 1935 to November 1936 as time keeper, then in charge of selective cutting. When that department closed, he returned to work on his father's farm. Enlisted in Montreal, 16 May 1941 and posted to No.1 Manning Depot. To No.4 BGS, 28 May 1941 (guard duty). To No.1 ITS, 15 July 1941; graduated and promoted LAC, 21 August 1941 when posted to No.1 Manning Depot again. To No.4 AOS, 1 September 1941; graduated 22 November 1941 when posted to No.4 BGS; graduated and promoted Sergeant, 3 January 1942. Posted that date to No.2 ANS; posted to "Y" Depot until 3 February 1942; to RAF overseas, 27 February 1942. Disembarked in Britain, 9 March 1942. To No.23 OTU, 16 June 1942. To No.425 Squadron, 1 September 1942. To No.419 Squadron, 19 November 1942. Commissioned 6 June 1943. To No.1664 Conversion Unit, 21 June 1943 (navigation instructor). Promoted Flying Officer 6 December 1943. Attended Empire Air Navigation School, 20 May to 19 August 1944 (Staff Navigation course; passed with 81 percent mark). Special leave in Canada, 5 September to 24 November 1944. Returned to Britain, 5 December 1944. To No.76 Base, 3 January 1945. To No.1661 Conversion Unit, 23 February 1945. To No.431 Squadron, 29 March 1945 (instructor while training for trans-Atlantic flights). Repatriated 7 June 1945 with No.431 Squadron. To Station Dartmouth, 15 August 1945 (VLR navigation instruction). Remained in postwar RCAF (19920) in rank of Flying Officer. To Eastern Air Command Composite Flight, Dartmouth, 9 December 1945; it became No.101 Composite

Flight. To Station Greenwood, 17 May 1947. To St. Hubert, 18 July 1948. To Central Air Command, Trenton, 23 February 1949. To No.413 Squadron, Rockcliffe, 1 May 1950. To No.408 Squadron, Rockcliffe, 2 May 1950. To Transport Command Headquarters, Trenton, 10 August 1950. To No.2 ANS, Winnipeg, 1 September 1951. Promoted Flight Lieutenant, 1 June 1952. To Central Navigation School, Summerside, 10 October 1952. To Trenton, 3 September 1954. To AFHQ, Ottawa, 3 October 1955 for employment in Directorate of Statistics. Promoted Squadron Leader, 15 May 1961. Reclassified Personnel/Administration, 20 February 1962. Retired 25 January 1967. Employed by Civil Service (Statistics Canada). Award sent by registered mail. Died in Ottawa 9 October 1995, aged 79.

This officer has a fine record of achievement as a navigator. He has guided his captain with accuracy to and from many of the major targets in enemy territory. The extreme precision with which he has performed his duties made the safety of his aircraft assured and there is little doubt that his quiet skill and determination have contributed largely to the great success attained by his crew.

Notes: Application for Operational Wing dated 8 January 1944 stated he had flown 31 ½ sorties (202 operational hours), 9 January to 11 June 1943.

A summary of his flying to 31 December 1955 listed the following types and times - Anson (138.00), Battle (29.05), Oxford (2.40), Wellington (146.55), Halifax (257.00), Lancaster (434.25), Hudson (16.15), Ventura (3.50), Canso (317.20), Dakota (286.20), Norseman (14.00), helicopter (30 minutes), Expeditor (91.20), North Star (43.15) and C-119 (13.10).

Training: Course at No.1 ITS was 16 July to 20 August 1941. Courses in Mathematics (85/100), Armament, practical and oral (84/100), Signals (90/100), Drill (74/100) and Law and Discipline (88/100). Placed 27th in a class of 31 observers. "Average type of trainee, slow and deliberate. Is left handed which caused difficulty in the Link Trainer. Has good service spirit."

Course at No.4 AOS was 2 September to 21 November 1941. Anson aircraft - 25.50 as First Navigator by day, 29.35 as Second Navigator by day, 7.05 as First Navigator by night, 8.00 as Second Navigator by night. Placed 23rd in a class of 34 in air work, 17th of 34 in ground courses. Ground courses in DR Plotting (94/150), DR/DF/WT written (126/200), Compasses and Instruments (106/150), Signals (90/100), Maps and Charts (63/100), Meteorology (69/100), Photography (81/100) and Reconnaissance (75/100). "Slow worker, dependable, extra precise in plotting."

Course at No.4 BGS was 23 November 1941 to 3 January 1942. Battle aircraft - 16.15 on bombing by day. 5.35 on gunnery by day. Scored 6.5 percent hits on Beam Test, 2.25 percent hits on Beam Relative Speed Test and five percent hits on Under Tail Test. Examinations in Bombing, written (116/150), Bombing, practical (126/150), Gunnery, written (82/100) and

Gunnery, practical (70/100). Placed fourth in a class of 32. "An average student. A good sense of responsibility. Somewhat lacking in personality."

Course at No.2 ANS was 5 January to 2 February 1942. Anson aircraft - 3.10 as First Navigator by day, 9.20 as Second Navigator by day, 5.50 as First Navigator by night, 13.35 as Second Navigator by night. "Slow to learn but has shown a steady improvement. His last exercises were very well done. Hard working. Tested in Astro Navigation Plotting (142/150) and Astro Navigation Written, (95/100). Placed second in a class of 95.

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WILLIAMS, WO2 (now P/O) Robert George (R158484/J90457) - **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 29 May 1924. Home in Prince Albert, Saskatchewan; enlisted in Saskatoon, 29 May 1942 and posted to No.2 Manning Depot. To No.5 BGS, 18 July 1942. To No.7 ITS, 12 September 1942; graduated and promoted LAC, 6 November 1942; posted next day to No.3 AOS; graduated and promoted Sergeant 5 March 1943. To "Y" Depot, 19 March 1943; to RAF overseas, 27 March 1943. Promoted Flight Sergeant, 5 September 1943. Commissioned 10 October 1944. Repatriated 21 December 1944; to No.2 Air Command, 31 December 1944; to No.7 AOS, 8 February 1945; to No.3 ANS, 31 March 1945. Promoted Flying Officer, 10 April 1945. To No.6 OTU, 17 August 1945. To Release Centre, 1 November 1945. To United Kingdom, 22 November 1945; repatriated 8 May 1946. Retired 24 June 1946. Award presented 6 May 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 2/8882 has recommendation dated 20 September 1944 when, as a Warrant Officer, he had flown 50 sorties (214 hours six minutes), 19 February to 17 September 1944.

* denotes counted as 1/3 operation

19 February 1944 - Leipzig (8.20)
2 March 1944 - Moulain-les Mureaux (5.35)*
7 March 1944 - Le Mans (6.05)*
13 March 1944 - Le Mans (5.40)*
15 March 1944 - Stuttgart (4.25), DNCO
18 March 1944 - Frankfurt (6.05)
22 March 1944 - Frankfurt (6.40)
24 March 1944 - Berlin (7.15)
26 March 1944 - Essen (5.45)
30 March 1944 - Nuremburg (7.15)
9 April 1944 - Villeneuve St.George (5.25)*

10 April 1944 - Ghent (4.10)*
20 April 1944 - Lens (4.35)*
22 April 1944 - Dusseldorf (5.25)
24 April 1944 - Karlsruhe (7.05)
26 April 1944 - Essen (4.30)
1 May 1944 - St.Ghislain (4.05)
7 May 1944 - Valery de Vaux (3.35)
9 May 1944 - Valery de Vaux (3.35)
11 May 1944 - Boulogne (3.25)
12 May 1944 - Louvain (4.30)
5 June 1944 - Longues (3.08)
7 June 1944 - Foret de Cerisy (3.25)
16 June 1944 - Rennescure (2.00)
23 June 1944 - Coubronne (1.50)
24 June 1944 - Middle Straete (1.54)
27 June 1944 - Oisemont-au-Bois (2.18)
28 June 1944 - Metz (5.06)
30 June 1944 - Villers Bocage (2.36)
2 July 1944 - Oisemont-au-Bois (2.16)
4 July 1944 - Biennaise (2.19)
5 July 1944 - Watten (1.38)
6 July 1944 - Croixdale (2.25)
7 July 1944 - Caen (2.42)
12 July 1944 - Acquet (2.33)
17 July 1944 - Caen (2.29)
18 July 1944 - Acquet (1.32)
20 July 1944 - Bottrop (3.20)
23 July 1944 - Kiel (5.03)
24 July 1944 - L'Hey (1.46)
25 July 1944 - Foret du Croc (2.22)
28 July 1944 - Stuttgart (6.31)
30 July 1944 - Battle Area (2.16)
1 August 1944 - Belle Croix (1.51)
3 August 1944 - Nieppe (2.02)
25 August 1944 - Russelsheim (7.00)
27 August 1944 - Homburg (3.01)
28 August 1944 - Fromental (2.11)
29 August 1944 - Stettin (8.44)
1 September 1944 - Pourchinte (2.16)
5 September 1944 - Le Havre (2.17)

6 September 1944 - Le Havre (2.12)
8 September 1944 - Le Havre (2.20)
12 September 1944 - Wanne Eickel (3.13)
17 September 1944 - Boulogne (1.55)

Warrant Officer Williams is an efficient navigator in a very successful crew. He has taken part in a great many operational sorties and has always proven to be exceptionally reliable, with a high degree of skill. He has shown an excellent offensive spirit, even under the most trying circumstances and has proven himself to be a very valuable member of aircrew. The fine personal example and devotion to duty displayed by this Warrant Officer has contributed greatly to the many successes achieved by his crew.

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WILLIAMS, F/O Robert McDonald (C6554) - **Member, Order of the British Empire** - No.1 Recruiting Centre - Award effective 28 May 1943 as per **London Gazette** dated 28 May 1943 and AFRO 1459/43 dated 30 July 1943. Born in Vancouver, British Columbia; enlisted there 8 August 1941 as Administrative Officer. Employed in Recruiting Centre, Vancouver, with rank of Flying Officer as of 8 November 1941. To AFHQ, 19 February 1943. To "Y" Depot, 15 April 1943. To RAF overseas, 31 May 1943. Promoted Flight Lieutenant, 1 June 1943, the same date as posting to RCAF Overseas Headquarters. Promoted Squadron Leader, date uncertain. Repatriated 2 August 1945; to No.3 Repair Depot, 13 August 1945. To Western Air Command Headquarters, 28 September 1945. To No.8 Release Centre, 24 June 1946. Retired 29 June 1946. As of 1950 living in Rockcliffe (Ottawa). Died 11 May 2008 in Ottawa as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2008. Award presented. PL-26915 (ex UK-8715 dated 10 March 1944) shows S/L James Walker (Edmonton), F/O G.K. Finnie (Ottawa), F/L R.M. Williams (Vancouver), G/C D.A.R. Bradshaw (London, Ontario) and S/L G.U. Hill (Pictou, Nova Scotia) after investiture. RCAF photo PL-26919 (ex UK-8719 dated 10 March 1944) taken outside Buckingham Palace after investiture; caption says he was now a Public Relations Officer. RCAF photo PL-27767 (ex UK-14085 dated 19 August 1944) shows two pilots of No.417 Squadron (Florence, Italy) with Williams; F/O Joseph White (Bathurst, New Brunswick) talks to Williams; Warrant Officer George Hicks (Fredericton) listens. PL-27773 (ex UK-14091 dated 19 August 1944) shows F/L R.M. Williams sharing a joke with two British soldiers; third from the right is F/O Gilbert Doyle (Montreal) of No.417 Squadron. PL-27774 (ex UK-14092) repeats this theme.

Flying Officer Williams is the Public Relations officer at this Recruiting Centre. He has at all times worked unusually hard and has cheerfully devoted his time and energies to the recruiting of personnel for the Royal Canadian Air Force. It is in

no small part due to this officer's untiring efforts, knowledge of his work and brilliant handling of publicity that this centre is first in enlistments, relative to population, especially for the Women's Division. In this manner, this officer has been exceptionally valuable to the Royal Canadian Air Force.

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WILLIAMS, P/O Stanley Smith (J15283) - **Mention in Despatches** - Koggala - Award effective 1 June 1943 as per **London Gazette** dated 2 June 1943 and AFRO 1247/43 dated 2 July 1943. Born in Winnipeg, 6 March 1922. Home in Oak Lake, Manitoba; clerk and farm hand. Enlisted in Toronto, 6 June 1940. To No.1 ITS, 24 June 1940; graduated and promoted LAC, 19 July 1940 when posted temporarily. To No.2 AOS, 31 July 1940; graduated 26 October 1940 and posted next day to No.2 BGS; graduated and promoted Sergeant, 9 December 1940 when posted to No.1 CNS; may have graduated 6 January 1941 but not posted until 26 January 1941 when sent to No.3 Manning Depot; to Embarkation Depot, 27 January 1941; to RAF overseas, 2 March 1941. To No.4 Coastal) OTU, 10 March 1942. To No.210 Squadron, 10 May 1941. To No.413 Squadron, 1 March 1942. Commissioned 26 March 1942. To Far East, 10 May 1942. Promoted Flying Officer, 1 October 1942. Drowned accidentally, 20 August 1943; described as Acting Flight Lieutenant at the time.

Training: Interviewed by F/O H. Molyneux, 4 May 1940 who recommended him for Air Gunner. "This lad is rather poorly dressed but neat and clean and seems to be a splendid type. Seems very keen and is fond of shooting. His fondness for radio will help him a great deal. Should make a very good gunner."

Course at No.1 ITS was 27 June to 20 July 1940. Courses in Mathematics (85/100), Armament, practical and oral (59/100), Drill (70/100) and Law and Discipline. Placed 83rd in a class of 84. "Good in maths and appears above average in intelligence. Selected for Air Observer Training."

Course at No.2 AOS was 5 August to 26 October 1940. Anson and Lockheed aircraft (20.05 as first navigator by day, 21.00 as second navigator by day, four hours as first navigator by night, four hours as second navigator by night). Courses in DR Plotting (90/150), DR written (81/150), Compasses and Instruments (78/150), DF/WT (64/100), Signals (49/50), Maps and Charts (50/100), Meteorology (64/100), Photography (84/100), Reconnaissance (64/100). "Good appearance and average in studies. Needs more experience." Placed 35th in a class of 40.

Course at No.2 BGS was 28 October to 9 December 1940. Flew 8.25 on bombing and 2.30 on gunnery. Courses in Bombing, written (110/150), Bombing, practical (108/150), Gunnery, written (59/100) and Gunnery, practical (62/100). "An excellent bomb aimer. Some inexperienced pilots. Bombs could not be plotted on B.6 Exercises because of snow." Placed

eighth in a class of 36. "Better at practical work than theoretical. Air work above average."

Course at No.1 ANS was 9 December 1940 to 6 January 1941. Flew in Anson aircraft (7.45 as first navigator by day, 6.20 as second navigator by day, 3.10 as first navigator by night, 11.30 as second navigator by night). "Steady air navigator." Placed twelfth in a class of 36.

Circumstances of death: On the evening of 19 August 1943 set out on a moonlight cruise on Lake Koggala in a collapsible canoe, in company with S/L Clement Awdry Lea, Meteorological Officer, Koggala, who was a more experienced sailor. Boat capsized in a breeze and struggles in the water were to no avail; he could not swim.

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WILLIAMS, F/O Vernon Albert (J9577) - **Distinguished Flying Cross** - No.410 Squadron - Award effective 1 January 1944 as per **London Gazette** dated 14 January 1944 and AFRO 410/44 dated 25 February 1944. Born in Hamilton, Ontario, 5 June 1919; home there; enlisted there 20 December 1940 and posted to No.1 Manning Depot. To No.2 SFTS (guard duty), 22 March 1941. To No.1 ITS, 27 May 1941; graduated and promoted LAC, 3 July 1941 when posted to No.1 Manning Depot; to No.1 AOS, 21 July 1941; to No.1 BGS, 22 October 1941; graduated and promoted Sergeant, 22 November 1941; posted that date to No.2 ANS; graduated and commissioned 22 December 1941. To "Y" Depot, 23 December 1941; to RAF overseas, 8 January 1942. Promoted Flying Officer, 22 October 1942. Promoted Flight Lieutenant, 22 December 1943. Repatriated 4 July 1944. To No.1 AOS, 13 August 1944. To No.1 CNS, 21 September 1944. To No.1 AOS, 20 October 1944. To No.1 WS, 20 March 1945. To Release Centre, 23 July 1945. Retired 26 July 1945. Award presented 8 May 1948. Postwar he joined the Steel Company of Canada, where he had a distinguished career as an accountant for 45 years. His contributions in the accounting field were also recognized in 1975, when he was appointed President of the Society of Industrial Accountants of Ontario, and a Fellow of the Society of Management Accountants of Canada. Died in Oakville, Ontario, 7 December 2010. Cited with F/O Rayne D. Schultz (which see for citation). Photos PL-28992 and PMR 77-592 shows him with Schultz. As Radar Operator/Navigator he was involved in the following victories: **15/16 August 1943**, one Do.217 destroyed; **10/11 December 1943**, three Do.217s destroyed; **13/14 February 1944**, one Ju.88 destroyed.

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WILLIAMS, FS (now P/O) Walter Edward (Can 6051/C26527) - **British Empire Medal** - No.8 SFTS - Award effective 28 May 1943 as per **London Gazette** dated 28 May 1943 and AFRO 1459/43 dated 30 July 1943. Born in Winnipeg, 19 February 1915; home there; educated at St.John's Technical School; enlisted there 15 September 1939 as Aero Engine Mechanic. To No.5 (BR)

Squadron, 26 September 1939. Promoted AC1, 29 February 1940. Promoted LAC, 29 May 1940. Promoted Corporal, 1 November 1940. To No.3 Training Command, 28 November 1940; to No.8 SFTS, 11 December 1940. Promoted Sergeant, 1 May 1941. Promoted Flight Sergeant, 1 July 1942. To Aero Engineer School, 25 February 1943. Posted to No.5 Manning Depot and promoted WO2, 22 May 1943; subsequently commissioned with effect from that date. To No.1 Officer School, 26 May 1943. To No.4 Training Command, 8 July 1943. To No.2 Flying Instructor School, 21 July 1943. Promoted Flying Officer, 22 November 1943. To No.19 SFTS, 20 January 1945. To No.11 Equipment Depot, 1 February 1945. To "Y" Depot, Moncton, 6 April 1945. Promoted Flight Lieutenant, 1945.. Appears to have left the service at war's end but rejoined as Aircraft Technician, 1 October 1948. Award presented 31 May 1944.

Flight Sergeant Williams has proven to be exceptionally proficient in the execution of his duties as an Aero Engine Mechanic. He has at all times displayed outstanding traits of leadership and organizing ability. He has been most resourceful and ingenious in devising means to increase the efficiency of his flight and the Unit as a whole. His cheerful manner and devotion to duty have been an excellent example and inspiration to all ranks. For the past year Flight Sergeant Williams has been the Senior Fitter of the Servicing Squadron of this school and has displayed exceptional ability as a Technical NCO. By his untiring efforts he has been instrumental in maintaining the maximum serviceability of aircraft, often under adverse conditions.

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WILLIAMS, Sergeant Walter Roy (R191347, later J89151) - **Distinguished Flying Medal** - No.425 Squadron - Award effective 5 September 1944 as per **London Gazette** of that date and AFRO 2373/44 dated 3 November 1944. Born 26 March 1924. Home in Winnipeg; enlisted there 25 September 1942 and posted to No.2 Manning Depot. To No.2 WS, 5 February 1943; promoted LAC, 8 March 1943; graduated 20 August 1943 when posted to No.7 BGS; graduated and promoted Sergeant, 4 October 1943. To "Y" Depot, 18 October 1943; taken on strength of No.3 PRC, 21 October 1943. Commissioned 20 August 1944. Promoted Flying Officer, 20 February 1945. Repatriated 3 May 1945. To No.2 Ar Command, 18 May 1945; to No.3 ANS, 19 June 1945; to No.18 SFTS, 9 July 1945; to No.5 Release Centre, 16 September 1945. Retired 20 September 1945. Award sent by registered mail.

This airman has taken part in a number of sorties in the role of wireless operator and his efficiency, strong sense of discipline and crew co-operation have set a fine example. On a recent occasion he was the member of the crew of an aircraft detailed for an operational mission. In the vicinity of the target the aircraft was struck by machine gun bullets and the pilot was fatally wounded.

The bomb aimer took over the controls after the pilot had been gently removed to the rest position where Sergeant Williams made desperate efforts to save his stricken captain, little realizing that he was beyond human aid. After the contents of the spare oxygen bottle had become exhausted he even used his own oxygen mask which he affixed to his captain in a last effort to revive him. Although himself affected by the lack of oxygen, Sergeant Williams returned to his wireless apparatus and when nearing the English coast sent out distress signals warning base that a crash landing would be attempted at the first available airfield. In most trying circumstances this airman displayed notable courage, determination and devotion to duty.

DHH file 181.009 D.1513 (Library and Archives Canada RG.24 Vol.20600) has original recommendation by W/C L. Lecomte, drafted 13 July 1944 when he had flown five sorties (23 hours 55 minutes; no sortie list but text as follows:

On the night of 16/17th June 1944, Sergeant Williams was Wireless Operator of a Halifax bomber detailed to attack Sautrecourt, France. While the aircraft was flying at 17,000 feet in the vicinity of the target, the pilot was fatally injured by machine-gun fire. Sergeant Williams sprang to the assistance of the Flight Engineer and Bomb Aimer, who were attempting to remove the pilot from his seat. By the time the latter had been brought to a place of rest, Sergeant Williams had exhausted the supply of oxygen in the spare bottle. With a fine display of self-sacrificing courage, this Non-Commissioned Officer then proceeded to use his own oxygen mask in an attempt to revive the pilot, little realizing that the latter was already dead. Shortly after the aircraft crossed the enemy coast, Sergeant Williams, though feeling the effects of a lack of oxygen, had the presence of mind to relay a W/T message to Group Headquarters, advising them of the situation and stating that the Bomb Aimer would attempt to land at Woodbridge.

As a result of Sergeant Williams' efficiency and devotion to duty under extremely trying conditions, Woodbridge was advised in good time and the necessary preparations were made for a crash landing. I recommend that this Non-Commissioned Officer's outstanding achievement be recognized by the immediate award of the Distinguished Flying Medal.

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WILLIAMSON, F/O Harold Ford (J27291) - **Distinguished Flying Cross** - No.431 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 25 May 1945 and AFRO 1291/45 dated 10

August 1945. Born 17 October 1919. Home in Belleville; enlisted in Ottawa, 2 May 1942. Granted Leave Without Pay until 17 May 1942 when posted to No.1 Manning Depot. To No.6 BGS (guard duty), 20 July 1942. To No.1 ITS, 26 August 1942; graduated and promoted LAC, 23 October 1942 but not posted to No.9 EFTS until 21 November 1942; may have graduated 5 February 1943 but not posted to No.14 SFTS until 20 November 1942; graduated and commissioned, 11 June 1943. To No.1 GRS, 18 June 1943; to "Y" Depot, 4 September 1943. Taken on strength of No.3 PRC, 13 October 1943. Promoted Flying Officer, 11 December 1943. Repatriated 18 June 1945. To No.8 OTU for Tiger Force training, 19 June 1945. To Greenwood, 31 July 1945. Retired 6 September 1945. Re-engaged with RCAF, Toronto, 20 May 1947 (60460) serving in summers until reclassified as Medical Officer, 1 February 1951 with rank of Flight Lieutenant. Served with No.4006 Medical Unit, 2 February 1952 to retirement. Released 3 July 1956, settling in Kingston, Ontario. Award presented 25 May 1949. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1941 (RG.24 Vol.20612) has recommendation by W/C R.F. Davenport dated 16 January 1945 when he had flown 28 sorties (158 hours five minutes), 18 August 1944 to 7 January 1945.

Flying Officer Williamson has distinguished himself by most commendable courage and devotion to duty. His skill and quiet confidence in action has been a magnificent example to his crew, who responded readily to his fearless leadership. This officer's initiative and resourcefulness has on many occasions been instrumental in extricating his aircraft and crew from the perilous situations encountered on operations.

I feel that Flying Officer Williamson's outstanding ability and gallantry should be recognized, and I strongly recommend the award of the Distinguished Flying Cross.

The sortie list was as follows:

18 August 1944 - Bremen (5.55)
25 August 1944 - Mimoyecques (3.40)
15 September 1944 - Kiel (6.00)
17 September 1944 - Boulogne (3.40)
18 September 1944 - Bomburg (3.55)
20 September 1944 - Calais (3.35)
25 September 1944 - Calais (4.05)
26 September 1944 - Calais (4.05)
27 September 1944 - Sterkrade (5.45)
28 September 1944 - Cap Gris Nez (3.50)

4 October 1944 - Bergen (7.45)
6 October 1944 - Dortmund (5.20)
9 October 1944 - Bochum (6.00)
14 October 1944 - Duisburg (6.05)
15 October 1944 - Wilhelmshaven (5.25)
4 November 1944 - Bochum (6.05)
6 November 1944 - Gelsenkirchen (5.20)
16 November 1944 - Julich (5.30)
18 November 1944 - Munster (6.15)
27 November 1944 - Neuss (6.15)
30 November 1944 - Duisburg (6.35)
2 December 1944 - Hagen (7.20)
4 December 1944 - Karlsruhe (6.30)
15 December 1944 - Ludwigshaven (6.20)
21 December 1944 - Cologne (6.20)
29 December 1944 - Scholven (6.25)
2 January 1945 - Nuremburg (9.25)
7 January 1945 - Munich (9.05)

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WILLIAMSON, W/C James Sydney (C1233) - **Member, Order of the British Empire** - No.5 Operational Training Unit - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Enlisted in Vancouver, 11 October 1939 in Administration Branch. Squadron Leader as of 15 July 1941. At No.3 ITS as of 19 October 1941. To "Y" Depot, 11 April 1942. To No.1 ITS, 7 September 1943 but posting changed to Composite Training School the same day. To Western Air Command, 21 October 1943. Promoted Wing Commander, 1 October 1944. To No.5 OTU, 10 October 1944. To Western Air Command Headquarters, 29 October 1945. Retired 11 February 1946. Award presented 21 February 1948.

As Senior Administrative Officer of this unit, this officer has devoted his untiring energy towards its efficient administration. Working long hours above the normal working time, Wing Commander Williamson has not spared himself to better the Station and improve the efficiency of all its members. His untiring efforts, his devoted energy, his capable leadership, and his vast experience have been felt by all.

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WILLIAMSON, Sergeant Leonard Franklin (R107665, later J17794) - **Conspicuous Gallantry Medal (Flying)** - No.428 Squadron - Award effective 2 May 1943 as per **London Gazette** dated 18 May 1943 and AFRO 1078/43 dated 11 June 1943. Born 28 May 1917. Home in Regina; enlisted there 10 June 1941. To No.2 Manning Depot, 4 August 1941. To No.4 ITS, 31 August 1941; graduated and promoted LAC, 3 October 1941 but not posted to No.6 EFTS until 9 October 1941; graduated 5 December 1941 and posted next day to No.11 SFTS; graduated and promoted Sergeant, 27 March 1942. To "Y" Depot, 28 March 1942; to RAF overseas, 30 April 1942. Promoted Flight Sergeant, 21 September 1942. Promoted WO2, 23 March 1943. Commissioned 13 April 1943. Promoted Flying Officer, 13 October 1943. Invested with award by King George, 12 October 1943. Repatriated 28 November 1944. To "Y" Depot, 1 February 1945. To United Kingdom, 18 February 1945. Promoted Flight Lieutenant, 27 April 1945. Repatriated again, 5 September 1945. Retired 18 October 1945.

In April 1943, this airman was pilot and captain of an aircraft detailed to attack Duisberg. Whilst over the target area the aircraft was hit by anti-aircraft fire. The bomber commenced to vibrate violently while the rudder bar swung loosely. Despite this, Sergeant Williamson continued his run-up and successfully bombed his target. The situation became critical and Sergeant Williamson gave orders to prepare to abandon the aircraft. As no answer was received from the rear gunner the navigator went to investigate and found that the rear turret had been blown away, the rudder was very badly damaged, and all the fuselage to the rear of the beam gun was stripped of fabric. The hydraulic system was out of action, causing the undercarriage to sag and the bomb doors to open. In spite of this, Sergeant Williamson kept the seriously damaged bomber headed for home and eventually reached an airfield where he effected a landing. In most hazardous circumstances, this airman displayed fortitude and courage of a high degree.

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WILLIS, W/C Charles Albert (C836) - **Distinguished Flying Cross** - No.404 Squadron (now PoW) - Award effective 11 August 1944 as per **London Gazette** dated 22 August 1944 and AFRO 2231/44 dated 13 October 1944. Born 18 July 1917. Home in Vancouver; enlisted in Halifax, 4 July 1938 as a P/P/O; awarded wings, 17 June 1939. To No.8 (BR) Squadron, 16 May 1940. Squadron Leader as of 15 July 1941. Promoted Wing Commander, 1 December 1942. To "Y" Depot, 12 May 1943. To RAF overseas, 31 May 1943. Shot down and taken prisoner, 30 March 1944. Repatriated 8 July 1945. To No.3 Repair Depot, 20 July 1945. To No.1 Instrument Flying School, 14 September 1945. To No.6 OTU, 9 November 1945. Still in RCAF as of 1954. Photo PL-36336 is a portrait. Award presented 28 September 1946.

Wing Commander Willis has led his squadron on many successful anti-shipping sorties. He has at all times displayed determination and gallantry of a high order and both in the air and on the ground has set an inspiring example. In March 1944 he led his squadron in an attack on an important target and while giving directions over the target area was shot down and taken prisoner of war.

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WILLIS, S/L David Alexander, DFC (C53455) - **Bronze Star Medal (United States)** - Air Force Headquarters - Award effective 6 December 1945 as per AFRO 1123/46 of that date. Born 2 September 1914 (biography). Former CAN/RAF pilot with remarkable career. Transferred to postwar RCAF in Ottawa, 5 June 1946 with rank of Squadron Leader and taken on strength of No.1 Composite Training School. To AFHQ, 10 June 1946. Promoted Wing Commander, 1 January 1948. To Air Navigation School, 18 April 1949. To AFHQ, 31 October 1951. Appointed to Directorate of Postings and Careers, 28 May 1952. Awarded Queen's Coronation Medal, 21 October 1953. Promoted Group Captain, 1 July 1954 on posting to Air Defence Command Headquarters. Retired 13 April 1966. Died in Ottawa, 27 July 1984. His widow published a biography, **Left Hand Salute**. Public Records Office Air 2/9103 has proposed citation, compiled when he was a Wing Commander.

For meritorious service during the period 18 October 1944 to 21 April 1945. As Bomber Operations Officer, Eastern Air Command, [Wing] Commander Willis's superior supervision over all bombing activities of the combined British and American Forces in the Command, and his handling of administrative technical problems, gained and maintained the utmost respect of both the USAF and RAF officers. His untiring devotion to duty has contributed largely to the success of the integrated effort, and reflects the highest credit on the military forces of the United Nations.

WILLIS, S/L David Alexander DFC (20072) - **Officer, Legion of Merit (United States)** - Award effective 15 July 1947 as per AFRO 441/47 dated 15 August 1947. Public Records Office Air 2/9682 has recommended citation composed when he was still a member of the RAF.

Wing Commander David Alexander Willis, DFC, Royal Air Force, performed meritorious service with the United States Eighth Air Force from December 1942 to September 1943. Wing Commander Willis co-operated greatly in training United States units in navigation in the European theatre of operations. His broad knowledge, his patience, and his resourcefulness enabled him to make a fine contribution to the bombing operations of United States units. His achievements reflect great credit upon his nation and upon the Royal Air Force.

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WILLIS, F/L John Edward (J26370) - **Distinguished Flying Cross** - No.153 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1558/45 dated 5 October 1945. Born 17 April 1919. Home in Toronto; enlisted there 6 April 1942. Granted Leave Without Pay until 20 April 1942 when posted to No.1 Manning Depot. To No.4 Manning Depot, 18 June 1942. To No.5 Manning Depot, 7 August 1942. To No.5 ITS, 29 August 1942; graduated and promoted LAC, 24 October 1942 but not posted to No.13 EFTS until 21 November 1942; graduated 22 January 1943 and posted next day to No.13 SFTS; graduated and commissioned 14 May 1943. To No.1 GRS, 28 May 1943. To "Y" Depot, 2 October 1943. Taken on strength of No.3 PRC, 21 October 1943. Promoted Flying Officer, 14 November 1943. Promoted Flight Lieutenant, 20 December 1944. Repatriated 18 June 1945. To No.8 OTU, 19 June 1945. To Greenwood for Tiger Force, 31 July 1945. To No.10 Release Centre, 30 October 1945. Retired 2 November 1945. Award presented in Toronto, 30 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 14 March 1945 when he had flown 34 sorties (190 hours). NOTE: Sortie sheet not sent from England.

This Canadian captain of aircraft has now completed 34 successful sorties against targets in Germany and occupied territory, including attacks on such heavily defended targets as Essen, Leuna, Cologne and Zeitz.

Flight Lieutenant Willis sets his mind on the task in hand fearlessly and with a fine offensive spirit, setting a magnificent example to his crew, and his able captaincy and confident manner have contributed to the fine morale of the squadron.

Flight Lieutenant Willis has achieved a fine record throughout his operational tour and fully merits the award of the Distinguished Flying Cross.

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WILLIS, S/L Philip Ernest (C3239) - **Officer, Legion of Merit (United States)** - Award effective 4 April 1947 as per **Canada Gazette** dated 5 April 1947 and AFRO 187/47 dated 11 April 1947. Born 18 March 1897 in Victoria; educated at University of British Columbia and Boeing School of Aeronautics. Employed by TCA as Operations Clerk, Operations Department Headquarters, Winnipeg, 7 January 1938 until September 1940. Enlisted in Winnipeg, 9 December 1940 and commissioned; Flying Officer, 18 January 1941; Flight Lieutenant 1 December 1941; Squadron leader, 1 April 1942. Served at No.2 SFTS, 20 January 1941 to 8 September 1941; AFHQ, 9

September 1941 to 15 January 1942; No.2 ANS, Pennfield Ridge, 16 March 1942 to 8 April 1942; Western Air Command Headquarters, 26 April to 31 December 1942; No.2 Group, Victoria, 1 January 1943 to 10 July 1943; Western Air Command Headquarters, 11 July 1943 to 22 September 1944, transferring from Administrative Branch to Flying Control Branch as of 1 September 1944. Overseas with Transport Command, 22 September 1944 to 18 August 1945 when repatriated. Retired 15 September 1945. As of June 1945, TCA was writing to get him back. Captain Glenn Howell, USN, Naval Attache, American Embassy writing to A/M Leckie, 1 May 1946, provides citation:

For exceptionally meritorious conduct in the performance of outstanding service as Secretary-Member of the United States-Canadian Inter-Service Flying Control Committee on the West Coast during the period from July 1943 to April 1944. Squadron Leader Willis, with untiring and exceptional personal endeavour, co-operated with the naval authorities of the United States in a highly commendable manner. His efforts contributed to an effective and cordial relationship with the Canadian West Coast Command

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WILLNER, F/O Oscar Eitel (J22228) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 337/45 dated 23 February 1945. Born 13 January 1919. Home in Davidson, Saskatchewan; enlisted in Saskatoon, 21 April 1941 as Aero Engine Mechanic. To No.1 Manning Depot, 12 May 1941. To Technical Training School, 23 May 1941. Promoted AC1, 27 September 1941. To No.8 BGS, 1 October 1941. Promoted LAC, 27 December 1941. Remustered to aircrew and posted to No.2 ITS, 11 April 1942; to No.6 AOS, 4 July 1942; to No.1 CNS, 12 September 1942; to No.7 BGS, 6 November 1942. Graduated and Commissioned, 18 December 1942. To No.4 SFTS, 2 January 1943; to No.1 GRS, 28 January 1943; to No.32 OTU, 19 March 1943. To "Y" Depot, 12 June 1943. Promoted Flying Officer, 18 June 1943. To RAF overseas, 22 June 1943. Repatriated 24 October 1944. To No.2 Training Command, 5 December 1944. To No.1 CNS, 12 December 1944. Promoted Flight Lieutenant, 18 December 1944. To Western Air Command, 12 February 1945. To No.5 OTU, 15 March 1945. To Air Navigation School, 9 November 1945. To Greenwood, 14 December 1945; to Air Navigation School again, 7 March 1946. Retired 7 October 1946, settling in Davidson. Award presented 6 November 1948. No citation other than "...in recognition of gallantry and devotion to duty in the execution of air operations against the enemy." DHist file 181.009 D.2609 (RG.24 Vol.20627) has recommendation dated 18 September 1944 when he had flown 36 sorties (170 hours), 18 April to 27 August 1944.

This officer, the Navigator of the crew captained by Acting Flight Lieutenant E. Eyjolfson, has since April 1944 completed thirty-six operational sorties over

enemy territory, including many of the major and heavily defended targets in Germany.

Flying Officer Willner has at all times displayed outstanding ability and a strong sense of duty, and he holds a fine record of achievement on the squadron. His untiring devotion to duty in moments of danger has been largely responsible for the successful completion of his crew's many sorties, and by his example of cheerful courage, has maintained a very high standard of morale among, not only his crew members, but the squadron in general.

The sortie list was as follows:

18 April 1944 - Noisy le Sec (5.45)
20 April 1944 - Leus (5.13)
22 April 1944 - Dusseldorf (5.54)
24 April 1944 - Karlsruhe (7.45)
26 April 1944 - Essen (5.30)
27 April 1944 - Alnoie (4.30)
30 April 1944 - Somain (4.45)
3 May 1944 - Brest (5.00)
6 May 1944 - Cherbourg (4.40)
15 May 1944 - Kattegat, gardening (5.25)
22 May 1944 - Le Mans (5.20)
24 May 1944 - Aachen (4.35)
27 May 1944 - Le Clipon (3.20)
28 May 1944 - Brest (5.00)
31 May 1944 - Dufevre (4.40)
2 June 1944 - Dunkirk (3.10)
3 June 1944 - Dunkirk (2.30)
5 June 1944 - Houlgate (4.45)
6 June 1944 - Conde sur Noireau (5.15)
10 June 1944 - Versailles Matelot (5.30)
12 June 1944 - Arras (4.20)
14 June 1944 - Cambrai (5.00)
24 June 1944 - Bonnetat (3.55)
25 June 1944 - Gorenflos (4.05)
27 June 1944 - Wizernes (3.40)
28 June 1944 - Metz (1.40, incomplete ?)
6 July 1944 - Sautrecourt (4.10)
9 July 1944 - Ardouval (3.30)

10 July 1944 - Frisians, gardening (3.25)
18 July 1944 - Caen (4.15)
18 July 1944 - Wesseling (5.20)
19 July 1944 - Heligoland, gardening (4.20)
25 July 1944 - Brest, gardening (5.20)
28 July 1944 - Hamburg (5.05)
4 August 1944 - Bois de Cassan (4.25)
12 August 1944 - Mont Richard (5.35)
27 August 1944 - Moyecques Marquise (3.25)

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WILMOT, F/O Brian Edmund (J23777) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 30 May 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944. Born 29 April 1923 in Fort William, Ontario. Educated in Montreal, 1929-36 and Winnipeg, (Kelvin High School), 1936-1941. Home in Winnipeg (sheet metal worker). Worked on sheet metal for Fairchild Aircraft (Montreal), June to September 1940, went back to school in Winnipeg, then worked for TCA in Winnipeg (again as sheet metal worker), May 1941 until he enlisted there 30 December 1941. To No.2 Manning Depot, Brandon, 29 January 1942; to No.10 SFTS, Dauphin, 12 April 1942 (guard duty); to No.7 ITS, Saskatoon, 10 May 1942; graduated and promoted LAC on 3 July 1942 but not posted to No.6 EFTS, Prince Albert until 16 August 1942; may have graduated 9 October 1942 but not taken on strength of No.10 SFTS, Dauphin until 25 October 1942; graduated and commissioned 19 February 1943. To "Y" Depot, Halifax, 6 March 1943. To RAF overseas, 26 March 1943. To No.15 (P) AFU, 1 June 1943; promoted Flying Officer, 19 August 1943; to No.22 OTU, 24 August 1943; to No.61 Base, 19 November 1943; to No.425 Squadron, 1 February 1944; promoted Flight Lieutenant, 20 April 1944. To No.415 Squadron, 16 July 1944 on promotion to Squadron Leader. Award presented (date unknown). Killed in action 21 August 1944 (Halifax MZ633 collided with Halifax ND609). Buried in England. Photo PL-32365 shows him (negative now with Library and Archives Canada).

This officer has completed many sorties during which he has attacked such well-defended targets as Berlin, Frankfurt and Dusseldorf. One night in April 1944, in a sortie against the last named target, Flying Officer Wilmot displayed the greatest determination in pressing home his attack although one engine failed and some height had been lost before reaching the target. His fine fighting spirit has always been apparent and he has set a most commendable example. DHH file 181.009 D.1513 (Library and Archives Canada RG.24 Vol.20600) has original recommendation by W/C R.A. McLernon, drafted 2 May 1944 when he had flown ten and one-third sorties (84 hours ten minutes). No sortie list but text as follows:

This officer has completed many sorties against such targets as Berlin, Frankfurt, Nuremberg, Essen and Dusseldorf, in an exemplary manner. On the night of 22/23rd April 1944, when detailed to attack the heavily defended city of Dusseldorf, one engine failed when he was still 70 miles from the target. Undaunted by the fact that he could no longer hold his operational height and airspeed, Flying Officer Wilmot pressed home his attack with the utmost determination, finally bombing from 14,000 feet.

The successful completion of this operational flight was due to Flying Officer Wilmot's fine offensive spirit and keen desire to come to grips with the enemy, no matter how great are the odds against him. His cheerful confidence has inspired a high standard of morale in his crew and by his action on the above mentioned occasion he has set an excellent example of operational skill and determination to the whole squadron.

I consider his devotion to duty fully merits the award of the DFC.

WILMOT, S/L Brian Edmund, DFC (J23777) - **Bar to Distinguished Flying Cross** - No.415 Squadron - Award effective 27 October 1944 as per **London Gazette** of that date and AFRO 2637/44 dated 8 December 1944. Award presented to next-of-kin, 2 December 1946.

Since the award of the Distinguished Flying Cross, Squadron Leader Wilmot has completed numerous sorties against a variety of targets. On a recent operation against Brunswick, although his aircraft was attacked and severely damaged by enemy night fighters, Squadron Leader Wilmot displayed great skill and determination in pressing home his attack and in bringing his damaged aircraft safely back to base. He has set a worthy example.

DHH file 181.009 D.1513 (Library and Archives Canada RG.24 vol.20600) has recommendation raised by W/C J. Lecomte, 18 August 1944 when he had completed 26 sorties (142 hours 15 minutes) of which 14 sorties (69 hours five minutes) had been since the previous award. Submission as follows:

15 February 1944 - Berlin (7.20)
15 March 1944 - Stuttgart (7.20)
18 March 1944 - Frankfurt (5.40)
22 March 1944 - Frankfurt (6.30)
24 March 1944 - Berlin (7.30)
26 March 1944 - Essen (5.10)

30 March 1944 - Nuremburg (7.50)
9 April 1944 - Villeneuve St. George (5.35)
10 April 1944 - Ghent (4.00)
18 April 1944 - Paris (5.45)
20 April 1944 - Lens (4.30)
22 April 1944 - Dusseldorf (6.00)
25 April 1944 - Karlsruhe (7.15)
7 May 1944 - St. Valerie (3.50)
8 May 1944 - Haine St. Pierre (4.25)
18 May 1944 - Ghent (4.15)
22 May 1944 - Le Mans (5.00)
5 June 1944 - Houlgate (5.10)
6 June 1944 - Coutances (5.40)
8 June 1944 - Mayenne (5.55)
10 June 1944 - Versailles (5.15)
12 June 1944 - Cambrai (4.55)
14 June 1944 - St. Pol (3.55)
16 June 1944 - Sautrecourt (3.35)
7 July 1944 - Caen (4.10)
12 August 1944 - Brunswick (5.45)

On a recent operation against Brunswick and prior to reaching the target this officer's aircraft was attacked by four night fighters. During the ensuing attacks the aircraft was considerably damaged and navigational aids made useless. Nevertheless, Squadron Leader Wilmot proceeded to the target, pressed home his attack in the face of heavy flak, and then flew the aircraft to base. This officer continues to display great skill and determination in operations against the enemy and by his example inspires his crew and flight with the same commendable spirit.

On 19 August 1944, G/C H.H. Routledge (East Moor) added his comments:

The conduct, courage and determination shown by Squadron Leader Wilmot during an attack on Brunswick on the night of 12/13th August 1944 when he was attacked by night fighters three times and damaged by flak and still pressed home his attack, warrants this recommendation for an immediate award of the Bar to the Distinguished Flying Cross.

NOTE ON TRAINING: At No.15 (P) AFU (course from 15 June to 24 August 1943) he flew Oxfords

(20.05 day dual with 5.30 to first day solo plus 31.05 as captain). Flew 5.40 day formation and 3.50 on instruments by day. Night dual was 4.50 (30 minutes to first night dual) and 15.20 as captain by night (15 minutes in formation, 10.15 on instruments). He also logged 11.30 on instruments. Described as "A confident and sound pilot who should prove a capable captain of aircraft. Single engine flying needs more practice, allows his speed to get too low."

At No.22 OTU (course 24 August to 19 November 1943) he flew Wellington III aircraft. Day dual was 12.15 (5.50 to first day solo), followed by 11.00 day with another captain and 28.20 as captain himself). Night dual was 11.40 (5.25 to first night solo) and night solo was 10.00 with another captain and 30.50 as captain. Total of 26.30 flown on instruments plus 17.00 in Link. He flew three day cross-country, three night cross-country trips. No Nickel flights or Bullseye exercises but did do two fighter affiliations and experienced oxygen decompression. Described as "An ex AFU trainee who is above average as a pilot and has worked hard and with keenness. He handles his crew with easy competence, and should be a good operational captain."

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WILSHIRE, P/O Thomas Victor (J88560) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 19 January 1945 and AFRO 508/45 dated 23 March 1945. Born 24 May 1921. Home in Hamilton; enlisted there 5 May 1941 and posted to No.4A Manning Depot. To No.3 ITS, 8 August 1941; to No.20 EFTS, 12 September 1941; ceased training and posted elsewhere, 23 September 1941. To No.1 WS, 1 November 1941; graduated 8 December 1941 and posted to No.1 BGS (graduated 22 June 1942). Repatriated from overseas, 9 February 1945. To No.4 Release Centre, 29 March 1945. Retired 23 April 1945. Living in Edmonton in 1947. Award presented 9 July 1949. Photo PL-35228 shows him. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1729 (RG.24 Vol.20607) has recommendation dated 14 October 1944 when he had flown 35 sorties (174 hours 30 minutes). First tour on Venturas, 3 February to 8 September 1943 (14 trips, 35 hours 50 minutes); second tour from 18 April to 14 October 1944.

This Wireless Operator has completed twenty-one heavy operational bombing attacks in Halifax IIIIs and fourteen attacks in Venturas against the enemy, giving him a total of thirty-five attacks in all. His work in general has been outstanding and his co-operation, coolness and devotion to duty have set an excellent example to his crew.

The sortie list (some names not clear) was as follows:

3 February 1943 - Abbeville (2.20)

29 March 1943 - Rotterdam (2.05)
3 April 1943 - Brest (1.50)
4 April 1943 - St. Baieuc (2.10)
15 April 1943 - Cherbourg (3.40)
20 April 1943 - Zeebrugge (1.50)
2 June 1943 - Zeebrugge (2.05)
27 July 1943 - Zeebrugge (2.00)
30 July 1943 - Yainville (2.35)
30 August 1943 - Foret d'Epeiques (2.15)
31 August 1943 - Foret d'Hestin (1.30)
2 September 1943 - Foret d'Hestin (1.50)
6 September 1943 - Boulogne (1.30)
8 September 1943 - Abbeville (2.00)
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18 April 1944 - Le Bourget (5.50)
20 April 1944 - Lens (5.00)
22 April 1944 - Dusseldorf (5.45)
24 April 1944 - Karlsruhe (6.25)
26 April 1944 - Villeneuve St. George (5.10)
27 April 1944 - Aulnoye (5.05)
30 April 1944 - Somain (5.15)
9 May 1944 - St. Valery-en-Caux (4.10)
11 May 1944 - Boulogne (3.55)
22 May 1944 - Le Mans (5.00)
27 August 1944 - Mimoyecques (3.20)
28 August 1944 - Ferme de Forestel (4.00)
31 August 1944 - Cezembres (5.00)
3 September 1944 - Volkell (3.30)
6 September 1944 - Emden (4.35)
11 September 1944 - Le Havre (4.25)
15 September 1944 - Kiel (6.00)
6 October 1944 - Dortmund (6.30)
12 October 1944 - Wanne Eickel (5.10)
14 October 1944 - Duisburg (5.20)
14 October 1944 - Duisburg (6.10)

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WILSON, F/L Albert Cutting (C6296) - **Mention in Despatches** - No.6 Group Headquarters -
Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21

April 1944. Born 5 October 1910. Home in Ottawa; enlisted there 30 April 1931. As of 29 April 1939 he was a Clerk; to No.8 (BR) Squadron, 1 October 1939; promoted Flight Sergeant, 1 December 1939. To AFHQ, 31 January 1940. Posted overseas, 11 May 1940 Promoted WO2, 1 June 1940; to No.112 (Army Co-Operation) Squadron, 6 June 1940; promoted WO1 on 15 September 1940. Commissioned 1 February 1941. Promoted Flying Officer, 1 August 1941. Reported with No.418 Squadron as of 31 January 1942. Promoted Flight Lieutenant, 1 July 1942. Promoted Squadron Leader, 1 August 1944. Date of repatriation uncertain. Accepted for permanent force, 1 October 1946 (Administration, rank of Flight Lieutenant). Retired 7 August 1956. Died in Ottawa, 13 October 1962. No citation. RCAF photo PL-535 dated 15 June 1940 taken on departure of No.1 (Fighter) Squadron for overseas - Corporal A.L.P. Gagnon (St. Boniface, Manitoba), FlightSergeant L.G. Saunders (Ottawa), Sergeant J.R. Burdes (New Westminster), Sergeant Major A.C. Wilson (Ottawa), and Sergeant F. Worrell (Montreal).

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WILSON, F/L Alexander (J7524) - **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 23 June 1912. Home in Vancouver; enlisted there 21 November 1940 and posted to No.2 Manning Depot. To No.7 SFTS (guard duty), 16 December 1942. To No.2 ITS, 20 February 1941; promoted LAC, 31 March 1941 and posted to No.3 AOS; graduated 23 June 1941 when posted to No.2 BGS; graduated and promoted Sergeant, 18 August 1941; posted next day to No.1 ANS; graduated and commissioned 15 September 1941. To Embarkation Depot, 16 September 1941; to RAF overseas, 4 October 1941. Promoted Flying Officer, 15 September 1942. Promoted Flight Lieutenant, 15 September 1943. Repatriated 22 February 1944. To No.2 BGS, 10 September 1944; to Western Air Command, 18 December 1944; to Tofino, 6 January 1945; to Patricia Bay, 30 September 1945; to Release Centre, 29 October 1945; retired 30 October 1945. No citation.

WILSON, F/L Alexander (J7524) - **Mention in Despatches** - Station Tofino - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. When recommended (10 July 1945) he had flown 829 hours 45 minutes, of which 508 were operational (51 sorties). Station Adjutant at the time.

This officer has completed a very arduous operational tour in Coastal Command in the Gibraltar area, plus ferry trips over enemy territory from United Kingdom to Russia. Since returning to Canada and assuming Administrative duties he has proven a very capable, efficient and loyal officer and a definite asset to his station. His services have at all times been outstanding.

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WILSON, FS Barney (Can 2668) - **British Empire Medal** - No.413 Squadron - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1219/45 dated 27 July 1945. Born in Vancouver, 18 March 1922 (RCAF press release announcing award). Educated in Ontario including one year of aeronautics; worked six years as a farm labourer. Home in Niagara Falls, Ontario; enlisted in Toronto, 8 September 1939. Award presented 27 January 1946. As an Airframe Technician he served in the RCAF Auxiliary (85792) with No.424 Squadron, 12 June 1956 to 27 September 1960. Recommendation submitted 23 November 1944 when he was described as NCO in charge of maintenance. No citation published with AFRO, but recommendation read as follows:

This Non-Commissioned Officer, during two and one half years on the squadron, has shown outstanding ability as an organizer and a tradesman. For the past eighteen months Flight Sergeant Wilson has co-ordinated and directed all maintenance groundcrew with enthusiasm and tact. During the month of July 1944 the squadron set a new record in operational flying hours. The maintenance efficiency which made this possible was largely due to the untiring efforts of this airman.

NOTE: Public Records Office Air 2/9094 has a refined version of this:

During the 2 1/2 years he has served with this squadron [he] has shown outstanding ability as an organizer and exceptional efficiency as a tradesman. For the past eighteen months he has co-ordinated and directed all maintenance ground crews with tact and enthusiasm. The squadron set a new record in operational flying hours for the month of July 1944. The maintenance efficiency which made this possible was largely due to the untiring efforts of this airman.

RCAF Press Release 5718 of 27 March 1945 dealing with Canadians reaching England on the stand-down and transfer of No.413 Squadron had the following passage on Wilson:

Flight Sergeant Barney Wilson of Niagara Falls, Ontario, Non-Commissioned Officer in charge of a flight of ground crews, and one of the most popular figures on the squadron, said his men maintained first-class morale in spite of snakes, mosquitos and a dreary lack of social life and entertainment. Flight Sergeant Wilson is one of the veterans of the unit. He has been with it for one month short of three years.

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WILSON, F/L Carl Albert (J9871) - **Distinguished Flying Cross** - No.100 Squadron - Award

effective 6 November 1943 as per **London Gazette** dated 12 November 1943 and AFRO 358/44 dated 18 February 1944. Born Lindsay, Victoria County, Ontario, 16 December 1913. Educated there, 1919-1934. Farmer and bee-keeper for five years with his father, painting and decorating with Robert Conley, Lindsay, 1935-1940. Home in Lindsay, Ontario; enlisted in Toronto, 7 June 1940. To No.1 ITS, 24 June 1940; graduated and promoted LAC on 21 July 1940 although date of posting to No.1 EFTS was 19 July 1940; graduated 13 September 1940 when posted to No.4 SFTS, Saskatoon; graduated and promoted Sergeant, 18 November 1940. To Central Flying School, Trenton, 9 January 1941. To No.2 SFTS, Uplands, 24 March 1941. Commissioned 15 December 1941. To No.1 SFTS, 23 February 1942. Promoted Flying Officer, 15 July 1942. To "Y" Depot, 23 October 1942; to RAF overseas, 29 October 1942. Disembarked in Britain, 5 November 1942. To No.12 (Pilots) AFU, 17 November 1942 (Oxford aircraft, 47 hours 30 minutes). Detached to RAF Station Upwood for course at No.1511 Beam Approach Training Flight, 22 December 1942 (Oxford aircraft, three hours 30 minutes). To No.30 OTU, 16 February 1943 (Wellington aircraft, 79 hours). To No.1662 Conversion Unit, 15 May 1943 (Halifax and Lancaster aircraft, 34 hours 25 minutes). To No.100 Squadron, 14 June 1943 (Lancasters, 179 hours 45 minutes). Promoted Flight Lieutenant, 3 August 1943. To No.82 OTU, 6 November 1943 (Wellington aircraft, 50 hours 50 minutes). Temporary duty at Church Broughton, 26 November to 6 December 1943. Temporary duty at Air Armament School, 25 January to 2 February 1944. Promoted Squadron Leader, 14 March 1944. Temporary duty at Ingham, 27 March to 2 April 1944. To No.86 OTU, 13 June 1944 (Wellington aircraft, nine hours five minutes). Repatriated 14 December 1944. Retired 20 March 1945. Died 27 October 1996. Award sent by registered mail 27 May 1946.

This captain of aircraft commenced his operational career during the battle of the Ruhr and on his first two sorties, in spite of damage to his aircraft from anti-aircraft fire, he achieved excellent results. In August 1943, when detailed to attack Nuremburg, the rear turret of his aircraft became unserviceable soon after crossing the enemy coast. Nevertheless he pressed on with his attack and successfully bombed his target. Weather permitting, this officer has consistently obtained good night photographs showing a steady run over the target. Throughout he has proved himself to be a most conscientious, determined and courageous captain.

Notes: Instructing at No.2 SFTS, he had one accident - 9 April 1941 - Harvard 2658. Student had controls, started to left on landing, over-corrected to right and ground looped. Repatriation form dated 4 December 1944 stated he had flown 29 sorties (179 hours 40 minutes) plus 234 hours 20 minutes non-operational. Last sortie was 22 October 1943.

Training: Interviewed 20 May 1940 by F/O H.A.S. Molyneux. "This man is rather slow of speech but is mentally alert. He is smart in his dress and gentlemanly manner. Good education. Very

keen to get in so has switched from Pilot to Air Gunner. Strongly recommended.”

Course at No.1 Initial Training School was 24 June to 20 July 1940. Courses in Mathematics (85/100), Armament, practical and oral (56/100), Drill (70/100), Law and Discipline (88/100). Placed 210th in a class of 244. “Stolid plugging type of man. Physically well set. Would make good pilot material for heavier types. Rather difficult to classify this man,” (W/C G.S. O’Brian).

Course at No.1 Elementary Flying Training School was 22 July to 16 September 1940. Fleet Finch II aircraft - 30 hours dual, 25 hours 40 minutes solo. No time in Link. Rated “above average” as pilot, although Chief Instructor wrote, “Very timid. Had difficulty in beginning of training. Needs further experience in aerobatics.” Ground courses in Airmanship (140/200), Airframes (106/200), Aero Engines (136/200), Signals (48/50), Theory of Flight (60.5/100), Air Navigation (82/200, wrote supplemental and scored 129/200), Armament (110/200). Placed 21st in a class of 21. “Physically okay. Is shy and backward in aerobatics. Should improve with experience and supervision. Officer material.”

Course at No.4 Service Flying Training School was 16 September to 17 November 1940. Harvard aircraft (28 hours five minutes day dual, 28 hours day solo, two hours five minutes night dual, one hour night solo. Logged three hours five minutes in Link. “A good average pilot, no outstanding faults.” Ground courses in Airmanship (173/200), Armament, written (74/100), Armament, practical (70/100), Air Navigation (128/200) and Signals (46/50). Placed 18th in a class of 36.

Course at Central Flying School was 3 February to 22 March 1941 (27 hours solo, 25 hours 25 minutes day dual, three hours 25 minutes night dual). Flew Harvard, Fleet and Moth aircraft. “Student had no outstanding qualities. Rather slow to grasp idea but with experience should make good instructor.” (Sergeant W. Galbraith). Classroom exams in Airframes (88 percent), Engines (96 percent), Airmanship (89 percent) and Air Navigation (68 percent). Final test on 22 March 1941 in a Harvard. Described under following headings - Sequence (fair), Voice (O.K.), Manner (uncertain), Ability to Impart Knowledge (only fair), Ability as Pilot (low average). “With experience and careful supervision should make competent instructor.” (F/L J.G. Twist). Awarded Category “C” status.

Retested in Harvard 2658, 15 October 1941, by which time he had flown approximately 500 hours as an instructor. Described under following headings - Sequence (fair), Voice (clear), Manner (confident), Ability to Impart Knowledge (average), Ability as Pilot (average). “Flying ability, demonstrations and experience warrants a higher category.” (F/O G.A Blunden, No.2 Visiting Flight). Category “B” status awarded.

Course at No.12 (Pilots) Advanced Flying Unit was 17 November 1942 to 16 February 1943.

Oxford aircraft (five hours 45 minutes day dual to first day solo, total 16 hours five minutes day dual, 21 hours day solo, three hours 15 minutes night dual to first night solo, total of four hours 15 minutes night dual, four hour 15 minutes night solo. Of these times, three hours 25 minutes were on instruments. Logged six hours 45 minutes in Link Trainer. Flying Test grades were in General Flying (240/400), Applied Flying (120/200), Instrument Flying (130/250), Night Flying (60/100) and Link (30/50). "A steady and reliable pilot. Should make a good captain of aircraft." (W/C A.H. Abbott).

Course at No.1511 Beam Approach Training Flight was 21 December 1942 to 2 January 1943. Oxford aircraft (13 hours 30 minutes) plus eight hours 15 minutes in Link. Graded in Beam Approach Procedure and Q Code, Link Trainer (150/200), Receiver Operation (60/100), Instrument Flying (160/250), Cloud and Night Flying (160/250) and General Application of Beam Approach Procedure, flying (130/200). "A steady pilot with a good idea of Beam flying. No special faults, but if he tried harder he would gain better results." (S/L L.D. King).

Course at No.30 OTU was 16 February to 15 May 1943. Wellington III aircraft - four hours 20 minutes day dual to first solo, total of ten hours 20 minutes day dual, thirty hours day solo. Two hours 40 minutes night dual to first night solo, three hours 55 minutes total night dual, 34 hours 45 minutes night solo. Dropped 47 bombs by day, 28 bombs by night. Best result was 183 yards (day) and 200 yards (night). Flying Test grades were in General Flying (280/400), Applied Flying (170/200), Instrument Flying (200/250), Night Flying (75/100) and Link (40/50). Ground School marks were in Airmanship (234/300), Armament (255/300), Navigation (150/200) and Signals (58/100). "A sound, steady type. Should make a good operational captain with experience. Recommended for four engined aircraft." (W/C R.W. Turner).

Assessments: Assessed 19 December 1941 at No.2 SFTS - "Extremely punctual. Does more than fair share of work. Carrying out all duties on his own initiative. Deserving of promotion to commissioned rank. (W/C W.R. McBrian).

"This young Canadian officer has completed a highly successful tour in which he has shown a keen desire to operate on every possible occasion and determination in the execution of the most difficult tasks, He is neat and always smart in appearance. During the latter half of his tour he has acted as a Flight Commander in which capacity he has acquired some administrative experience and proved his organization ability." (W/C E.V. McIntyre, Commanding Officer, No.100 Squadron, 9 November 1943). As of this assessment he had flown 29 sorties or 178 hours on operations. His total flying to date was 2,086 hours of which 356 had been in previous six months. The Station Commander, G/C R.A.C. Carter, added his remarks - "An efficient officer and captain of aircraft. Conscientious and reliable in the performance of his duties, and sets an excellent example at all times, both on and off duty."

“A good pilot and an energetic Flight Commander who took an interest in his job at this unit. A cheerful and pleasant mannered Canadian officer.” (W/C T.W. Bamford, No.18 OTU, 30 December 1943). “A generally above average officer who was an asset to this Unit. Possesses a quiet but forceful personality and got jobs done effectively but unobtrusively. Strongly recommended for temporary rank of Squadron Leader.” (W/C E.K. Piercy, No.18 OTU).

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WILSON, P/O Donald Cameron (J15542) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 30 November 1943 as per **London Gazette** of that date and AFRO 410/44 dated 25 February 1944. Born in Toronto, 3 June 1920; home there; enlisted there 1 July 1940. Trained at No.1 ITS (graduated 17 August 1940), No.1 BGS (graduated 18 January 1941), No.1 AOS (graduated 7 December 1940) and No.1 ANS (graduated 15 February 1941). Award presented 27 April 1945. Released 13 June 1945. Rejoined RCAF, 22 September 1948 (18005); retired in Ottawa, 27 January 1969. Joined Department of Supply and Services, from which he retired again in 1984. Died 15 October 2007.

This award is in recognition of gallantry and devotion to duty in the execution of air operations.

NOTE: DHist award cards have a digest of a slightly longer citation, apparently copied from Air Ministry Bulletin 12171/AL.705:

...as bombing leader of squadron, has done outstanding work and contributed in no small way to its repeated successes. A most skilful bomb aimer; has participated in attacks on heavily defended areas in Germany and Italy with outstanding courage, reliability and accuracy.

RCAF Press Release No.2682 dated 4 January 1944 by S/L T.C. McCall (transcribed by Huguette Oates), with photo PL2259F 8 reads:

WITH THE RCAF BOMBER GROUP OVERSEAS: -- Having personally dropped bombs on one of the Axis capitals, Wilson, DFC, is looking forward to the time when he can help prang Tokyo. “What I would like to do right now is to spend a month in Canada. After that, I would like to get back on operations on Mossies (Mosquitos),” says this officer who has chalked up 62 operational sorties as navigator and bomb-aimer.

Just arrived back in the United Kingdom after six months in North Africa with the “Alouette” squadron of which he was bombing leader, the slight fair-haired

young Torontonion (41 Strath Avenue, Kingsway Park) can look back on an operational career which encompasses two continents. He arrived in Great Britain after graduating from all the "No.1" schools of the BCATP, No. 1 ITS Toronto; No. 1 Bombing and Gunnery, Jarvis; No. 1 Air Observer, Malton; and No. 1 Air Navigation, Rivers, Manitoba. That was in April, 1941, and four months later, he was on bombing operations. "Managed to get in 12 trips on Whitleys," he recalls. "They were against the usual targets --- Berlin, Essen, Cologne, and so on. Then I did 20 on coastal command and was there when the Thousand Bomber raids took place."

Posted to his present squadron, he moved with them to North Africa. There, he logged 32 trips on Wellingtons, operating across vast stretches of the Mediterranean, against Rome with leaflets, Foggia, Taranto and other targets in Italy.

Since the start of his operational career, he has flown with 33 different pilots, but rounded out his recent tour flying with Squadron Leader E.W. "Ted" Blenkinsop of (1076 Joan Crescent) Victoria, B.C., who was a class-mate and chum at No.1 I.T.S. Their service careers had diverged in Toronto and the two had not met again until "crewed up" with the Alouettes in North Africa.

When he was awarded the DFC, F/L Wilson was cited as possessing "outstanding courage, reliability and accuracy". After the war, he intends to pick up the threads of his interrupted academic career. Upon graduating from Etobicoke High School, he worked briefly in a bank, intending to attend University and qualify as a mining engineer. That profession still beckons. His parents, Mr. and Mrs. J.H. Wilson, are residing in Toronto where the former is sales manager of the Central Scientific Company.

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WILSON, LAC Donald Daniel (R143992) - **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 21 May 1914. Home in Kingston, Ontario; enlisted in Ottawa, 6 January 1942 as Radio Mechanic and taken on strength of No.1 Manning Depot with rank of Leading Aircraftman. To No.31 Radio School, 25 February 1942. To No.31 Personnel Depot, 12 April 1942; to RAF overseas, 2 May 1942; promoted Corporal, 1 January 1943. Repatriated, 23 July 1945; released 8 September 1945. No citation.

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WILSON, FS Donald James (R63822) - **Mention in Despatches** - Station Coal Harbour - Western Air Command Headquarters - Award effective 2 February 1946 as per **Canada Gazette** of that date and AFRO 280/46 dated 15 March 1946. Born 27 September 1917. Enlisted in Galt, Ontario, 30 March 1940 as Machinist. To Trenton, 15 April 1940. Promoted AC1, 1 July 1940 when graded as Assistant Armourer. To No.120 (BR) Squadron, 19 July 1940. Promoted LAC, 1 October 1940. Promoted Corporal, 1 January 1941. . Promoted Sergeant, 1 July 1941. Graded as Armourer (Guns), 31 October 1941. To Charlottetown, 31 January 1942. To No.8 BGS, 10 June 1942. Promoted Flight Sergeant, 1 November 1942. To No.133 Squadron, 21 June 1943; to No.5 OTU, 31 July 1944. To Charlottetown, 4 March 1945; to No.8 Release Centre, 15 August 1945; released 4 September 1945.

This senior non-commissioned officer has completed long and useful service in isolated stations. His devotion to duty is unquestionable and he has always been willing to work long hours above and beyond the normal call of duty without thought of himself. His trade proficiency and character are exceptional and he has been instrumental in keeping the morale and organization of his section at a high level.

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WILSON, P/O Frederick Albert William Johnson (J85676) - **Distinguished Flying Cross** - No.441 Squadron - Award effective 7 July 1944 as per **London Gazette** of that date and AFRO 2052/44 dated 22 September 1944. Born 11 February 1918. Home in Port Arthur, Ontario; enlisted in London, England, 15 June 1943, apparently on transfer from the RAF. Held rank of Sergeant on transfer; commissioned 12 August 1943. Promoted Flying Officer, 12 February 1944. Promoted Flight Lieutenant, 8 June 1944. Repatriated to Canada, 17 September 1944. To No.2 BGS, 14 October 1944. To No.124 (Transport) Squadron, 20 December 1944; to No.1 Air Command, 12 December 1946; released 14 December 1946. Award presented 26 June 1945. Died in Oakville, Ontario, 12 May 1996.

Pilot Officer Wilson is a determined and gallant fighter. He has participated in a very large number of varied sorties during which he has destroyed six enemy aircraft. This officer has rendered much loyal and devoted service.

RCAF file 78/323 folio 9 has recommendation drafted by S/L J.D. Browne, 1 June 1944 when he had flown 238 sorties (277 hours ten minutes). His flying time was broken down as follows: Defensive Patrols and Scrambles, 137 hours; Fighter Sweeps, 35 hours; Patrol of Naval Ships, 30 hours; Ground Strafing, 11 hours; Bombing, seven hours; Escorting Bombers, 47 hours; Flight from HMS **Furious** to Malta, four hours; Flight from Malta to Mersa Matruh, six hours. He reported to No.213 Squadron, 24 January 1941 while still in England, and flew off **Furious** for

Malta on 21 May 1941 (one aircraft of squadron shot down into sea during flight). The next day he flew to Mersa Matruh and was attached to No.80 Squadron. Notable sorties include the following:

- 6 June 1941: - Patrol for mine laying aircraft (1.05)
- 8 June 1941: - Ground strafing, Ravak, Syria - scored hits on two Potez and one bowser (1.25)
- 13 June 1941: - Escort to Blenheims - damaged a Potez (2.00)
- 22 June 1941: - Strafing on main highway near Beruit; escorting Blenheims to Beruit; destroyed two biplanes (1.50)
- 10 July 1941: - Strafing valley, Ryak Baalben; damaged one aircraft on Baalbeck (2.05)
- 10 November 1941: - With No.213 Squadron; scramble over Alexandria; shared in the destruction of one Ju.88; own engine damaged and forced to bale out into sea 12 miles off Raseltin Lighthouse; picked up after 1 ½ hours (1.00)
- 12 March 1942: - Non-operational flight; No.2 cut off his tail and he bailed out but parachute did not open until 400 feet; "mobbed by masses of natives who thought him enemy."
- 9 April 42: - Patrol over Maryiut - unable to catch recce aircraft (1.05)
- 11 April 42: - Patrol over Maryiut - squadron shot down Ju.88 (1.200)
- 7 June 1942: - Sweep, Gazala and south to Acroma; bounced by 109s (1.15)
- 8 June 1942: - Sweep, Gazala; bounced again; damaged one Macci 202 (1.10)
- 9 June 1942: - Sweep, El Adem; bouncec by 109s and 202s; chases and chased but no results (1.45)
- 10 June 1942: - Sweep, Bir Hachiem and Gazala; several dogfights when jumped by 109s again (1.20)
- 12 June 1942 - Sweep over Gazala-Tobruk road; shot at 109s (1.05)
- 13 June 1942 - Sweep over Gazala; jumped by two 109s (1.10)
- 13 June 1942 - Sweep over El Adem road; jumped by ten 109s (.45)
- 14 June 1942 - Sweep east of Tobruk; dogfight again (1.05)
- 15 June 1942 - Patrol east and west of Tobruk; damaged one Bf.109 (1.15)
- 26 June 1942 - Sweep to Mersa Matruh; destroyed one Ju.87 and damaged of Ju.87 (.45)
- 27 June 1942 - Sweep, Sidi Heniesh area; destroyed one Ju.87 (1.25)
- 5 July 1942 - Sweep over line; jumped by Ju.88s and 109s.(1.00)
- 5 July 1942 - Sweep over line; dogfight with 14 MC.202s; damaged one (1.15)
- 8 July 1942 - Sweep over line; attacked 109s (1.35)
- 10 July 1942 - Patrol over line; shot up through cockpit by 109 (1.00)
 - 17 July 1942 - Sweep over line; last sortie in No.213 Squadron (.35)
 - 8 July 1943 - Escort for Beaufighters; first sortie with No.402 Squadron; recalled (.45)
 - 11 September 1943 - Close escort to Marauders to Beaumont-le-Roger; bounced by FW.190s (1.50)

1 March 1944 - Escort to 22 Beaufighters to Den Helder; one 5,000-ton ship hit by cannon fire; last of 19 sorties with No.402 Squadron (2.00)

1 May 1944 - Escort to Mantes Gassicourt; first sortie with No.441 Squadron (2.15)

5 May 1944 - Sweep southeast of Lille; destroyed one FW.190 (2.40)

25 May 1944 - Dive bombing marshalling yards at Mons; last sortie on sheet (1.35)

This officer commenced his operational career in January 1941. Since then, he has fought with distinction in the Western Desert, Malta, and for the past twelve months from this country. In addition to many successful attacks on ground targets and shipping he has destroyed 6 ½ enemy aircraft, probably destroyed two enemy aircraft and damaged a further three enemy aircraft. He is a determined and resolute fighter pilot and an invaluable member of his squadron. I strongly recommend him for the award of the Distinguished Flying Cross.

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WILSON, S/L George Everett (C1760) - **Officer, Order of the British Empire** - No.2 SFTS - Award effective 28 May 1943 as per **London Gazette** dated 28 May 1943 and AFRO 1459/43 dated 30 July 1943. Home in Montreal; enlisted there 7 March 1940 in Navigation Branch. Trained at No.1 AOS. Promoted Flight Lieutenant, 15 June 1941. Date of posting to No.2 SFTS uncertain. Promoted Squadron Leader, 5 August 1942. To AFHQ, 5 October 1943. Award presented 23 November 1943. To No.1 Composite Training School, 9 January 1944. To No.1 Manning Depot, 31 October 1944. Retired 1 January 1945. Died in Toronto, 27 June 2000. Obituary notice stated he had graduated in Architecture from McGill University in 1934.

Squadron Leader Wilson has been in command of the Ground School at this unit for the past twenty-two months. He has displayed remarkable energy and initiative in the instituting of improved methods and facilities of training. His outstanding leadership and enthusiasm have automatically secured the whole-hearted co-operation of staff and pupils. This officer's thorough knowledge of his work, organizing ability and exceptional devotion to duty have been a fine example to the instructors and pupil and have earned for him the respect of all personnel of the unit. This officer has also devoted a considerable amount of his spare time in the writing of a book entitled "How to Identify Aircraft", a splendid treatise on this important Service subject.

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WILSON, F/O Gerald Einar (J19402) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 19 January 1945 and AFRO 625/45 dated 13 April 1945. Born 20 March 1922. Enlisted in Edmonton, 9 January 1942 and posted to No.3 Manning Depot. To No.13 SFTS (guard duty), 14 March 1942. To No.6 ITS, 9 May 1942; graduated and promoted LAC, 3 July 1942; posted next day to No.6 AOS; graduated 12 September 1942 when posted to No.1 CNS; to No.7 BGS, 6 November 1942; graduated and promoted Sergeant, 18 December 1942. To No.7 BGS, 27 December 1942. To "Y" Depot, 22 January 1943; to RAF overseas, 25 January 1943. Promoted Flight Sergeant, 18 June 1943. Commissioned 5 December 1943. Promoted Flying Officer 5 July 1944. Repatriated 2 August 1945. To No.3 Release Centre, 13 August 1945. To No.8 Release Centre, 24 September 1945. Retired 27 September 1945. RCAF photo PL-42152 (ex UK-18988 dated 22 February 1945) has the following caption: "These Canadians have been together on more than 60 operational trips against some of the most fiercely defended targets in Europe as members of an RCAF Lancaster squadron. Left to right, they are, F/L G.E. Wilson (Edmonton and Victoria), navigator, F/L T.W. Kettlewell, DFC, pilot (Prince Alberta, Saskatchewan) and P/O R.W. Shopland, air bomber (Rochester and Edmonton, Alberta." DFC and Bar presented at Government House, 24 January 1956. Died in London, Ontario, 20 April 2007 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2007. No citation other than "completed... numerous operations against the enemy in the course of which [he has] 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 42 sorties (222 hours 13 minutes), 3 August 1943 to 15 October 1944. See below for sortie list compiled at the end of his second tour. Text supporting recommendation was as follows:

Flying Officer Wilson is a very determined and capable Air Bomber in a highly successful crew. He has participated in attacks on such heavily defended enemy areas as Kiel, Stettin and Russelheim. He is an untiring worker both on operational and non-operational duty, never sparing himself in his efforts to strike at the enemy on every possible occasion. The dogged determination and pluck displayed by this officer in the performance of his often very dangerous tasks is a fine example to all aircrew. Strongly recommended for the non-immediate award of the Distinguished Flying Cross.

WILSON, F/L Gerald Einar, DFC (J19402) - **Bar to Distinguished Flying Cross** - No.405 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 22 May 1945 and AFRO 1147/45 dated 13 July 1945.

Flight Lieutenant Wilson has now completed two tours of operations as bomb aimer. Throughout his operational career he has displayed outstanding skill and the greatest determination to operate against the enemy which have played a

major part in the successes achieved by his crew. Since the award of the Distinguished Flying Cross he has successfully participated in many operations against heavily defended targets in Germany. His devotion to duty has always been most noteworthy.

NOTE: Public Records Office Air 2/9069 (Part 1) has recommendation for the Bar to DFC dated 20 February 1945 when he had completed 60 sorties (323 hours 45 minutes) in an almost unbroken tour from 3 August 1943 to 2 February 1945. Of these, 19 sorties (96 hours 25 minutes) had been flown since award of (or recommendation for) his DFC. The sortie list may help explain more of his career, particularly the initial DFC as no citation or recommendation for that has been found as of 3 September 1995.

denotes counted as 1/2 sortie

* denotes counted as 1/3 sortie

3 August 1943 - Sea Search (6.00)#
3 November 1943 - Dusseldorf (5.55)
17 November 1943 - Sea Search (3.10)#
18 November 1943 - Mannheim (4.05), DNCO
19 November 1943 - Leverkusen (6.35)
23 November 1943 - Berlin (7.30)
25 November 1943 - Frankfurt (7.30)
29 December 1943 - Berlin (7.25)
15 February 1944 - Berlin (7.10)
24 February 1944 - 5500N 0600E (4.15)
2 March 1944 - Meulon les Mureaux (5.35)*
6 March 1944 - Trappes (5.15)*
15 March 1944 - Amiens (5.55)*
9 April 1944 - Lille (5.10)*
12 April 1944 - Sea Search (3.35)#
18 April 1944 - Paris (5.05)*
22 April 1944 - Dusseldorf (5.00)
24 April 1944 - Karlsruhe (7.00)
26 April 1944 - Essen (5.00)
27 April 1944 - Montzen (4.20)
1 May 1944 - St.Ghislain (4.10)
12 May 1944 - Herent les Mouvain (4.45)
24 May 1944 - Trouville (4.00)
27 May 1944 - Stuttgart (2.05), DNCO
4 June 1944 - Calais (3.10)

6 June 1944 - Conde sur Noireau (5.20)
7 June 1944 - Versailles (5.00)
12 June 1944 - Arras (4.40)
16 June 1944 - Sterkrade (4.50)
27 June 1944 - Wizernes (5.40)
18 July 1944 - Caen (4.30)
25 August 1944 - Russelsheim (7.00)
26 August 1944 - Kiel (5.30)
28 August 1944 - St.Omer (2.10)
29 August 1944 - Stettin (8.35)
15 September 1944 - Kiel (5.10)
17 September 1944 - Boulogne (1.50)
20 September 1944 - Calais (1.55)
24 September 1944 - Calais (1.50)
25 September 1944 - Calais (1.45)
26 September 1944 - Cap Gris Nez (1.55)
27 September 1944 - Bottrop (3.05)
28 September 1944 - Cap Gris Nez (1.55)
30 September 1944 - Bottrop (3.10)
5 October 1944 - Saarbrucken (4.40)
6 October 1944 - Dortmund (4.40)
11 October 1944 - Fort Frederick Hendrik (2.00)
14 October 1944 - Duisburg (3.25)
15 October 1944 - Duisburg (4.05)
23 October 1944 - Essen (4.00)
12 November 1944 - Dortmund (4.05)
16 November 1944 - Julich (3.20)
18 November 1944 - Wanne Eickel (4.10)
21 November 1944 - Castrop Rauxel (4.20)
2 December 1944 - Hagen (5.20)
4 December 1944 - Karlsruhe (5.10)
16 December 1944 - Merseburg (6.25)
22 December 1944 - Bingen (5.20)
27 December 1944 - Rheydt (3.35)
29 December 1944 - Gelsenkirchen (4.40)
2 January 1945 - Nuremburg (6.40)
5 January 1945 - Royan (5.20)
6 January 1945 - Hannover (4.20)
14 January 1945 - Merseburg (7.50)
16 January 1945 - Zeitz (7.00)

28 January 1945 - Stuttgart (5.40)
1 February 1945 - Mannheim (5.10)
2 February 1945 - Wanne Eickel (4.00)

Flight Lieutenant Wilson has now completed two tours of operations as a bomb aimer. Throughout his operational career he has shown great determination to strike hard at the enemy. His work has always been of the highest standard and the results achieved have provided ample proof of this. Flight Lieutenant Wilson's knowledge of his job and his willingness to help others have contributed greatly to the success of the squadron.

* * * * *

WILSON, P/O Gordon Douglas (J90640) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 9 April 1915. Home in Brantford, Ontario; enlisted there 24 June 1942. To No.1 Manning Depot, 24 August 1942. To No.1 SFTS (guard duty), 9 October 1942. To No.6 ITS, 23 January 1943; graduated and promoted LAC, 2 April 1943 but not posted to No.7 AOS until 1 May 1943; graduated and promoted Sergeant, 17 September 1943. To "Y" Depot, 1 October 1943; taken on strength of No.3 PRC, Bournemouth, 8 October 1943. Commissioned 19 September 1944. Promoted Flying Officer, 19 March 1945. Repatriated April 1945; to No.1 Air Command, 12 April 1945. To No.4 Release Centre, 2 May 1945. Retired 13 June 1945. Award sent by registered mail 28 June 1949. Died in Huntsville, Ontario, date uncertain but reported on Royal Canadian Legion "Last Post" website and **Legion Magazine** of September 1989. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.2610 (RG.24 Vol.20627) has recommendation dated 15 March 1945 when he had flown 30 sorties (170 hours 50 minutes), 18 August 1944 to 26 December 1944.

This officer, the navigator of the crew captained by Pilot Officer W.T. Jensen, has since August 1944 made thirty operational sorties over enemy territory, including several long distant [sic] targets which called for a high degree of navigational ability.

Pilot Officer Wilson has at all times displayed outstanding ability, and he holds a fine record of achievement on the squadron. His untiring devotion to duty in moments of danger has been largely responsible for the successful completion of his crew's many sorties, and by his example of cheerful courage, has maintained a very high standard of morale among not only his crew members but the squadron as a whole.

The sortie list was as follows:

18 August 1944 - Connetre (6.25)
25 August 1944 - Ferfay (4.15)
27 August 1944 - Mimoycques (4.25)
28 August 1944 - Ferme de Grande Bois (4.10)
31 August 1944 - Ile de Cezembre (5.10)
6 September 1944 - Emden (5.00)
11 September 1944 - Le Havre (4.40)
11 September 1944 - Dortmund (5.35)
15 September 1944 - Kiel (5.50)
17 September 1944 - Boulogne (3.25)
28 September 1944 - Cap Gris Nez (3.40)
6 October 1944 - Dortmund (4.10)
14 October 1944 - Duisburg (5.20)
15 October 1944 - Wilhelmshaven (5.00)
23 October 1944 - Essen (5.20)
25 October 1944 - Hamburg (5.15)
28 October 1944 - Cologne (7.05)
30 October 1944 - Cologne (6.25)
1 November 1944 - Oberhausen (5.50)
2 November 1944 - Dusseldorf (6.15)
4 November 1944 - Bochum (5.30)
6 November 1944 - Gelsenkirchen (5.10)
16 November 1944 - Julich (5.15)
18 November 1944 - Munster (6.30)
21 November 1944 - Castrop Rauxel (6.15)
30 November 1944 - Duisburg (6.45)
2 December 1944 - Hagen (7.00)
5 December 1944 - Soest (7.10)
6 December 1944 - Osnabruck (6.15)
17 December 1944 - Duisburg (6.15)
26 December 1944 - St. Vith (5.30)

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WILSON, Corporal Gregory Percival (R90521) - **Mention in Despatches** - Skipton-on-Swale - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 10 July 1917. Home in Huntsville, Ontario; enlisted in North Bay, 20 February

1941 as Electrician. To No.1 Manning Depot, 25 February 1941. To Technical Training School, 28 March 1941. Promoted AC1, 22 November 1941. To No.6 SFTS, 26 November 1941. Promoted LAC, 1 April 1942. To No.1 OTU, 20 July 1942. To "Y" Depot, 16 November 1942. To RAF overseas, 10 December 1942. Promoted Corporal, 1 January 1943. Repatriated via Scoudouc, 23 July 1945; retired 13 September 1945. AFRO gives unit only as "Overseas"; unit found in McEwen Papers list of recommendations for MiD. DHist file 181.009 D.1762 (RG.24 Vol.20609) has recommendation composed about April 1945; confirms he had enlisted 20 February 1941 and had served 20 months in Canada, 28 months in UK and Africa. NCO in charge of Electrical Section in No.1 Hangar.

Corporal Wilson has for some time been in charge of electrical personnel in one of the R & I hangars. In addition, during the absence of senior NCOs, he has carried on their work satisfactorily. He is an expert tradesman and organizes the work and his men very effectively.

* * * * *

WILSON, W/C Harry Edward (C5941) - **Mention in Despatches** - No.10 (BR) Squadron - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 2 October 1908. Home in Halifax; enlisted there 7 April 1941. Medical Officer. Posted to Newfoundland, 15 April 1942. To No.10 (BR) Squadron, 10 May 1942. Promoted Squadron Leader, 1 June 1943. To No.1 OTU, 24 April 1944. Promoted Wing Commander, 1 February 1945. To No.1 Release Centre, 28 October 1944 for duty, as he himself not released until 7 November 1945. Involved with Civil Aviation Medicine Division, Department of National Defence. Engaged again as Medical Officer with RCAF Auxiliary, 1 September 1950 to 3 July 1956.

This officer has flown 334 hours on operational flights with various squadrons on clinical investigations of fatigue, rations, clothing and aircrew problems in general. As unit Medical Officer he supervised the health of the personnel and has carried out his duties in a very satisfactory manner.

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WILSON, S/L Herbert Malcolm (C1405) - **Commended for Valuable Services in the Air** - No.2 SFTS - Award effective 16 April 1943 as per **Canada Gazette** of that date and AFRO 1035/43 dated 4 June 1943. Born 4 January 1915 at Belleville, Ontario (RCAF press release 2659 announcing AFC of January 1944). Enlisted in Toronto, 1 November 1939 as General List. Trained at Camp Borden and Trenton. Flight Lieutenant, 1 March 1941. To No.2 SFTS, 2 May 1941. Promoted Squadron Leader, 1 April 1942. Promoted Wing Commander, 1 August 1943.

Posted to United Kingdom, 22 December 1943. Back in Canada by 2 May 1944 when posted to No.2 Training Command. To No.4 Release Centre, 19 September 1945. Released 24 September 1945. Settled in Ottawa. Governor General's Records (RG.7 Group 26, Volume 57, File 190-I) has citation.

Squadron Leader Wilson has at all times efficiently performed all duties assigned to him in a cheerful and conscientious manner. After being employed as a Flying Instructor and Flight Commander over a period of fourteen months he was placed in command of a Squadron. He has given 1,331 instructional hours over a period of thirty months.

WILSON, S/L Herbert Malcolm (C1405) - **Air Force Cross** - No.2 SFTS - Enlisted in Toronto, 1 November 1939. Trained at Camp Borden and Trenton. Previously commended. Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 113/44 dated 21 January 1944. Award presented 25 May 1945.

During the past six months this officer has served as both squadron commander and Chief Flying Instructor. He is a very capable and skilful pilot. He has at all times displayed exceptional devotion to the Service and has set forth every effort towards maintaining a high standard of efficiency and improving training methods, resulting in the turning out of excellent pilots. His ability, sense of duty and co-operative spirit have demanded the respect of, and has been the inspiration to, all personnel.

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WILSON, S/L Homer Joseph (C8863) - **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 Saskatoon, 15 November 1941. Administrative Officer. Promoted Flight Lieutenant, 1 September 1942. Served at an EFTS until sent to "Y" Depot, 2 May 1943. To RAF overseas, 31 May 1943. Promoted Squadron Leader, 1 December 1944. Repatriated 29 December 1945. Released 8 February 1945. No citation. RCAF photo PL-42656 (ex UK-19625) and PL-42657 (ex UK-19626, both dated 20 March 1945) are captioned as follows: "The Camp Commandant at Headquarters, RCAF Bomber Group in Britain, Squadron Leader H.J. Wilson, has a checkered career behind him and no home address. Born in Wisconsin, most of his life has been spent in Canada. Going to the CNR first in 1922, he was eleven months with the treasury department and then transferred to the hotel chain. He was office manager at the Fort Garry in Winnipeg, the MacDonald in Edmonton, the Jasper in Alberta's mountain park and the Bessborough in Saskatoon. Enlisting with the RCAF in 1941, S/L Wilson was stationed for 18 months at Moncton where he married. In June 1943 he came to Britain and has divided his time between the stations and headquarters of the Canadian Bomber Group."

* * * * *

WILSON, Sergeant Hugh Ross (R58184) - **Mention in Despatches** - No.51 Squadron (AFRO gives unit only as "Overseas") - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 232/43 dated 12 February 1943. Born in Vancouver, 10 March 1921. Home in Vancouver; stock boy and Coca Cola employee. Enlisted there 26 June 1940. Posted to No.1 ITS, 22 July 1940). Promoted LAC, 30 September 1940 and posted that date to No.2 AOS; to No.4 BGS, 22 December 1940. Promoted Sergeant, 2 February 1941 and posted that date to No.1 ANS, Rivers. To Debert, 27 March 1941. Embarked on 4 April 1941. Taken on strength of No.3 PRC, 2 May 1941. To No.10 OTU, 10 May 1941. To No.51 Squadron, 30 August 1941. Missing, 25 October 1941 (Whitley Z6874) but subsequently reported safe (interned as of that date). Crew included 947543 Sergeant M. Porretto (RAF), 1250867 Sergeant D.G. Pinney (RAF), Sergeant J.P. Magwood (RCAF, POW) and Sergeant C.E. Wheeler (RCAF, killed). Load was one 1,000-lb bomb, three 500-lb bombs plus 120 four-pound incendiaries. Embarked from Gibraltar, 27 January 1942. Taken on strength at Uxbridge, 8 February 1942. To Brighton, 27 April 1942. To Uxbridge, 28 April 1942. To No.6 EFTS, 20 May 1942. To ACDC, Heston Park, 24 June 1942. To No.36 EFTS, 2 July 1942. Returned to Canada, 4 July 1942 by way of No.31 Depot, Moncton. To No.31 EFTS, De Winton, 1 August 1942. To No.38 SFTS, Estevan, 12 November 1942. Qualified as pilot and commissioned 19 February 1943 as J23525. To "Y" Depot, Halifax, 26 March 1943. Disembarked in UK, 11 April 1943. To No.15 (P) AFU, 1 June 1943. Attached to No.1511 Beam Approach Training Flight, 6-12 July 1943. To No.22 OTU, 24 August 1943. To No.61 Base, 19 November 1943. To No.405 Squadron, 21 January 1944. Killed in action, 27/28 January 1944 (No.408 Squadron, Lancaster DS710; buried in Germany. No citation in AFRO. Public Records Office Air 2/5684 identifies unit and gives the following:

This airman was a member of the crew of a Whitley aircraft which was hit by anti-aircraft fire over Calais on 17th October 1941 and the crew was compelled to bale out.

Sergeant Wilson landed in one of the main streets of Calais and unhesitatingly disposing of all obstacles barring his escape made his way to Lillers. Travelling via Paris he crossed the Line of Demarcation on 13th November. He then made his way to the Spanish frontier which he crossed on 13th December. He was repatriated from Gibraltar on 27th January 1942.

Public Record Office Air 40/258 has a report dated 9 February 1942 on his being shot down and evading. Note the disagreement in records as to the date - 17 October or 25 October 1941.

Sergeant Wilson was flying as navigator in a Whitley V, on or about 17th October

which took off from Dishforth to bomb Frankfurt. They intended to make landfall at Gravelines, but actually came in over Calais. They were flying at about 13,000 feet when a lucky shot from heavy flak hit the port engine which almost immediately caught fire.

The intercom was not working so the first pilot called to Wilson to bale out and he, in turn, passed the instruction to the wireless operator. They baled out at about 10,000 feet.

He landed himself in the centre of the town square at Calais with his parachute caught up on an obstruction. He was dangling about two or three feet from the ground, but by releasing his parachute harness he was able to land safely.

The aircraft crashed on the edge of the aerodrome at Marck and the bombs which had not been jettisoned went off as the aircraft hit the ground. It was a mass of flames and he presumes everything was destroyed.

The names of the remainder of the crew were as follows:

First Pilot - Sergeant Porrett
Second Pilot - Sergeant Magwood
Observer - Sergeant Wilson
Wireless Operator - Sergeant Wheeler
Air Gunner - Sergeant Pinney

He saw both Sergeants Porrett and Magwood baling out safely, but does not know the fate of the other two.

During the subsequent time he was in France, he saw but little of the French defences with the exception of some heavy anti-aircraft construction work going on at a spot approximately eight kilometres south-east of Calais.

Public Record Office WO 208/3308 has his full MI.9 evasion report (S/P.G.-673) giving his profession as "Student". Left Gibraltar on 27 January 1942; arrived in Liverpool on 6 February 1942; interviewed on 7 February 1942.

I was a member of a crew of a Whitley Mark V which took off from Dishforth, Yorkshire at 1830 hours on or about 17 October 1941 for a bombing raid on Frankfurt. The other members of the crew were Sergeant Porrett (first pilot) and Sergeant Magwood, whom I saw coming down by parachute, Sergeant Wheeler (wireless operator) and Sergeant Pinney (rear gunner). When over Calais on the

outward journey we were hit by flak at about 13,000 feet and the port engine caught fire. The order was given to bale out, and I jumped about 2,000 feet. The aircraft landed on the edge of the aerodrome at Marck, east of Calais, and I believe the bombs exploded on the ground.

I landed on an electric sign in front of a shop in one of the main streets of Calais. My feet were just a few inches from the ground, and I managed to disentangle myself from my parachute and get into a deep doorway. A crowd of 30 or 40 gathered, and I slipped away and walked around Calais for half an hour. I got to the outskirts of the town, which I then thought was Dunkirk, and spent the night in a haystack. Next morning I walked south-eastwards for about 15 kilometres and came to a cross-roads where there was a signpost pointing back to Calais. Realising my mistake, I turned back and entered Calais again. On the way I got a coat off a scarecrow and a beret from a civilian. I just took the beret off the man's head. He walked alongside me for a bit, muttering in French, but I was bigger than he, so he did not try to get it back.

On my return to Calais I walked into a shop and asked the price of fruit in English money. The shop keeper was friendly and gave me some bread and wine and, when I left, another man who had been in the shop followed me and took me to his home, where I was sheltered for three nights. My host then took me to the house of his sister-in-law, also in Calais. While I was staying there I was taken to another house in Calais, to see Sergeant Dyer (now in Gibraltar), who explained to me that there was an organization that might be able to get us home. At the end of a fortnight I was taken to Marles-les-Mines, where I stayed for one night in the same house as Sergeant Dyer. Next morning our host took us on foot to Anshel, where we again remained only one night, moving on the next day to Lillers. Dyer and I remained two weeks in Lillers.

A Polish sergeant, whom we knew as Gustave, joined us in Lillers and the three of us were taken by car to Bethune and by train to Abbeville. There we were provided with identity cards, which we used to cross the Somme at one of the bridges in Abbeville. The bridge was guarded by German soldiers who examined our identity cards. Once over the river, we got a through train for Paris, on which our papers were not examined. We spent two nights in Paris and then went on to Tours, where we changed into a local train for a small station a few miles east of the town. We had had a guide all the way from Bethune and in Paris had also been joined by a young Frenchwoman. This woman now made arrangements for a local guide to take us across the Line of Demarcation from the small station and on to Loches. This was on 13 or 14 November, and the

crossing was made at night.

From Loches we made our way by train to Chateauroux and Toulouse. At Toulouse our guide put us into a train for Marseilles and then left us, the understanding being that he was to travel first class on the same train and pick us up again at the station in Marseilles. We did not, however, see him again. I do not know whether this was accidental or deliberate. He had taken most of our money.

At the station in Marseilles, Dyer and the Pole went to one exit and I to another, in the hope of seeing our guide whom we had not been able to pick up at the platform barrier. I waited for some time at my exit and then went to the other, to find that Dyer and the Pole had disappeared. I learned afterwards that they had become alarmed when some policemen had appeared, and had thought it best to get clear of the station.

At Toulouse our guide had given us an address in Marseilles to which we should go if we lost him. Unfortunately I had forgotten what the address was, so I wandered about the city. Eventually I managed to reach the U.S. Consulate, but they could not help me. After asking various people in the streets, including gendarmes, I made my way to the American Red Cross, and there was given an address which I recognised as the one we had received from our guide. I was well received at this address, a doctor's home, and remained there for three weeks, while arrangements were made for the next stage of my journey.

I left Marseille for Narbonne by train on 12 or 13 December with two Spaniards and a Frenchman. At Nimes Sergeant Dyer, two Poles and Private Kinkaid, 1 Black Watch (at Gibraltar) joined the train. At Nimes an Englishman, who I believe had been in St. Hippolyte, took charge of the combined party as far as Port Vendres. From Port Vendres the party in which I travelled consisted of Sergeant Dyer, Pilot Officer Groyecki (S/P.G.-667) and Sergeant Budzynski (in Gibraltar). We went by train to the station past Port Vendres, where we jumped off on the wrong side of the track when the train slowed down, and hid in a ditch till it had moved on. Two guides, one of whom left us at Banyuls, joined us in the ditch. The second guide took us from Banyuls across the Pyrenees to Vilajuiga. We made the crossing by day and arrived at Vilajuiga at night. At Vilajuiga one guide, a Spaniard, left us, after stealing my watch. We were met by another guide, who took us on to Barcelona by passenger train. We had no Spanish identity papers, and had torn up our French identity cards when crossing the Pyrenees, but the guide provided us with railway tickets. There was no identity

control on the train.

We were two nights at Barcelona and were taken by car to Madrid, arriving about 20 December. I reached Gibraltar on 7 January 1942 and left on 27 January by corvette. I arrived in Liverpool on 6 February.

The website "Lost Bombers" has the following on his last Whitley sortie and his final Lancaster mission. Whitley Z6874, target Frankfurt, 24/25 October 1941 The machine was airborne at 1737 hours, 24 October 1941 from Dishforth. Crashed near Pihen-les- Guines (Pas-de-Calais). Crew consisted of Sergeant G.M.Porrett (POW), Sergeant J.P.Magwood, RCAF (POW), Sergeant H.R.Wilson, RCAF (evaded), Sergeant C.E.Wheeler, RCAF (killed), Sergeant D.G.Pinney (POW), Sergeant J.P.Magwood (POW).

Lancaster DS710 (EQ-A) of No.408 Squadron, target Berlin, 27/28 January 1944. This aircraft was delivered to No.426 Squadron on 12 October 1943, transferring to 408 Squadron three days later. DS710 took part in the no operations with No.426 Squadron but the following with No.408: Berlin, 18/19 November 1943; Berlin, 22/23 November 1943; Berlin, 16/17 December 1943; Berlin, 2/3 January 19 44; Berlin, 27/28 January 1944. When lost this aircraft had a total of 58 hours. DS710 was one of three No.408 Squadron Lancasters lost on this operation; the others wdere DS709 and DS849. Airborne at 1747 hours, 27 January 1944 from Linton-on-Ouse. Crew (all killed) consisted of S/L C.W.Smith, DFC, RCAF ("A" Flight Commander), F/O H.R.Wilson, RCAF, Sergeant M.F.R.Sorton, F/O D.MacD Sim, RCAF, F/O J.D.Teskey, RCAF, F/O T.K.Canning, RCAF, Flight Sergeant C.W.Frauts, RCAF, P/O J.G.Bennett, RCAF.

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WILSON, Sergeant John Henry (R126293) - **British Empire Medal** - Station Sydney - Award effective 5 May 1945 as per **Canada Gazette** of that date and AFRO 918/45 dated 1 June 1945. Born 22 July 1907. Home in Amherst, Nova Scotia; enlisted in Moncton, New Brunswick, 2 September 1941 as aero engine mechanic. Reclassified as Driver (Transport), 11 November 1941. Posted to No.13 SFTS, 14 November 1941. Reclassified as Operator (Tractor), 21 January 1942. Promoted to AC1, 26 January 1942. Promoted to Leading Aircraftman, 1 January 1943. Promoted to Corporal, 1 February 1943. Posted to Goose Bay, 19 June 1943. To No.8 Construction and Maintenance Unit, 2 March 1944. To Station Sydney, 15 November 1944. Promoted Sergeant, 1 January 1945. Posted elsewhere on 14 September 1945 but assigned again to Goose Bay on 30 November 1945. Promoted Flight Sergeant, 1 January 1946. To No.1 Release Centre, 1946; released 28 February 1946. Medal presented 2 May 1948.

On February 15, 1945, the explosion of a depth charge demolished a hangar and precipitated a violent fire which raged with great fury owing to some two

thousand gallons of gasoline contained in the tanks of aircraft in the hangar. The hangar and contents were almost completely destroyed in thirty minutes. When the explosion occurred, Sergeant Wilson was driving a motor transport vehicle a short distance away. He immediately drove his truck to the hangar and then, with complete disregard for his own safety and in the face of great danger, entered the fiercely burning hangar in which there were several unexploded depth charges, aircraft with full gasoline tanks and exploding ammunition. In all he made three trips into the burning building and succeeded in rescuing two critically injured airmen and removing valuable equipment to safety. After searching diligently for other possible casualties, he transported the injured to a hospital. This non-commissioned officer displayed great courage, presence of mind and disregard for his own safety in all his actions.

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WILSON, F/L Kenneth Berkeley (C28053) - **Commended for Valuable Services in the Air** - Station Pennfield Ridge -Award effective 11 August 1945 as per **Canada Gazette** of that date and AFRO 1453/45 dated 14th September 1945. Born in Keswick, Cumberland, England, 8 January 1910. Police Constable with RCMP, six years and nine months; pilot with Prairie Airways, two years; on enlistment he claimed 165 hours 48 minutes solo and 14 hours dual.. With Moose Jaw City Police, 12 May to 18 June 1940. Enlisted in Regina, 22 June 1940 and posted to Trenton for course at Flying Instructor School (23 June to 19 July 1940). To No.7 EFTS to instruct, 19 July 1940; granted rank of Sergeant, that day. Granted Leave Without Pay while instructing. Taken on RCAF strength again, 1 December 1942, still at No.7 EFTS. Promoted WO2, 19 January 1943. To No.5 Manning Depot, 5 March 1943 for Drill Course. To No.6 SFTS, 3 April 1943. Graduated and commissioned, 25 June 1943. To No.1 Flying Instructor School, Trenton, 10 July 1943 (staff instructor). Attended No.1 Instrument Flying School, Deseronto, 2-16 October 1943. To No.164 Squadron, Moncton, 19 June 1944 for Heavy Transport course. To Pennfield Ridge, 10 July 1944 to instruct in Heavy Transport. To No.6 OTU, Comox, 14 September 1945, serving there (and through move to Greenwood) to 15 January 1946. Retired 17 April 1946. Died in Chatham Sound, British Columbia, 31 August 1946 as per British Columbia Vital Statistics.

Flight Lieutenant Wilson is an ex-elementary instructor who has been a flying instructor in Transport Conversion Squadron at Pennfield Ridge since its organization in July 1944. He has carried out his duties in a keen, efficient, cheerful manner. His energy and unbounded good humour are a source of inspiration for his fellow men. His work in the air has contributed a great deal to the splendid flying record that this unit has established on the civil airways during its ten months of operation.

This began as a recommendation for an AFC, raised 23 May 1945 by W/C J.F. Ewart. He had flown 4.315 hours 50 minutes to date (317.40 in previous six months) of which 3,843 hours 35minutes has been instructional (317.40 in previous six months). Wording as above. G/C W.W.D. Ross concurred (23 May 1945) but reduced to Commendation at AFHQ, 12 July 1945.

WILSON, F/L Kenneth Berkeley (C28053) - **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. Enlisted in Regina, 22 June 1940. Previously Commended for Valuable Services in the Air (citation for that). Governor General's Records (RG.7 Group 26, Volume 59, file 190-I, dossier 8) has citation. When recommended he had flown 4,450 hours, 4,300 as instructor, 344 in previous six months. Award sent by registered mail 11 March 1950.

Flight Lieutenant Wilson is an elementary instructor who has been a flying instructor in Transport Conversion Squadron for over a year. He has carried out his duties in a keen, efficient and cheerful manner and his energy and unbounded good humour are a source of inspiration to his fellow men. His work in the air has contributed a great deal to the splendid flying record that this unit has established on the civil airways during its operation.

The submission was made by W/C J.G. Twist, 3 August 1945, who gave hours as 4,450 to date (344 in past six months) of which 4,300 had been instructional (344 in past six months); text as follows:

Flight Lieutenant Wilson is an elementary instructor who has been a flying instructor in Transport Conversion Squadron at Pennfield Ridge since its organization in July 1944. He has carried out his duties in a keen, efficient, cheerful manner. His energy and unbounded good humour are a source of inspiration to his fellow men. His work in the air has contributed a great deal to the splendid flying record that this unit has established on the civil airways during its ten months of operation.

This was approved at all levels including AFHQ (Air Commodore M. Costello, 20 November 1945).

Notes: First course at Central Flying School, 24 June to 17 July 1940. Flew Moth aircraft (27.45 dual, 15.30 solo). Instructor was F/O W.G. Welstead who wrote, "Very keen but rough on controls. Fair knowledge of sequence. Synchronization not good. Voice good Irish accent). Lacks confidence at times - needs plenty of practice in flying and instructing. Will make good type. Aerobatics below average. Instrument flying below average. Recommended for '3' Grade." Tested on a Finch by F/L G.D. Macallister who assessed him on categories - Sequence

("very good"), Voice ("clear"), Manner ("confident"), Ability to impart knowledge ("average"), Ability as a pilot ("average") and General Comments ("With experience this pilot should become an excellent instructor. No outstanding fault in flying. Instrument Flying is weak." He was awarded Class II instructor status.

Tested by Visiting Flight, 22 December 1941 in a Finch. By then he had flown 1,500 hours (45.00 dual, 1508.00 solo). Assessed him on categories - Sequence ("above average"), Voice ("clear"), Manner ("forceful"), Ability to impart knowledge ("above average"), Ability as a pilot ("above average in all phases") and General Comments ("A capable pilot and instructor with above average flying ability who can demonstrate flying maneuvers in an accurate fashion and with detailed, exhaustive explanations. Ability and experience warrant the highest category." (S/L William M. Foster, No.2 Visiting Flight). Graded as Class I (Permanent).

Accident, 7 March 1942 in Finch 4709, No.7 EFTS. "We landed at the end of the runway and on correcting a drop in the left wing the airplane was rocking and ran into the second plane, which was in my blind spot." He then had 50 hours dual and 1,700 hours solo.

His file has many statistics of hours flown, which demonstrate how intense instructional work could be. At No.7 EFTS he logged 127 hours by day in May 1941 (plus 30 minutes at night). In June 1941 the figure was 127 hours 50 minutes by day plus three hours by night. The figures for July 1941 were 103.30 (day) and 1.30 (night) and in August 1941 it was 103.15 (all by day). Other months when he logged 100 hours or more were October 1941 (117.30), November 1941 (103.25), May 1942 (103.35 day and 1.40 night) and September 1942 (102.55 day, five hours night)

A typical month at Trenton was December 1943 (65.00 day solo on single-engine aircraft, five hours at night on single engine aircraft, 14.50 night solo on multi-engine aircraft and 2.25 dual on multi-engine aircraft.).

Selected Assessments: "This officer is very vigorous and enthusiastic in his work. Because of his past experience as an EFTS instructor and his interest in his work, he is considered a valuable Flying Instructor School instructor and worthy of promotion to the rank of Acting Flying Officer." (S/L H.E. King for W/C M. Lipton, No,1 FIS, 22 October 1943).

"A competent and efficient instructor. Active and industrious. Recommended for appointment in the rank of Acting Flight Lieutenant." (S/L S.L Stevenson, Pennfield Ridge, 10 November 1944).

"An experienced and capable transport instructor pilot. Carries out his duties in a capable manner. Instrumental in promoting station activities. Recommended for appointment in the

rank of Temporary Flight Lieutenant.” (S/L S.L Stevenson, Pennfield Ridge, 2 July 1945).

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WILSON, F/L (now S/L) Kenneth Campbell (C1217) - **Mention in Despatches** - No.11 Squadron (Canada) - Awarded 1 January 1943 as per **Canada Gazette** dated 9 January 1943 and AFRO 55/43 dated 15 January 1943. Born in Perth, Ontario, 24 August 1914 (RCAF press release 2659 announcing Mention in Despatches of January 1944); home there; graduated from RMC, 1935 and from Queen's University, 1939; enlisted in Ottawa, 9 October 1939. Squadron Leader as of 15 September 1941. As of 10 October 1941 with No.11 (BR) Squadron. Promoted Wing Commander, 1 November 1942. Reported missing, 24 February 1943. Subsequently reported safe. To Newfoundland, 2 October 1943. To “Y” Depot, 12 November 1943. Taken on strength of No.3 PRC, Bournemouth, 20 January 1944. Repatriated 21 August 1945. Released 8 November 1945. Photo PL-33322 shows him as of 2 October 1944 when he was with No.407 Squadron. Photo PL-33324 (ex UK-14849 dated 2 October 1944) shows F/O A. Handy (St. Stephen, New Brunswick), F/L R. Sargent (Eyre, Saskatchewan), F/O F.L. Fawcett (Unity, Saskatchewan), S/L K.C. Wilson (Perth, Ontario), FS G.W. Forrest (Ottawa), tractor driver LAC L.A. McCurdy (Toronto) and F/O F.K. Nevilles (Dunnville, Ontario). Photo PL-40035 (ex UK-15875 dated 14 October 1944) shows him with his crew in front of a Wellington of No.407 Squadron: left to right are F/O A.V. Handy (St. Stephen, New Brunswick), F/O Horwood (Toronto), F/L R.D. Sarent (Eyre, Saskatchewan), S/L K.C. Wilson (Perth, Ontario), WO2 G.W. Forrest (Ottawa), F/O P.K. Neville (Dunnville, Ontario). Following Second World War he returned to engineering career across Canada including Keno (Yukon), Chibougamau, Rankin Inlet, and Stewart (British Columbia); later consulting career took him to Burma, Australia, Central and South America. Died in Delta, British Columbia, 28 April 1994. Governor General's Records (RG.7 Group 26, Vol.57, File 190-I) has citation.

This officer has a total of 410 flying hours for the period from December 1st, 1941 to August 23rd, 1942, with a total of 278 hours of flying on 63 war flights. He demonstrated his willingness to undertake additional responsibility by ferrying two aircraft to the United Kingdom during his semi-annual leave. He is keen and diligent in the performance of all his duties, and at all times sets an excellent example to the officers and men who serve under him.

WILSON, S/L Kenneth Campbell (C1217) - **Mention in Despatches** - No.11 Squadron (Canada) - Award effective 1 January 1944 as per **Canada Gazette** of that date and AFRO 113/44 dated 21 January 1944. On 24 February 1943 he was on patrol when ordered back to base due to adverse weather. Fuel ran low; depth charges were dropped to extend range, but they still would not make base. They released two pigeons, divided rations among them and baled out. In this, one man lost the Verrey pistol. Wilson and one man (P/O William A. Richardson) landed

on a ice floe in Northumberland Strait; WO Joseph A. Dobson and F/O A.J. Barrette landed on other floes. The following day they managed to link up with one another. After five days they were located, emergency supplies dropped, and rescue effected by PEI ferry. Governor General's Records (RG.7 Group 26, Volume 57, file 190-1) has citation.

This officer, who has put in many long and arduous hours on anti-submarine and escort patrol, has always shown keen enthusiasm in carrying out his duties. He has at all times displayed skill and fortitude of the highest order.

With respect to the above incident, the November 2003 issue of **Short Bursts** (Air Gunner Association newsletter) had an account submitted by Glenn Clearwater under the title, "The Bombing of Charlottetown":

During the last part of February 1943, a Hudson aircraft of No.11(BR) Squadron was returning to its base at Dartmouth, Nova Scotia following an anti-submarine patrol. The weather had turned bad with high winds and blizzard conditions making visibility nil. The crew of the Hudson were informed that Dartmouth base as closed and that they were to try for an alternate to the north.

All alternates were closed with the possibility RAF No.31 General Reconnaissance School, Charlottetown being open, but when they arrived overhead they were informed that it was now also closed. Remaining fuel indicated that the crew could not stay airborne much longer and, with zero visibility, the chance of a controlled landing anywhere was out. It was decided that they would have to bail out. A course was communicated to the crew to be flown where their depth charges could be jettisoned safely, and then a course to fly which would enable them to bail out over land.

Some how things got fouled up. The depth charges landed in open country between Charlottetown and 31 GRS. A large hole was blown in the ground but, fortunately, there was no injuries or damage to property. The crew then flew the course from which to bail out. The pilot put the aircraft on "George" to keep it on an even keel when they jumped. The aircraft roared away into the stormy night on its last few pints of fuel.

The four man crew landed on a smooth hard surface, a large ice flow in the Straights of Northumberland where, huddled for warmth under a parachute canopy, they spent the next four days and nights before being found and rescued by the Borden to Tormentine ferry.

Outside of minor frostbite, the crew were in good shape, and after a short stay in hospital, returned to No.11(BR) for flying duties. The skipper was S/L Wilson, K.C., who, at the time., was CO of 11(BR).

The end of the saga is rather bizarre. After the crew left the Hudson with no one but "George" in charge, the aircraft flew on until fuel exhausted, then with Mephistopheles'-lean mockery, landed itself in the only stretch of open ground available and with minimum damage. A local resident notified the officials and a salvage party arrived. The aircraft was flown out of the field to Moncton NB before the original crew had been discharged from the hospital.

The Charlottetown paper of the time carried a long write-up of the event. Perhaps someone could see it in their archives. On the same night three other aircraft were in trouble; two made it to safety, however one, 11(BR) Hudson, trying to make it into Dartmouth, crashed and blew up several miles short of runway No.4, no survivors.

WILSON, W/C Kenneth Campbell (C1217) - **Mention in Despatches** - No.407 Squadron - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 322/46 dated 29 March 1946. No citation.

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WILSON, F/L Leonard James (J16956) - **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 28 June 1919. Home in Ottawa; enlisted in Toronto, 24 September 1940. To No.2 ITS, 14 October 1940; graduated and promoted LAC, 15 November 1940 when posted to No.10 EFTS; graduated 4 January 1941 when posted to No.5 SFTS; graduated and promoted Sergeant, 20 March 1941. To No.1 GRS, 30 March 1941. To Embarkation Depot, 21 June 1941; to RAF overseas, 16 July 1941. Commissioned 6 January 1943. Promoted Flying Officer, 6 July 1943; promoted Flight Lieutenant, 25 July 1944. Known to have been in No.201 Squadron, Castle Archdale (Coastal Command) in early 1944. Repatriated 14 December 1944. To No.3 Training Command, 25 December 1944. To Mountain View, 15 January 1945. To No.12 Squadron, 27 March 1945. To Transport Conversion Squadron, 4 August 1945. To No.6 OTU, 14 September 1945. To No.12 (Communications) Squadron, 22 October 1945. To No.168 (Heavy Transport) Squadron, 23 November 1945. To No.9 Group Headquarters, 29 January 1946. Returned to No.168 (HT) Squadron, 31 January 1946. To Test and Development Establishment, 10 May 1946. To No.12 (Photo) Squadron, 5 July 1946. Retired 16 August 1946.

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WILSON, P/O Lloyd George (J17520) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 20 September 1943 as per **London Gazette** dated 1 October 1943 and AFRO 2258/43 dated 5 November 1943. Born 26 December 1918. Home in Niagara Falls, Ontario; enlisted in Hamilton, 12 June 1941 and posted to No.4A Manning Depot. To No.3 ITS, 8 August 1941; graduated and promoted LAC, 12 September 1941 when posted to No.20 EFTS; graduated 7 November 1941 when posted to No.16 SFTS; graduated and promoted Sergeant, 27 February 1942. To "Y" Depot, 28 February 1942. To RAF overseas, 17 March 1942. Commissioned 15 March 1943. Promoted Flying Officer, 15 September 1943. Repatriated 17 November 1944. Promoted Flight Lieutenant, 15 March 1945. To Release Centre, 3 September 1945; retired 12 September 1945. Died 14 August 1989 in Niagara Falls, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November 1989. Invested at Buckingham Palace, 7 November 1944. RCAF photo PL-33980 (ex UK-16367 dated 9 November 1944) shows him following investiture.

Pilot Officer Wilson has displayed exceptional courage at all times, frequently putting himself forward for the most dangerous tasks. He has taken part in many raids on major targets in Germany. His keenness to inflict damage on the enemy has been an example to the pilots of his squadron.

WILSON, P/O Lloyd George, DFC (J17520) - **Mention in Despatches** - No.82 Operational Training Unit - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944.

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WILSON, P/O Philip Joseph (J19982) - **Distinguished Flying Cross** - No.166 Squadron - Award effective 9 May 1944 as per **London Gazette** of that date and AFRO 1186/44 dated 2 June 1944. Born 16 March 1922. Home in Edmonton; enlisted there 29 January 1942 and posted to No.3 Manning Depot. To No.3 SFTS (guard duty), 27 March 1942. To No.4 ITS, 9 May 1942; graduated and promoted LAC, 3 July 1942 but not posted to No.5 EFTS until 29 August 1942; may have graduated 23 October 1942 but not posted to No.3 SFTS until 9 November 1942; graduated and promoted Sergeant, 5 March 1943. To "Y" Depot, 19 March 1943; to RAF overseas, 27 March 1943. Commissioned 9 February 1944. Promoted Flying Officer, 9 August 1944. Repatriated 21 June 1946. To No.10 Repair Depot, 29 June 1946. To Western Air Command, 29 January 1947. Retired 6 February 1947. DFC and Bar presented 29 November 1947.

One night in March 1944 this officer piloted an aircraft detailed to attack Nuremburg. Whilst over the target area the aircraft was hit by machine gun fire

from a fighter and sustained damage to the port elevators, the bomb bay and other parts of the structure. The tailplane caught fire and was seriously burnt. Although the bomber dived steeply, Pilot Officer Wilson succeeded in regaining control. Throughout the long flight home it was necessary to exert great pressure on the control column but Pilot Officer Wilson, at times assisted by the flight engineer, kept the aircraft steady and eventually reached base. He displayed skill, resolution and endurance of a high order.

NOTE: Public Record Office Air 2/9220 has recommendation drafted 14 April 1944 when he had flown 12 sorties (92 operational hours).

15 February 1944 - Berlin
19 February 1944 - Leipzig
20 February 1944 - Stuttgart
24 February 1944 - Schweinfurt
25 February 1944 - Augsburg
1 March 1944 - Stuttgart
15 March 1944 - Stuttgart
18 March 1944 - Frankfurt
22 March 1944 - Frankfurt
24 March 1944 - Berlin
26 March 1944 - Essen
30 March 1944 - Nuremburg

This Canadian officer has completed 12 sorties on some of the most heavily defended targets in Germany.

On the night of the 30/31st March 1944, he was detailed as captain of aircraft to attack Nuremburg, the outward flight being uneventful until the target area was reached. Here the aircraft was attacked by a Messerschmitt 110. The fire from the fighter raked the bomber from end to end, causing severe damage to the tail, port elevators, the bomb bay and portions of the port mainplane. As a result of the attack the rear of the aircraft caught fire and the flame set fire to the tailplane, which was severely burnt. The bombs were dropped but the aircraft went into a steep dive and it was only by a great effort that the captain was able to regain control.

Throughout the long journey back to base the aircraft continually threatened to get out of control but the pilot, by exerting great pressure on the control column he kept the aircraft steady and finally brought it clear of the enemy defences.

The continued struggle involved in keeping the aircraft steady was so great that the pilot had to have assistance from the Flight Engineer from time to time.

On arrival at base, despite the damage to the aircraft, Pilot Officer Wilson made a good landing, although after touching down the aircraft got out of control and ground looped. As the aircraft came to rest the last piece of fabric remaining on the port elevator fell to the ground.

This officer showed a high degree of airmanship in successfully bringing his aircraft to base, and throughout showed fine discipline and airmanship. For his coolness in the face of danger, and the fine example he gave his crew, he is recommended for the award of the Distinguished Flying Cross.

This recommendation was endorsed by the Officer Commanding, Station Kirkington, on 17 April 1944:

The airmanship and captaincy displayed by Pilot Officer Wilson during the above quoted incident were superb. Moreover, it is no exaggeration to state that this officer constantly displays this spirit. To date his operational tour has been short, but all his sorties have been marked by the thoroughness with which he has executed them. Specially recommended for the award of the Distinguished Flying Cross,

On 19 April 1944 the Air Commodore in charge of No.13 Base further endorsed the recommendation, and the Air Officer Commanding, No.1 Group, did the same on 21 April 1944.

WILSON, F/L Philip Joseph, DFC (J19982) - **Bar to Distinguished Flying Cross** - No.156 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 563/45 dated 29 March 1945.

This officer has now completed his second tour of operations. Throughout all his numerous missions he has displayed the utmost determination to press home his attacks regardless of all enemy opposition. Since the award of the Distinguished Flying Cross he has completed a large number of operational sorties and has always set a praiseworthy example of leadership, courage and devotion to duty.

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WILSON, P/O Raymond (J86699) - **Distinguished Flying Cross** - No.13 Squadron - Award

effective 31 August 1944 as per **London Gazette** dated 8 September 1944 and AFRO 2231/44 dated 13 October 1944. Born in Gadsby, Alberta, 17 October 1917. Home in Leo, Alberta; prewar clerk for two years plus "odd jobs" for two years. Served in Calgary Regiment (Tanks), 16 July 1940 to 7 April 1941. Enlisted in RCAF in Edmonton, 10 April 1941. To No.2 Manning Depot, 18 April 1941. To No.7 BGS (guard duty), 2 May 1941. To No.4 ITS, 20 June 1941; graduated and promoted LAC, 26 July 1941 when posted to No.16 EFTS; ceased training 11 September 1941 and posted to Composite Training School, Trenton, 12 14 September 1941. To No.1 WS, 10 October 1941; graduated 28 March 1942 when posted to No.1 BGS, Jarvis; graduated and promoted Sergeant, 27 April 1942. To No.31 OTU, Debert, Nova Scotia, 17 May 1942. To RAF Ferry Command, 30 June 1942. Struck off strength of Ferry Command, 26 September 1942. Disembarked in United Kingdom, 9 October 1942 and taken on strength of No.3 PRC. To No.7 Signals School, 28 October 1942. To North Africa, 13 December 1942. To No.608 Squadron, 27 January 1943. Attached to Station Bone, 24 May to 29 June 1943. Attached to No.52 Squadron, 10-19 August 1943. Attached to No.323 Wing, 22 October to 17 November 1943. To No.13 Squadron, 26 November 1943. Commissioned 14 April 1944. Missing, presumed dead, 22 August 1944 (No.13 Squadron, Baltimore FW535; buried in Italy). DFC presented to next of kin, 2 December 1946.

Pilot Officer Wilson has shown great keenness for both day and night operations. He has participated in many sorties as a wireless operator (air) and by his outstanding example has helped to maintain a high standard of efficiency amongst the gunners in this squadron. He has also taken part in a number of coastal sorties including convoy escorts, U-boat patrols and low level reconnaissances. These were completed during the important period towards the end of the North African campaign and during the Sicilian landings.

Notes on Training: Interviewed for RCAF in Calgary, 21 August 1940 by F/O R.H. Cowan who wrote, "Likely looking chap who should develop well in training." while he was still a member of the Calgary Tanks (then part of the Non-Permanent Militia).

At No.4 ITS he had the following courses and marks - Mathematics (66/100), Armament, practical and oral (55/100), Signals (96/100), Hygiene and Sanitation (25/40), Drill (76/100), Law and Discipline (42/60). Placed 170th in a class of 183. "Former office clerk. Mature, reliable, good spirit. Moderate activity in sports. Two brothers Air Force, one brother army, overseas. This airman 30 days Non-Permanent Active Militia."

At No.16 EFTS he flew 18 hours 50 minutes dual and four hours 15 minutes solo in Tiger Moth (plus three hours 30 minutes in Link). Described as "Slow reactions, poor coordination, poor judgement, poor landings" and washed out.

Course at No.1 WS was 13 October 1941 to 28 March 1942. Spent one hour in Flying Classroom as First Operator, three hours in Flying Classroom on Listening Watch, ten hours in two-seater aircraft as sole operator. Ground courses were Theory (30/50), Radio Equipment (200/250), Morse, buzzer and lamp (130/200), Procedure (162/200), Signals Organisation (75/150), Armament (54/100), Drill and PT (36/50). Placed 58th in a class of 67.

Course at No.1 BGS was 30 March to 27 April 1942. Flew nine hours ten minutes in Battle aircraft. Gunnery tests and results as follows: Beam Test (nine percent hits), Beam Relative Speed (4.6 percent), Under Tail (15 percent). Fired 600 rounds on ground, 200 air-to-ground, 2,052 air-to-air. Marked 53/100 on written examination, 76/100 in practical and oral examination, graded 191/250 under "Ability as Firer". Placed 6th in a class of 31, described as "average student"; also "Fairly responsible only in his duties, but should make a good practical Wireless Air Gunner." (W/C W.F. Hanna).

At No.31 OTU, Debert, course was 16 March to 8 May 1942. Fired 400 rounds on ground (none in air), dropped four bombs from 6,000 feet and eight bombs low level. Ground courses were Navigation (67 %), Signals (74 %), Armament (80 %), Airmanship (97 %), Meteorology (68 %), Photography (69 %), Intelligence (60 %) and Tactics (72 %). In ground work assessed as "Above Average". Air work was "Very thorough - above average" and he was recommended for Trans-Atlantic ferrying.

Attended RAF Ferry Command Radio School, 19 May to 20 June 1942, tested in "Telegraphy" (93 words per minute, "Very good"), using Hudson (Bendix) equipment (but apparently did not fly); scored 82 % in "Civil Procedure", placed 26th in a class of 38. "Has now thorough knowledge of civil procedure and Bendix aircraft radio equipment." (S/L G.C. Cunningham).

Circumstances of death: Airborne at 2145 hours on 22 August 1944 from Cecina airfield for reconnaissance of roads in Piszenza-Cremona-Antegnate-Rovato-Bergamo-Lodi-Piacenza-Robbie area, Italy, 45.18 North 09.31 East (Po River Valley). Crew were 47787 F/L P.D.K. MacGlashan (pilot), J86518 P/O H.D. Young (navigator, Plymouth, New Hampshire), J86699 P/O R. Wilson ((WOP/Air) and 1084653 FS L. Irlam (WOP/Air). Two returning crews reported what appeared to be another aircraft having exploded between 8,000 and 6,500 feet at 2340 hours and gone down in flames; debris seen falling off, no flak seen at the time. Bomb load was two 500-lb bombs, three 250-lb bombs and nine flares. No cloud, general weather good, visibility limited by haze but not at the heights reported. When he went missing he was reported as having flown 640 hours. Brother Roy L. Wilson (Warrant Officer, MM) served overseas with Canadian army and survived the war.

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WILSON, F/L Robert Jellett (J16019) - **Commended for Valuable Services** - No.313 Ferry Training Unit - Award effective 7 September 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born 25 February 1916. Home in Toronto; enlisted there 14 August 1940. To Trenton, 31 August 1940; to No.1 ITS, 10 November 1940; graduated and promoted LAC, 8 December 1940; to No.9 EFTS that date; to No.10 EFTS, 14 December 1940; graduated 28 January 1941 when posted to No.5 SFTS; graduated and promoted Sergeant, 10 April 1941. To Embarkation Depot, 21 April 1941; to RAF overseas, 24 April 1941. Commissioned 6 September 1942. Promoted Flying Officer, 6 March 1943. Promoted Flight Lieutenant, 31 August 1943. Repatriated to Canada, 4 December 1943 but appears to have been attached to Ferry Command Establishment. To No.1 Air Command, 28 July 1945. To No.16 SFTS, 29 August 1945. Retired 2 November 1945. No citation in Canadian sources. Public Records Office Air 2/9117 has recommendation drafted when he had flown 1,400 hours, 845 in training duties, 282 hours in previous six months.

During the last eighteen months, Flight Lieutenant Wilson has been mainly employed as a flying instructor. In this capacity he has rendered valuable service to the Group. At all times he has displayed a high sense of devotion to duty.

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WILSON, F/L Roger Colin - (C5556) - **Commended for Valuable Services in the Air** - Conversion Training Squadron - Awarded 1 January 1943 as per **Canada Gazette** of that date and AFRO 55/43 dated 15 January 1943. Born 19 August 1915; enlisted in Toronto, 9 September 1940 and immediately employed as pilot in rank of Sergeant. To Trenton, 28 October 1940. To No.8 SFTS, 22 December 1940. Commissioned 15 May 1941; to "P", 21 May 1941; to Rockcliffe, 26 November 1941; promoted Flight Lieutenant, 15 July 1942. To "Y" Depot, 28 December 1942; to RAF overseas, 18 February 1943; repatriated 23 July 1945 via Debert; remained in postwar RCAF (19735), attaining rank of Squadron Leader on 1 January 1948 and Wing Commander, 1 January 1952.

This officer has served as a Flying Instructor, Flight Commander, Acting Examining Officer and is categorized "A2". His instructional ability, determined personality and able leadership throughout his instructional career have been most valuable to his unit. He obtains and holds the confidence of his students and commands the respect of his instructors. His total flying time is 1,521 hours of which 1,382 have been as flying instructor.

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WILSON, P/O Thomas Peter (J87132) - **Distinguished Flying Cross** - No.434 Squadron - Award

effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 293/45 dated 16 February 1945. Born 28 August 1922. Home in South Porcupine, Ontario; enlisted in North Bat, 18 October 1941 and posted to No.1 Manning Depot. To Trenton, 10 November 1941. To No.6 ITS, 4 January 1942; graduated and promoted LAC, 27 February 1942 when posted to No.5 AOS; graduated 6 June 1942 when posted to No.7 BGS; to No.1 ANS, 25 July 1942; graduated and promoted Sergeant, 21 September 1942. To No.5 ITS, 5 October 1942. To No.1 GRS, 27 December 1942; to No.32 OTU, 29 January 1943. To "Y" Depot, 15 May 1943.. To RAF overseas, 26 March 1943. Commissioned 11 June 1944. Promoted Flying Officer, 11 December 1944. Repatriated 28 October 1944. To No.1 Training Command, 29 November 1944. To No.1 WS, 5 December 1944. To "Y" Depot, 11 March 1945. Returned to United Kingdom, 18 March 1945. Repatriated again, 12 June 1945. Retired 8 September 1945. Photo PL-32433 shows F/L Bob McCullough at right with navigator P/O Terry [sic] Wilson of South Porcupine. Photo PL-32434 (ex UK-14347 dated 26 August 1944) is captioned as follows: "Groundcrew members of the Bluenose Squadron in RCAF Bomber Group stand beside a veteran skipper and a navigator of the unit. They have just been interrupted by a photographer while hoisting a bomb into the capacious bay of this Halifax. Left to right are LACs Frank Plowman (Macleod, Alberta), fitter, Cliff Casement (Richmond Hill, Ontario), armorer, Tom Buchanan (Edmonton), rigger, George Nicholson (Winnipeg), fitter, Pilot Officer Terry Wilson (South Porcupine), navigator, Flight Lieutenant Bob McCullough, DFC (Port Hope, Ontario), and LAC Leo Aboussafy (Mont Joli, Quebec), armorer." DFC presented in Toronto, 30 November 1949.

Pilot Officer Wilson is a skilful and efficient navigator. His sterling work in the air has largely contributed to the successful completion of all the sorties undertaken by his crew, including many mine-laying missions. He has participated in attacks against targets in Sterkrade, Bremen and St.Nazaire. On one occasion during an attack against St.Ghislain his aircraft was attacked seven times by an enemy fighter. Throughout this determined attack Pilot Officer Wilson won the confidence of his crew by his undaunted courage and cool efficiency.

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WILSON, F/O Thomas Ridgeway (J27745) - **Distinguished Flying Cross** - No.417 Squadron - Award effective 20 March 1945 as per **London Gazette** of that date and AFRO 625/45 dated 13 April 1945. Born 7 March 1924. Home in Toronto; enlisted there 5 May 1942. To No.1 Manning Depot, 3 June 1942. To No.5 SFTS, 24 July 1942 (guard duty). To No.1 ITS, 12 September 1942; graduated and promoted LAC, 6 November 1942 but not posted to No.12 EFTS until 9 December 1942; graduated 6 March 1943 when posted to No.1 SFTS; graduated and commissioned 25 June 1943. To "Y" Depot, 9 July 1943; to United Kingdom, 15 July 1943. Promoted Flying Officer, 25 December 1943. Invested at Buckingham Palace, 29 June 1945.

Repatriated 5 August 1945. Retired 14 September 1945. Died in Vancouver, 21 June 1985. Shown in RCAF photo PL-40282 (ex UK-16982 dated 29 November 1944). RCAF photo PL-60320 (ex UK-19870 dated 30 March 1945) is at the Rally Inn, squadron night club where men are relaxing and taking in the news - F/L R.Y. Hogg (education officer, Saskatoon), Warrant Officer R.W. McKinnon (pilot, Toronto), F/O R.C. Webster (pilot, Kingston, Ontario) and F/L T.R. Wilson, DFC (pilot, Toronto). Behind the counter is LAC J.P. Brazeau (Maniwaki, Quebec). RCAF photo PL-60354 (ex-UK-20000 dated 6 April 1945) shows him as a Flight Lieutenant and Flight Commander in an RAF squadron, having held the same appointment in No.417 Squadron on same airfield.

Flying Officer Wilson has completed over 100 sorties, many of them against extremely well defended targets. On several occasions his aircraft has been damaged by anti-aircraft fire, but he has invariably pressed home his attacks with excellent results. Recently while leading a formation of aircraft on a reconnaissance patrol in the heavily defended Vicenza area, Flying Officer Wilson was wounded when his aircraft was struck by shrapnel. Although suffering from shock, partial blindness in one eye and loss of blood, Flying Officer Wilson led his formation a considerable distance back to base. On his first attempt to land the undercarriage and flaps of his damaged aircraft would not operate. Showing great determination he made another approach and effected a successful crash landing. Flying Officer Wilson displayed a high degree of courage and fortitude throughout.

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WILSON, Sergeant Wilbert (R107753) - **British Empire Medal** - Topcliffe - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 155/46 dated 15 February 1946. Born 11 October 1905. Home in Saskatoon; enlisted in Regina, 17 June 1941 as Equipment Assistant and posted to No.1 Manning Depot. To Technical Training School, 19 July 1941. To No.11 SFTS, 29 August 1941. Promoted AC1, 17 September 1941. Promoted LAC, 1 January 1942. To "Y" Depot, 16 November 1942. To RAF overseas, 10 December 1942. Promoted Corporal, 1 January 1943. Promoted Sergeant, 4 August 1943. Repatriated 21 January 1946. Retired 6 March 1946. Award presented 14 May 1948. DHist 181.002 D.225 has recommendation dated 19 June 1945, at which time he was NCO in charge of Technical Stores.

Sergeant Wilson has been employed on this station since January 1943 and during that time has proved to be an outstanding Equipment Assistant, with an unusual knowledge of technical equipment which proved invaluable, not only in connection with current work, but also on re-arming problems throughout the base. His interest and enthusiasm have been repeatedly demonstrated by the

manner in which he has gone out of his way to acquire knowledge and render valuable service outside the normal call of duty. Sergeant Wilson has contributed greatly towards the efficiency of his important section and has at all times devoted all his energies cheerfully and willingly towards the furtherance of service interests.

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WILSON, F/O William George (J11215) - **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 22 September 1917. Home in Cedar Rapids, Iowa; enlisted in Toronto 24 March 1941 and posted to No.1 Manning Depot. To No.14 SFTS for guard duty, 4 May 1941. To No.1 ITS, 9 June 1941; graduated and promoted LAC, 15 July 1941 when posted to No.7 EFTS. Ceased training and posted elsewhere, 15 August 1941; to No.4 AOS, 26 October 1941; graduated 31 January 1942 when posted to No.4 BGS; graduated and promoted Sergeant, 14 March 1942; posted that date to No.2 ANS; graduated and commissioned on 13 April 1942. To No.31 GRS, 8 May 1942. To No.31 Personnel Depot, 1 July 1942. To RAF Ferry Command, 23 July 1942. To "Y" Depot, 9 August 1942. To No.31 Personnel Depot again, 19 August 1942. To RAF overseas, 26 September 1942. Promoted Flying Officer, 13 October 1942. Promoted Flight Lieutenant, 13 September 1944. Repatriated 3 December 1944. To No.2 Air Command, 16 January 1945. To No.1 Central Navigation School, 18 January 1945. To Western Air Command, 12 February 1945. To No.3 OTU, 15 March 1945. To No.6 OTU, 17 August 1945. Retired 17 October 1945. No citation.

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WILSON, FS (now P/O) William John (R88851/J19497) - **Mention in Despatches** - No.74 Squadron (AFRO gives unit only as "Overseas") - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born 13 July 1918. Home in Toronto; enlisted there 10 January 1941 and posted. To No.1 Manning Depot. To No.6 SFTS (guard duty), 24 March 1941; to No.1 ITS, 16 May 1941; graduated and promoted LAC, 21 June 1941 when posted to No.1 EFTS; graduated 8 August 1941 when posted to No.14 SFTS; graduated and promoted Sergeant, 24 October 1941. To "Y" Depot, 25 October 1941. To RAF overseas, 6 November 1941. Promoted Flight Sergeant, 24 April 1942. Promoted WO2, 24 October 1942. Promoted WO1, 24 April 1943. To No.74 Squadron in the Mediterranean, date uncertain. Commissioned 18 August 1943. Promoted Flying Officer, 18 February 1944. Credited with the following victories: **29 September 1943**: one Ju.88 destroyed, two Bf.109s destroyed, two Ju.88s damaged, Antimachia, Kos. The two Bf.109s collided; Luftwaffe records do not record their loss. Returned to Canada, 19 August 1944. To No.10 BGS, 20 September 1944. To No.124 (Ferry) Squadron, 5 December 1944. To "Y" Depot, 26 April 1945. Released 15

May 1946. Rejoined RCAF19 June 1946 and accepted for permanent postwar force (25829). To Composite Training School, 21 June 1946. To Toronto, 2 February 1947. To Central Air Command, 18 May 1947. To No.1 Instrument Flying School, 6 June 1948. To Central Flying School, 16 August 1948. To Centralia, 17 January 1949. To Trenton, 23 September 1949. Retired 31 October 1953. No citation.

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WILSON, F/L William John (C6118) - **Mention in Despatches** - No.407 Squadron (AFRO gives only "Overseas" as unit) - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1478/45 dated 21 September 1945. Early years spent in Kirkland Lake where his father was a doctor. Family moved to Richmond Hill, Ontario; educated at University of Toronto, graduated in medicine (pediatrics) in 1937. Enlisted in Toronto, 4 July 1941. Initially with Recruiting Office in North Bay. Granted rank of Flight Lieutenant, 15 January 1942. At No.3 ITS as of 24 August 1942. To No.5 Manning Depot, 3 January 1943. To RCAF Overseas Headquarters, 15 July 1943. Repatriated 16 November 1945. Retired 14 December 1945. Following the war he resided in the Toronto area and was on the staff of Sick Childrens' Hospital. In 1967 he became Chief of Pediatrics at Scarborough Centenary Hospital. Also committed to Uxbridge Cottage Hospital. Died at Uxbridge Cottage Hospital, 5 February 2005. RCAF photo PL-33319 (ex UK-14844 dated 2 October 1944) shows him with Nursing Sister Judy Roberts (Vermillion, Alberta). No citation.

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WILSON, F/L William Robert (J7757) - **Air Force Cross** - No.2 SFTS - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born in Toronto, 15 August 1916 as per RCAF Press Release reporting award and obituary notice); educated in that city including Victoria College (University of Toronto); employed by Millwright Mine Company. Home in Toronto; enlisted there 7 January 1941 and posted to No.1 Manning Depot. To No.1A Manning Depot, 21 January 1941. To No.1 WS, 4 February 1941. To No.3 ITS, 22 April 1941; graduated and promoted LAC, 28 May 1941 when posted to No.4 EFTS; graduated 15 July 1941 when posted to No.9 SFTS; graduated and commissioned on 25 September 1941. To Trenton, 26 September 1941. To No.13 SFTS, date uncertain. Promoted Flying Officer, 1 October 1942. To No.11 EFTS, 12 December 1942. Promoted Flight Lieutenant, 1 August 1943. To No.4 EFTS, 25 February 1944. To No.2 SFTS 15 June 1944. Promoted Squadron Leader, 6 March 1945. To No.1 Air Command Headquarters, 18 March 1945. Retired 24 September 1945. AFC sent by registered mail, 17 December 1945. Following the war he joined the T. Eaton Company, retiring at age 65 after 36 years in their employ. Continued to be a consultant to the firm for ten years. Died in Toronto, 15 August 2006. Governor General's Records (RG.7 Group 26, Vol.59, file 190-I, dossier 7) has citation. When recommended he had

flown 1,670 hours, 1,300 as instructor, 100 in previous six months.

This officer, while acting in the capacity of supervisory officer and later as course commander at this unit, has completed thirteen hundred hours on instructional duty. He has displayed great organizing ability and has devoted much energy toward the training of aircrew. Flight Lieutenant Wilson is a fine leader, whose example of devotion to duty beyond ordinary service requirements is worthy of high praise.

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WILTON, F/O Allan James (J26268) - **Mention in Despatches** - No.10 (BR) Squadron - Award effective 3 November 1944 as per **Canada Gazette** of that date and AFRO 2479/44 dated 17 November 1944. Born 23 November 1919. Home in Montreal; enlisted there 2 October 1940. To No.3 BGS, 28 October 1940. To No.2 ITS, 29 November 1940. Promoted LAC, 3 January 1941 when posted to No.2 EFTS; posted to No.1A Manning Depot, 20 February 1941. To No.6 SFTS, 5 March 1941; to No.5 SFTS, date uncertain. Graduated 16 May 1941 when promoted Sergeant; to Trenton, 7 June 1941; to "P", 12 August 1941; to No.5 BGS, 25 September 1941; promoted Flight Sergeant, 1 December 1941; to No.13 Operational Training Squadron, 6 February 1942; to Eastern Air Command, 4 May 1942; to No.5 (BR) Squadron, 26 May 1942; promoted WO2, 1 June 1942. Commissioned 19 March 1943. To No.10 (BR) Squadron, 22 April 1943. Promoted Flying Officer, 19 September 1943. Promoted Flight Lieutenant, 1 August 1944. To No.2 Air Command, 27 January 1945. Granted Leave Without Pay, 12 February 1945. Restored to strength of No.2 Air Command, 13 August 1945. To No.1 Release Centre, 12 September 1945. Retired 14 September 1945.

This officer, throughout a long period on operational flying in the North Atlantic area, has proven himself to be an efficient and skilful captain of aircraft. At all times he has displayed an exceptional devotion to duty and his cheerful willingness in undertaking any flying task and his ability to carry it out successfully, have been an inspiration to all personnel.

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WILTON, P/O Arklos John (C48209) - **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 24 June 1921. Home in Roland, Manitoba. Enlisted in Winnipeg, 6 August 1941 as Aero Engine Mechanic and posted to No.1 Manning Depot. To No.3 ITS, 21 August 1941. To No.5 (BR) Squadron, 5 November 1941. Promoted AC1, 1 December 1941. Promoted LAC, 1 April 1942. Promoted Corporal, 1 March 1943. Promoted Sergeant, 1 April 1943. Promoted Flight Sergeant, 1 January 1944. Promoted WO2, 1 April 1944.

Commissioned 19 July 1944. To No.3 Operational Training Unit, 30 November 1944. Promoted Flying Officer, 19 January 1945.. To Test and Development Establishment, 18 March 1945. To No.5 Release Centre, 5 June 1945. Retired same date. No citation.

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WILTON, F/O Robert (C24944) - **Member, Order of the British Empire** - No.5 Radio School - Award effective 1 January 1945 as per **Canada Gazette** of that date and AFRO 89/45 dated 19 January 1945. Born in Grand Prairie, Alberta, 3 May 1918 (RCAF Press Release 4907 reporting award). Studied radio telegraphy and general radio engineering and was a sound technician before enlisting in Calgary, 24 October 1940 as Wireless Electrical Mechanic. Promoted LAC, 24 October 1940. To RCAF Overseas Headquarters, 2 January 1941. Repatriated and posted to No.31 Radio School, 18 July 1941. Promoted Corporal, 1 October 1941. Repatriated January 1942. Promoted Sergeant, 1 March 1942. To No.5 Manning Depot and commissioned in Engineer Branch, 9 April 1943. To No.1 Officer School, 15 April 1943. To AFHQ, 24 May 1943. To No.31 Radio School, 14 July 1943 (later redesignated No.5 Radio School). Promoted Flying Officer, 9 October 1943. Promoted Flight Lieutenant, 1 August 1944. MBE presented 17 June 1945. To Radar and Communications School, 1 November 1945. To No.3 Release Centre, 24 February 1946. Retired 1 March 1946. Rejoined RCAF Auxiliary, 28 December 1948 as Flight Lieutenant, Radar Branch (120848), serving with No.420 Squadron. Retired 1 July 1952 in London, Ontario.

This officer has displayed great initiative and ability in organizing the electronics section at this school. His excellent work has made a very large contribution to the organization and training at this school. By his energetic, keen and successful efforts he has been an example and inspiration to all. His devotion to duty displayed in many extra hours of hard work has been most praiseworthy.

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WINCH, F/O Aubrey Wellington (J27379) - **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 3 May 1916. Home in Guelph, Ontario; enlisted in Hamilton, 10 March 1941. To No.1 Manning Depot, 17 March 1941. To Trenton, 10 April 1941. To No.3 WS, 5 July 1941; promoted LAC, 7 August 1941; graduated 22 November 1941 when posted to No.8 BGS; graduated and promoted Sergeant, 22 December 1941. To "Y" Depot, 27 December 1941; to No.1 Coastal Artillery Cooperation Flight, 21 January 1942; to No.5 Coastal Artillery Cooperation Flight, 15 April 1942. Commissioned 8 May 1943. To No.2 Coastal Artillery Cooperation Meeting, 21 May 1943. To No.1 Coastal Artillery Cooperation Flight, 30 June 1943. To "Y" Depot again, 11 July 1943. To RAF overseas, 2 August 1943. Promoted Flying Officer, 8

November 1943. Repatriated 13 June 1945. Retired 10 September 1945. Medal presented in Hamilton, 27 October 1949.

This officer has completed a successful tour of operational duty during which he has displayed skill, courage and determination of a high order. During his first operational flight his aircraft was detailed for a mine-laying mission in Kiel Bay. Before reaching the target one engine caught fire. On the return flight another engine caught fire and the aircraft rapidly lost height and was forced down on to the sea. It was entirely due to Flying Officer Winch's promptitude and skill in sending out messages before the aircraft was forced down that the crew were rescued within one and a half hours. Despite this trying experience he has continued to show undiminished enthusiasm for operational flying and unfailing devotion to duty at all times.

DHist file 181.009 D.3260 (RG.24 Vol.20637) has full recommendation by W/C D.C. Hagerman dated 29 September 1944 when he had flown 34 sorties (183 hours 15 minutes), 22 March to 29 August 1944.

Flying Officer Winch has completed 34 day and night operations as Wireless Operator and has definitely proved himself to be an aircrew member of above average ability.

On his first operational flight he was Wireless Operator of an aircraft detailed for mine laying in Kiel Bay. Before reaching the target, the port outer engine of his aircraft caught fire and had to be feathered. On returning from the target, the port inner engine also caught fire and had to be feathered. As height was rapidly being lost, Flying Officer Winch immediately instituted emergency procedure, two M/F fixes were obtained and later an S.O.S. was transmitted, giving an estimated ditching position. The aircraft then ditched at 0006 hours. Due to the excellence of Flying Officer Winch's procedure, rescue aircraft were circling the dinghy in two hours time and a naval trawler picked up the crew an hour and twenty minutes later.

Despite this harrowing experience, Flying Officer Winch's enthusiasm for operational flying has not in any way deteriorated.

I consider the fine workmanship, cool courage and the enthusiastic way in which this officer has invariably carried out his duties fully merits the immediate award of the Distinguished Flying Cross.

The sortie list was as follows; those from 22 March to 26 April 1944 were in Halifax II aircraft; successive missions were in Lancaster X aircraft:

22 March 1944 - Kiel Bay (mining, ditched, 4.35)

9 April 1944 - Lille (5.30)

10 April 1944 - Ghent (5.00)

20 April 1944 - Baltic (mining, 7.40)

26 April 1944 - Paris (6.05)

22 May 1944 - Dortmund (4.55)

24 May 1944 - Aachen (5.05)

31 May 1944 - Mount Couple (3.25)

4 June 1944 - Pas de Calais (3.30)

5 June 1944 - Merville (4.45)

6 June 1944 - Coutances (4.50)

9 June 1944 - Le Mans (5.45)

10 June 1944 - Versailles (5.40)

12 June 1944 - Cambrai (4.50)

14 June 1944 - St. Pol (4.00)

15 June 1944 - Boulgne (4.15, day)

21 June 1944 - St. Martin l'Hortier (4.25, day)

23 June 1944 - Bientiques (3.45)

4 July 1944 - Villeneuve St. George (6.15)

6 July 1944 - Siracourt (4.25, day)

7 July 1944 - Caen (4.25, day)

12 July 1944 - Thiverny (4.50, day)

15 July 1944 - Bois de Jardins (4.10)

18 July 1944 - Caen (4.15, day)

18 July 1944 - Wesseling (5.40)

23 July 1944 - Kiel (6.20)

24 July 1944 - Stuttgart (9.00)

28 July 1944 - Hamburg (6.15)

3 August 1944 - Bois de Casson (5.15, day)

4 August 1944 - Bois de Casson (5.20, day)

7 August 1944 - Caen (5.10)

9 August 1944 - Acquet (4.30)

25 August 1944 - Russelsheim (8.45)

29 August 1944 - Stettin (8.40)

WINCH, F/L Aubrey Wellington, DFC (J27379) - **Mention in Despatches** - Overseas - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April

1946.

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

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WINCHESTER, F/O Sidney Arthur (J10019) - **Mention in Despatches** - No.458 Squadron - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born 21 June 1915. Home in Vancouver; enlisted there 29 July 1941 and posted to No.2A Manning Depot. To No.2 WS, 27 August 1941. Promoted LAC, 18 September 1941; graduated 3 January 1942 when posted to No.8 BGS; graduated and commissioned, 2 February 1942. To No.31 OTU, 8 March 1942. To RAF overseas, 5 May 1942. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 2 February 1944. Reported missing, prisoner of war, 4 October 1944 (No.502 Squadron). Safe in United Kingdom, 13 May 1944. Repatriated 6 July 1945. Retired 10 September 1945. Died in Port Alice, British Columbia, 19 March 2010 as per **Legion Magazine** "Last Post" column, September/October 2010. Australian National Archives have a recommendation for a DFC drafted 17 August 1943 by Lieutenant-Colonel B.R. McKenzie (SAAF) when he had flown 560 hours, 400 in previous six months, 250 of them operational (34 sorties). Member of the crew of F/O E.L. Nielson, RCAF (awarded DFC).

This officer joined the squadron on the 3rd January 1943 and has now completed a full tour of operations on torpedo carrying aircraft. He has acted as Squadron Signals Officer and his duties at all times have been carried out in a conscientious and efficient manner. He has always been prepared to carry out any experimental work which might improve the standard of signals in the squadron. His efforts have unquestionably been responsible for the very high standard of efficiency in signals which at present exists in the squadron.

He was a member of a crew who have taken part in successful bombing attacks from Malta on enemy shipping and torpedo attacks from Tunisia.

On two occasions when the wireless set went unserviceable whilst on operations, it was only due to this officer's efforts that the set was made serviceable and the operation completed.

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WINDSOR, F/L Byron Harper (C3370) - **Commended for Valuable Services in the Air** - Conversion Training Squadron - Awarded 1 January 1943 as per **Canada Gazette** of that date and AFRO 55/43 dated 15 January 1943. Born 25 October 1896 at Miscou Harbour, New Brunswick. Home there. Enlisted in Montreal, 26 September 1940 (General List). Commissioned in rank of Flying Officer, 26 November 1940. With Conversion Training Squadron as of 26 November 1941. Promoted Flight Lieutenant, 1 June 1942.. To AFHQ, 9 May 1943. To United Kingdom, date uncertain. Repatriated 28 September 1943. To No.3 Training Command, 30 October 1943. To No.3 Flying Instructor School, 25 November 1943. To No.13 SFTS, 19 December 1943. To No.3 Training Command Headquarters, 15 January 1944. Retired 21 August 1944.

This officer has served as an instructor, Flight Commander, Examining Officer and Chief Flying Instructor at Conversion Training Squadron and has a total instructional time of 741 hours and a total flying time of 926 hours. he has shown exceptional ability as an instructor on single and twin-engine aircraft. His diligence, initiative and reliability have been most valuable to the unit. This officer's skill as a pilot and able leadership inspires confidence in the student pilots and commands the respect of the personnel of the unit.

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WING, Sergeant Alfred Vincent (R190589, later J50601) - **Distinguished Flying Medal** - No.463 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 15 September 1944 and AFRO 2373/44 dated 3 November 1944. Born 19 May 1921. Home in Capreol; enlisted in Toronto, 1 September 1942 and posted to No.1 Manning Depot. To No.1 BGS (guard duty), 22 October 1942. To No.1 Composite Training School, 6 March 1943. Promoted LAC and posted to No.3 BGS, 16 April 1943; graduated and promoted Sergeant, 18 May 1943. To "Y" Depot, 11 June 1943; to RAF overseas, 15 June 1943. Repatriated 22 October 1944. Commissioned 28 November 1944 (J50601). To No.4 BGS, 7 January 1945. To Release Centre, 19 February 1945. Retired 27 February 1945. Award presented 18 October 1947. No citation other than "completed...many successful operations during which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/9276 has recommendation dated 17 June 1944 when he had flown 27 sorties (184 hours 34 minutes), 18 October 1943 to 27 May

1944.

18 October 1943 - Hanover (5.30)
22 October 1943 - Kassel (5.50)
18 November 1943 - Berlin (8.30)
16 December 1943 - Berlin (7.25)
5 January 1944 - Stettin (9.20)
14 January 1944 - Brunswick (5.35)
21 January 1944 - Magdeburg (7.05)
27 January 1944 - Berlin (8.15)
30 January 1944 - Berlin (6.45)
15 February 1944 - Berlin (7.00)
19 February 1944 - Leipzig (6.40)
20 February 1944 - Stuttgart (7.00)
24 February 1944 - Schweinfurt (7.45)
25 February 1944 - Augsburg (7.15)
1 March 1944 - Stuttgart (8.00)
9 March 1944 - Marignane (9.00)
15 March 1944 - Stuttgart (7.35)
22 March 1944 - Frankfurt (5.20)
30 March 1944 - Nuremburg (7.35)
10 April 1944 - Tours (5.20)
11 April 1944 - Aachen (3.45)
18 April 1944 - Juvisy (4.20)
20 April 1944 - La Chapelle (4.25)
22 April 1944 - Brunswick (5.45)
24 April 1944 - Munich (9.55)
26 April 1944 - Schweinfurt (8.15)
27 May 1944 - Nantes (5.24)

Sergeant Wing has operated as Air Gunner over Berlin, Leipzig, Nuremburg and other strongly defended German targets. He is a highly skilful, resourceful and courageous gunner, and is partly responsible for the success of many important and hazardous operational sorties. He has shown himself to be possessed of a fine fighting and determined spirit, and both in the air and on the ground he has set a standard that few equal.

Public Record Office Air 50/266 has report of an action (which may have involved mistaken identity) on 21/22 January 1944; target Magdeburg, Lancaster DV229, P/463. Pilot was P/O T.J. Foster, Mid-Upper Gunner was Sergeant Wing (trained at No.14 OTU in Britain) and Rear

Gunner was P/O Kirkpatrick (also trained at No.14 OTU). Time was 2218 hours, course 125 Magnetic, height 21,000 feet, speed 155 m.p.h. and position 53.37 North 10.55 East.

WOP reported four contacts at ranges between 800 and 1,200 yards. All contacts were holding position, and three were identified visually as Lancasters, one on starboard quarter at 800 yards and two which closed up to 800 yards on port quarter and were then lost to sight. A short burst of machine gun fire was then received from starboard beam, two lines of tracer bullets passed through the mid-upper turret. The Mid-Upper gave corkscrew starboard and search, but no aircraft was seen, nor was any more fire observed. Course was then resumed. No return fire. Visibility was patchy and visual Monica was working well. No fighter flares or searchlights. The bullet holes, two in number, were of small calibre - .303 or .3. No cannon shells or cannon trace was observed.

The Operational Record Book of No.463 Squadron can be read on the Australian National Archives website, but parts are indistinct. All sorties listing Wing indicate that his pilot throughout was P/O Foster. The sorties of 18 October, 22 October and 18 November 1943 must have been flown with another unit. P/O Foster is posted to No.27 OTU on 9 May 1944; no posting date for Wing is discernable and the sortie of 27 May 1944 may have been with another unit and crew.

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WINMILL, F/L Albert Ernest (J12038) - **Distinguished Flying Cross** - No.415 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. Born 7 May 1921. Home in Lachute Mills, Quebec; enlisted in Montreal, 8 July 1941 and posted to No.4A Manning Depot. To No.1 WS, 20 August 1941; to No.13 SFTS (guard), 10 September 1941. Promoted Acting Corporal, unpaid, 18 September 1941. To No.3 ITS, 25 September 1941; promoted LAC, paid, 7 November 1941; to No.22 EFTS, 22 November 1941; to No.9 SFTS, 31 January 1942; graduated and commissioned, 5 June 1942. To Trenton, 20 June 1942. To No.5 SFTS, 8 August 1942. Promoted Flying Officer, 5 December 1942. To "Y" Depot, 10 January 1944. Taken on strength of No.3 PRC, Bournemouth, 21 January 1944. Promoted Flight Lieutenant, 5 June 1944. Repatriated 3 August 1945. Retired 12 August 1945. DFC presented in Montreal, 25 November 1949. RCAF photo PL-45128 (ex UK-22675 dated 16 July 1945) is captioned as follows: "This trio instructed in Canada before coming overseas on bombing operations. Awaiting return to Canada and civil life, they are shown above at an RCAF Holding Unit in Yorkshire. Left to right is F/L K.J. Helman, Lancaster pilot, Leaside, Ontario, who flew his mortally wounded aircraft back to Allied lines before bailing out, though his ailerons were completely severed by a German fighter. Centre is F/L A.E. Winmill, Verdun, Quebec, a fellow instructor of Halman's at Brantford. His Halifax was fired by flak over

Magdeburg. Right is F/L A.S. Cruickshank, Toronto, Swordfish squadron pilot, whose Halifax fought off five fighter attacks in two succeeding nights." (Helman or Halman ?) No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2618 (RG.24 Vol.20627) has recommendation dated 14 April 1945 when he had flown 25 sorties (158 hours nine minutes), 2 November 1944 to 8 April 1945.

Flight Lieutenant Winmill has completed many attacks on heavily defended targets in Germany such as Munster, Castrop Rauxel, Essen and Hamburg. He has constantly displayed a fine fighting spirit throughout his operational career and has proved himself an officer of outstanding ability, whose courage, cheerfulness and keen sense of duty resulted in an outstanding operational crew. In addition, his untiring efforts in coaching new crews has been responsible to a large degree for the many successful sorties performed by this squadron.

The sortie list was as follows:

2 November 1944 - Dusseldorf (5.00)
6 November 1944 - Gelsenkirchen (5.05)
16 November 1944 - Julich (4.40)
18 November 1944 - Munster (6.45)
21 November 1944 - Castrop Rauxel (6.30)
30 November 1944 - Duisburg (6.25)
17 December 1944 - Duisburg (6.40)
24 December 1944 - Dusseldorf (4.30)
28 December 1944 - Opladen (6.05)
29 December 1944 - Trois Dorf (6.54)
30 December 1944 - Cologne (6.25)
2 January 1945 - Ludwigshaven (7.15)
5 January 1945 - Hanover (6.10)
16 January 1945 - Magdeburg (6.45)
2 February 1945 - Wanne Eickel (6.00)
4 February 1945 - Osterfeld-Bonn (5.30)
9 February 1945 - Wanne Eiickel (6.40)
13 February 1945 - Bohlen (8.45)
23 February 1945 - Essen (6.00)
1 March 1945 - Mannheim (7.00)
5 March 1945 - Chemnitz (8.35)
7 March 1945 - Hemmingstedt (6.00)

8 March 1945 - Hamburg (6.30)
4 April 1945 - Harburg (5.55)
8 April 1945 - Hamburg (6.05)

RCAF Press Release No. 321 dated 5 July 1945 (by F/L W.A. Shields) read as follows:

WITH THE R.C.A.F. LEAVING BRITAIN: -- A burst of flak over Magdeburg wounded the mid-upper gunner and set afire the Halifax piloted by Flight Lieutenant A.E. Winmill, 1195 Crawford Bridge Avenue, Verdun, Quebec.

With his port mainplane ablaze and a punctured petrol tank ready to catch at any moment, the Swordfish squadron skipper was a flying bonfire for nearly five minutes --- a target which German night fighters could see for miles.

A former instructor at 5 S.F.T.S., Brantford, Flight Lieutenant Winmill bombed Bremen, Hanover, Chemnitz, and the Ruhr oil refineries in his tour of operations. He leaves shortly for Canada.

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WINN, F/O Frederick Adolphe Rasmussen (J19668) - **Distinguished Flying Cross** - No.78 Squadron -Award effective 6 January 1945 as per **London Gazette** dated 19 January 1945 and AFRO 508/45 dated 23 March 1945. Born 31 March 1917. Home in Edmonton; enlisted there 7 April 1942. To No.3 Manning Depot, 26 April 1942. To No.15 SFTS (guard), 15 June 1942. To No.7 ITS, 1 August 1942; graduated and promoted LAC, 9 October 1942 but not posted to No.6 EFTS until 24 October 1942; may have graduated 18 December 1942 but not posted to No.4 SFTS until 9 January 1943; graduated and promoted Sergeant, 30 April 1942. To "Y" Depot, 14 May 1943. To RAF overseas, 26 May 1943. Promoted Flight Sergeant, 30 October 1943. Commissioned 16 January 1944. Promoted Flying Officer, 16 July 1944. Repatriated 7 February 1945. Retired 26 March 1945. Living in Calgary as of July 1950. Photo PL-35252 shows him. No citation other than "completed ...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/9038 has recommendation dated 18 October 1944 when he had flown 39 sorties (171 hours 57 minutes), 24 April to 6 October 1944.

* second pilot (all others as captain of aircraft)

24 April 1944 - Karlsruhe (6.16)*
30 April 1944 - Acheres (4.28)

1 May 1944 - Malines (3.57)
11 May 1944 - Trouville (3.34)
19 May 1944 - Boulogne (3.17)
22 May 1944 - Orleans (5.27)
27 May 1944 - Bourg Leopold (3.58)
31 May 1944 - Trappes (5.14)
5 June 1944 - Courseulles (4.44)
6 June 1944 - St.Lo (5.34)
7 June 1944 - Juvisy (4.32)
9 June 1944 - Laval airfield (5.01)
24 June 1944 - Noyelle E.C. (3.28)
25 June 1944 - Montorgueil (4.00)
27 June 1944 - Mont Condon (3.32)
28 June 1944 - Blainville (6.54)
1 July 1944 - St.Martin L'Hey (3.35)
4 July 1944 - St.Martin L'Hey (3.32)
5 July 1944 - St.Martin L'Hey (3.31)
8 July 1944 - Chateau Bernapre (4.07)
12 July 1944 - Thiverny (4.01)
15 July 1944 - Nucourt (4.13)
17 July 1944 - Caen H.2 (4.38)
20 July 1944 - Bottrop (4.47)
1 August 1944 - Prouville (4.04)
5 August 1944 - Foret de Nieppe (3.02)
9 August 1944 - Foret de Mormal (3.04)
11 August 1944 - Chapel Notre Dame (3.14)
12 August 1944 - Brunswick (5.51)
14 August 1944 - Falaise (3.51)
16 August 1944 - GARDENING (5.21)
3 September 1944 - Soesterberg (3.09)
17 September 1944 - Boulogne (3.00)
20 September 1944 - Calais (3.38)
23 September 1944 - Neuss (4.50)
25 September 1944 - Calais (3.15)
26 September 1944 - Calais (3.31)
4 October 1944 - GARDENING (5.15)
6 October 1944 - GARDENING (4.00))

This officer has now completed his first operational tour consisting of 39 sorties (125 points) of which eight have been major targets, involving a total of approximately 172 hours.

At all times he has shown outstanding keenness for operations and has never failed to attack the target. His photographic record proves that he has always pressed home his attacks, often in spite of considerable opposition. He is an excellent captain of aircraft and has set an example to the less experienced captains. Whilst on the ground he has, on a number of occasions, acted as Deputy Flight Commander, when he has shown considerable ability as a leader and organizer.

He has now completed an excellent operational tour on a variety of targets, many of which have been strongly defended, and he has never failed to show the true offensive spirit. He is therefore strongly recommended for the award of the Distinguished Flying Cross.

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WINNY, W/C Harry Johnstone, BEM (C1410) - **Mention in Despatches** - Alliford Bay - Award effective 28 May 1943 as per **London Gazette** of that date, **Canada Gazette** dated 2 June 1943, and AFRO 1459/43 dated 30 July 1943. Born in Vancouver, 27 April 1904. Served in British Columbia Light Horse (Militia), 29 July 1921 to 30 March 1924. Enlisted in RCAF at Jerhico Beach (Vancouver), 24 September 1924 (service number 224). Trained as a Fitter Learner. Purchased discharge, 10 July 1926. He may have taken some private flying lesson. Re-enlisted in RCAF, 14 March 1927 and promoted LAC, 15 September 1927. To Camp Borden for pilot training, 12 October 1927. Graduated, promoted Sergeant and awarded wings, 23 February 1928. Posted to Lac du Bonnet, 24 April 1928. Engaged in Civil Government Air Operations with F/L Mawdesley, 1930. Promoted Flight Sergeant, 1 July 1931. Posted to Vancouver, 18 May 1932. Veteran of preventative patrols flown out of Vancouver, 1932-1935. Awarded the BEM, 1 January 1935 (**Canada Gazette**, 26 January 1935). Purchased discharge, in Vancouver, 2 September 1936. Civil employment with Canadian Airways and Hudson Bay Company. Commissioned at Edmonton, 29 November 1939; on rejoining the RCAF he had 5,800 hours. To No.13 Operational Training Squadron, 13 July 1940; promoted Squadron Leader, 1 February 1942; to No.6 (BR) Squadron, Alliford Bay, 8 March 1942. Appointed Commanding Officer, Alliford Bay, 25 June 1942. Promoted Wing Commander, 1 October 1942. Appointed Commanding Officer, Uclulet, 1 June 1943. To Northwest Air Command, Edmonton, 12 March 1944. To Station Edmonton, 30 December 1944. Appointed Commanding Officer, Watson Lake, 23 January 1945. To AFHQ, 24 March 1945. Left RCAF, 9 August 1945 and returned to flying with Hudson Bay Company. Died in Calgary, 18 December 1960.

Wing Commander Winny commands an isolated station on the Pacific Coast. He is an outstanding pilot, a resourceful commander and an exceptional leader. His

diligence, fine judgement and personal example have brought his station to a high state of efficiency. Wing Commander Winny has flown 1,066 operational hours since the outbreak of war.

NOTE: Winny's 1935 BEM was rare in the interwar period and arose from R.B. Bennett inquiring about outstanding achievements in Canadian aviation that might be recognized in the January 1935 Honours List. Major General A.G.L. McNaughton and the Senior Air Officer recommended one civilian (W.R. "Wop" May), one officer (Squadron Leader R.S. Grandy) and one NCO (Winny). The memo singling him out (dated 3 May 1934) described his achievements as follows:

Outstanding flights by personnel
of the Royal Canadian Air Force

Flying and Exploratory Work in the Far North

No.224, Flight Sergeant Winny, H.J.

1. In 1930 Flight Sergeant Winny was appointed as pilot of the second aircraft of the detachment which was organized for the purpose of exploring and photographing some of the main travelled and unknown water and air routes and to inspect RCAF fuel caches laid down in the North West Territories.

2. The detachment left Ottawa on July 6th and proceeded to Aklavik by Winnipeg and the Mackenzie River system, thence to Great Bear Lake calling at points en route.

From Hunter Bay the detachment proceeded to Coronation Gulf and thence to Point Lake on the Coppermine River, from where the detachment proceeded to Fort Reliance on Great Slave Lake stopping at Fort Rae. On the 23rd of August, the detachment proceeded to Lac la Gras later returning to Reliance from which point photographic operations were undertaken until September 2nd when the detachment proceeded to Chesterfield Inlet, Hudson Bay. On September 8th, the detachment left for Cape Fullerton, Wager Inlet and Repulse Bay returning to Chesterfield Inlet on 12th of September. The detachment then proceeded to Ottawa, calling at Port Churchill and Winnipeg en route.

3. Three thousand one hundred photographs were taken during the operation, which involved 193 hours flying, and a complete check of RCAF caches was made in the area in which the aircraft operated.

4. The is detachment was entirely self-contained, and was operating in an unsettled country and over an area for which maps did not exist. The operation was brought to a successful conclusion.

5. In 1931 Flight Sergeant Winny was again detailed to act as pilot in one of the aircraft of a special detachment which undertook photography and photographic reconnaissance of the unmapped and little known area in the North West Territories situated between the Mackenzie River system and Hudson Bay. The detachment worked as far north as Bathurst Inlet and as far south as Wholdain Lake.

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WINSHIP, F/L John Jeffray (J22722) - **Distinguished Flying Cross** - No.684 Squadron - Award effective 27 April 1945 as per **London Gazette** dated 8 May 1945 and AFRO 966/45 dated 8 June 1945. Born 14 August 1915 in Elmwood, Manitoba; home in Winnipeg; enlisted there 9 October 1941. To No.3 Manning Depot, 19 November 1941. To No.3 SFTS (guard), 31 January 1942. To No.4 ITS, 28 March 1942; graduated and promoted LAC, 22 June 1942 but not posted to No.5 EFTS until 1 August 1942; graduated 25 September 1942 and posted next day to No.10 SFTS; graduated and commissioned 22 January 1943. To No.1 GRS, 5 February 1943. To "Y" Depot, 1 May 1943. To RAF overseas, 8 May 1943. Promoted Flying Officer, 12 July 1943. Promoted Flight Lieutenant, 22 January 1945. Repatriated 5 September 1945. To No.2 Flying Training School, 18 October 1945. To No.6 OTU, 9 November 1945. To Release Centre, 28 December 1945. Retired 31 December 1945. Medal sent by registered mail, 20 June 1951. **Aviation Review**, published by the Western Canada Aviation Museum (issue of December 1991) has a ten-page article, "A Mosquito PR Pilot Over Burma" by Norman Malayney detailing his training and operations. RCAF photo PL-27652 (ex UK-12694 dated 26 July 1944) is captioned as follows: "They flew their Mosquito nearly 800 miles on one engine, and almost 700 miles of the flight were made over Japanese territory. On the left is the pilot, J22722 F/O Jack Winship (Winnipeg) and on the right is his navigator, RAF 151625 F/O Peter Haines (London). When the port engine of their unarmed photographic reconnaissance Mosquito packed up they were far out over Indo-China. They had to jettison 100 gallons of petrol and had barely enough to get back to their advanced base in India at greatly reduced speed. They made it, and now they are telling each other that the engine that brought them back on their hazardous flight over dense jungle was because 'it is my favorite engine.' In civilian life, Winship was a street car and bus driver, Haines was a clerk."

Flight Lieutenant Winship has completed numerous long range photographic sorties, many of which have been flown during monsoon weather over Burma and Siam. In April 1944 he was detailed to photograph new enemy airfields in North East Siam. Engine trouble developed and he was forced to jettison 100 gallons of fuel in order to maintain height. By superb airmanship this officer

succeeded in flying safely to a forward landing ground, a distance of 750 miles on one engine. This entailed flying at a low level for four hours over the enemy's fighter bases in the Irrawaddy Valley. Throughout his operational career this officer has displayed great keenness, initiative and devotion to duty.

NOTE: Public Records Office Air 2/9078 has recommendation by W/C W.E.M. Lowry dated 26 February 1945 stating he had flown forty photo reconnaissance sorties (236 hours 50 minutes). It is more detailed and specific to dates, and it quoted here:

This officer has completed a twelve-month tour with 40 sorties on long range photographic reconnaissance, many of which were carried out in the extremely difficult weather conditions of the monsoon period over Burma, Siam and Sumatra. His high standard of airmanship and keenness has produced many excellent sorties well above average and this keenness and desire to extend the range of his aircraft has resulted in the discovery of several new targets. On 5th April 1944 whilst briefed to photograph new airfields in North East Siam, which had not previously been covered before, engine trouble developed and he was forced feather the starboard airscrew. Having jettisoned 100 gallons of fuel in order to maintain height, by magnificent airmanship he succeeded in bringing his Mosquito safely to a forward landing ground, a distance of 750 miles on one engine over enemy territory, and flying at a low height for four hours over the enemy's fighter bases in the Irrawaddy Valley.

Flying from Ceylon he covered enemy targets in Sumatra including Sigli and Samaing airfields (at maximum range) involving a round trip of 2,200 miles, the greater part being flown over the sea.

RCAF Press Release No.5843 dated 19 July 1944 from F/L W.J. Crampton, transcribed by Huguette Oates, reads:

WITH RCAF IN INDO-CHINA: -- A 700-mile flight over Japanese-held territory on only one engine, and with barely enough gasoline to get them home, was the recent unenviable experience of a Canadian pilot and an English navigator of an RCAF photo reconnaissance squadron Mosquito.

F/O Jack Winship, 28, of Winnipeg (238 Polson Avenue), and F/O Peter Haines, 20, RAF, of Leytonstone, E.11, London (3 Hartle Road), ex-tram and trolley-bus driver and ex-clerk respectively, were over Indo-China almost 800 miles from base when their port engine cooling system failed and two gasoline pumps went out of action. With speed down to 170 m.p.h., they flew more than four hours

over dense jungle and almost all the time over Jap-held country. They were forced to jettison 100 gallons of precious gasoline.

When a leak developed in the cooling system, Winship dived to try cool the overheated engine, but had lost only 3,000 feet when the whole system went unserviceable. While he prepared for single-engine flying, they lost another 3,000 feet, but at 15,000 had no difficulty in maintaining altitude on the one remaining engine. "I knew we'd make it if the petrol lasted," Winship said later. "But we'd had to jettison from our wing tip tanks because the fuel pumps connecting them with the rest of the system are worked by the port engine and so were useless when it packed up."

The two men said they were more worried about the petrol situation and the type of country they were over than about the possibility of meeting enemy fighters. Haines, besides being busy with his navigation work, was kept occupied sending radio reports of the crippled aircraft's progress. Both men have an affectionate regard for the one serviceable engine that got them home. "It's our favorite engine," they declared later.

Winship trained at High River, Alberta, and Dauphin, Manitoba, while Haines trained in England and at Port Albert, Ontario, and Charlottetown, P.E.I.

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WINSLOW, F/L Terence Bawlf (J9167) - **Distinguished Flying Cross** - No.268 Squadron - Award effective 8 August 1944 as per **London Gazette** dated 11 August 1944 and AFRO 2101/44 dated 29 September 1944. Born 12 June 1921, Winnipeg. Home in Ste. Agathe, Quebec. Enlisted in Montreal, 12 February 1941 and posted to No.1 Manning Depot. To No.4 Manning Depot, 2 April 1941. To No.3 ITS, 8 June 1941; graduated and promoted LAC, 14 July 1941 when posted to No.2 EFTS; may have graduated 1 September 1941 but not posted to No.11 SFTS until 12 September 1941; graduated and commissioned 5 December 1941. To "Y" Depot, 23 December 1941; to RAF overseas, 7 January 1942. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 5 December 1943. Repatriated 8 December 1944. To No.3 Training Command, 20 December 1944. To St. Hubert, 15 January 1945. Remained in RCAF, rank of Flight Lieutenant, 1 October 1946 (19682). Granted Permanent Commission, 1 October 1950. Promoted Flight Lieutenant, 14 June 1951. Award presented 18 June 1949.

This officer has flown on a great number of operational sorties and has displayed courage and determination while on operations.

NOTE: Public Record Office Air 2/9633 has a more detailed citation, drafted when he had flown

29 sorties (52 operational hours).

This officer has flown on a great number of operational and photographic sorties. In the course of one photographic reconnaissance his aircraft was twice hit by enemy fire. The excellent photographs he has secured reflect the courage and determination which he has displayed while on operations.

Operational Notes: Further to the above, Colin Ford, consulting the Operational Record Book of No.268 Squadron, provides the following notes:

F/L Winslow, known on the Squadron as "Terry"

Arrived at the Squadron on 4 May, 1943.

F/O TB Winslow RCAF, F/O RH Hurton RCAF and F/O D Vogel RCAF (USA) joined the Squadron on posting from 410TU for flying duties.

His first operational sortie with the Squadron was on 1 July 1943, a dusk low level interceptor patrol off the coast between Selsey Bill and Beachy head paired with the Squadron OC, S/L G Pallot. At the time the RAF AC Mustang Squadrons were being used in conjunction with Typhoon squadrons, to provide standing patrols off certain areas of the English coast at dawn and dusk as a deterrent to low flying German mine laying aircraft and hit and run raids by Luftwaffe fighter bombers on English coastal towns.

He flew nine more operational sorties between then and the beginning of November 1943 when the Squadron went 'on rest' to RAF Turnhouse in Scotland.

With the Squadron's return to operations in January 1944 he was back on operations. He had a particularly 'hairy' sortie on 13 March 1944:

F/L Winslow RCAF in FD443 and F/O Normoyle RAAF in FD529 took off at 11.20 hrs to conduct a photographic reconnaissance of a NOBALL target in the Pas de Calais. They crossed the French Coast and were met over the target area with intense and accurate flak, which hit and damaged F/L Winslow's aircraft in the main plane and took off the radio mast of F/O Normoyle's aircraft. As they exited the French Coast they were again subjected to intense, but slightly less accurate flak. They landed back at Benson, F/L Winslow RCAF bursting a tyre during the landing but getting away unscathed. There F/L Winslow RCAF was advised to

abandon his damaged aircraft by the Station Engineering Officer, the aircraft being declared unsafe. FD443 would not be back in Squadron service until late 1944 after substantial repairs. Successful photography was obtained by both aircraft from this sortie.

On 27 April 1944: F/L Winslow RCAF in FD532 F and F/O Tuele RCAF in FD498 J also took off at 14.50 hrs for a photo reconnaissance sortie inside France. They reached and photographed their target, which was a viaduct, which appeared to be undamaged from a previous Allied air attack. Intense and accurate flak was encountered from the Gonderville area, with F/L Winslow's Mustang being hit twice, once in the wing and once in the tail. F/L Winslow RCAF was able to successfully recover his aircraft to base, making an uneventful landing. The photographs of the target had been successfully obtained and F/L Winslow RCAF was later congratulated on the excellence of the photographs. Mustang FD532 F flown by F/L Winslow RCAF was assessed as having suffered Cat B damage, and was not repaired, being struck off charge.

He attended the Armament camp at RAF Llanbedr and the Naval Gunnery Course at Dundonald with the rest of the Squadron.

He flew 14 Operational sorties between January and May 1944, culminating in his sortie of 24 May 1944

May 24, 1944 an air firing program organised by the Squadron Armaments Officer, F/L Lewis, had to be cancelled due to haze and fog conditions. One non-operational photographic demand was completed during the day by F/O Normoyle RAAF. Five practice photographic sorties were conducted during the day.

Operationally, the Squadron had an exciting but costly day, with sorties being launched against RDF installations on the enemy coast. Both sorties were to evaluate the effectiveness of attacks made by rocket firing Typhoons on the RDF installations earlier that day. As a result, the German flak defences were well and truly on the alert and ready for any additional visitors from the RAF.

F/L Winslow RCAF in FD497 Z and F/O Fraser in FD552 N took off at 13.20 hrs, tasked with the photo reconnaissance of the German RDF installations near Neufchatel, from zero feet and as close as possible in order to reveal the greatest amount of detail in the photography.

S/L Mann in FD563 F and F/O Ashford in FD505 took off at 16.30 hrs tasked with the photo reconnaissance of the German radar chimney on the north east outskirts of Boulogne. Again this target was to be photographed from as close as possible in order to ensure the clarity of the photography.

The Squadron's Operational Record Book graphically records the details of both sorties:

"F/L T.B. WINSLOW and F/O A.D. FRASER were briefed for R.D.F. installations at NEUFCHATEL. They cross in S, of BOULOGNE and made a diving turn on to the target; both making a perfect approach. FLAK was fairly heavy. F/O FRASER saw his No.1 pull up in a half roll at 500', streaming smoke. He pulled out on the deck and climbed away, still smoking. The section was pursued out to sea by 20mm type flak. It was not until the section was safely out to sea that F/O FRASER observed that the hood and flying helmet of his No.1 were both missing. Over BREZZETT No.1 decided to land but was unable to lower the undercarriage. He made a belly landing after two approaches and was seen to climb from the aircraft. No.2 landed at base. Subsequently after emergency treatment F/L WINSLOW was flown to base in the Auster and at once taken to hospital with burns on the face and wrists. He received visitors in the evening and was able to describe how his aircraft had been damaged and suddenly flames had filled the cockpit. He jettisoned his hood at once and lost his helmet simultaneously. Regaining control, with a burned face and one eye either completely or partially u/s, he reached England and at once put down the damaged aircraft. From this report it is clear that F/L WINSLOW'S actions were in every way courageous and the helpful conduct of his escort exemplary. Good Show!

The German flak hit to F/L Winslow's Mustang triggered a flash fire in the cockpit, possibly from a severed hydraulic line under the cockpit. F/L Winslow was badly burnt about the face and hands and was basically blinded. When he jettisoned the cockpit hood in preparation to possibly bale out of his burning aircraft, the fire in the cockpit was blown out, he changed his mind about baling out and regained a degree of control over his damaged aircraft. He then flew his damaged Mustang back to England where he crash landed it. He was taken to East Grinstead Hospital for treatment of what proved to be second degree burns to his face and both hands.

F/L Winslow's Mustang FD497 Z was written off in its crash landing.

F/L Winslow returned to the Squadron around D-Day, being recorded flying a

test sortie on 7 June 1944.

He flew his first operational sortie on 10 June 1944 following his return.

18 August 1944 first operational sortie in Typhoon FR.1b

F/L Winslow RCAF in Typhoon JP371 A and F/L Creevy in Typhoon EK372 B took off at 12.55 hrs to conduct a Photo/R of bridges on the River Risle around the area Q899847 (La Riviere Thibouville) – 897900 (Brionne) – 885955 (Pont Authou) – 767090 (one mile north east Corbon) – 767094 (three quarters of a mile north east Corbon) – 765091 (half a mile north east Corbon) – 766094 (one and a quarter miles north east Corbon) – 764095 (three quarters of a mile north east Corbon) – 921656 (Ajou) – 925772 (Beaumont-Le-Roger)– 917778 (Beaumontel) – 913789 (one mile north west Beaumontel)– 896823 (Le Petit Nassandres) – 901813 (road junction half mile south of Nassandres) – 863013 (road junction one mile east of Verrieres) – 851032 (road junction one mile south Bellou-Sur-Huisne) – 822055 (one mile north west of Bellou-Sur-Hulsne) – 824057 (one and a quarter miles north east of Bellou-Sur-Hulsne) – 710150 (one mile south east Mortagne-Au-Perche). All bridges were covered except that at 921656 due to eight unidentified aircraft approaching out of the sun. F/L Winslow RCAF made seven runs covering eleven bridges whilst F/L Creevy made three runs covering seven bridges.

The same day:

Advice was received by the Squadron during the day of the award of the Distinguished Flying Cross to F/L TB Winslow RCAF, 'A' Flight Commander. F/L Winslow RCAF had been with the Squadron since May, 1943.

The citation of his award which was drafted when he had flown 29 operational sorties, said in part:

“This officer has flown on a great number of operational and photographic sorties. In the course of one photographic reconnaissance his aircraft was twice hit by enemy fire. The excellent photographs he has secured reflect the courage and determination which he has displayed while on operations. “

The recommendation for the award of the Distinguished Flying Cross to F/L Winslow put forward by S/L Mann DFC expanded further on his meritorious service:

“Flight Lieutenant WINSLOW has carried out many operational sorties both photographic and offensive. He shows courage, determination, and reliability of the highest order on every occasion. He has damaged two locomotives and attacked “Flak positions”. He is highly skilled at his work, as results prove from sorties on which he has been engaged. On the 27th April 1944, Flight Lieutenant WINSLOW was detailed to take an oblique line overlap of Mirville Viaduct from an altitude of 500’. He carried out this task in spite of heavy opposition from ground defences, and in the course of the sortie his aircraft was hit twice by 20 mm cannon shell. Photographs taken are of remarkable quality and show the pilots complete disregard for his own safety when in the target area.

“His aircraft has on previous occasions been hit by fire from the ground.”

The recommendation carried the amplifying comments from the Airfield Commander, W/C R Noel-Smith:

“F/O Winslow has on many occasions shown great courage and determination to obtain his target in spite of intense enemy opposition. His photographs of the Mirville Viaduct are of exceptional quality especially in view of the fact that he was hit badly by 20mm flak while obtaining them.”

Group Captain Anderson DSO DFC the Officer Commanding No.35 (Recce) Wing added his own comments in support:

“I have watched this Officer’s operations for some time, and his sorties have been consistently successful. I regard this particular sortie as being outstanding in every way. Very strongly recommended for an immediate award of the D.F.C.”

Up until 11 September 1944 he flew 44 operational sorties before being considered ‘tour expired’ and preparing to go on leave before taking up his next posting. From what I gather, he found the time to do some exploring in liberated parts of France before heading back to England to await advice on his eventual disposition – in his case repatriation back to Canada.

He flew N.A. Mustang Mk.1 aircraft operationally until the end of July 1943, then primarily N.A. Mustang Mk.1A aircraft. He only flew a couple of operational sorties in Hawker Typhoon FR.1b aircraft in mid to late August 1944.

RCAF Public Relations Release (file 900-21, "Public Relations - Search and Rescue", National Library and Archives, RG.24 Volume 17882) has the following:

On January 10 [1950] an RCAF Dakota aircraft attached to the Joint Air School at Rivers, Manitoba, began a 1,450 mile flight from Winnipeg to bring vaccine to a Roman Catholic priest stationed at ice-bound Igloolik, 200 miles within the Arctic Circle.

The aircraft, piloted by Flight Lieutenant Terry Winslow of Ste. Agathe, P.Q., flew to Churchill and on to Coral Harbour on Southampton Island, from where the last leg was carried out. Radio contact was established with the HBC Factor at Igloolik when the aircraft was about 125 miles from its destination. Darkness and thick ground haze made the location of the isolated settlement extremely difficult. The post was finally located with the assistance of the HBC radio station giving directions when the aircraft was almost overhead. Two complete medical canisters were dropped as a precaution against damage. Both dropped safely and were quickly retrieved. The rescue aircraft then returned to Coral Harbour, to refuel, and then continued on to Churchill where it remained overnight. The operation was completed at 2.10 P.M. the following day when the aircraft landed at Winnipeg. After a report to the service's Search and Rescue Operations Center at Winnipeg, the aircraft returned to base at Rivers.

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WINTER, F/O Gerald Marmaduke (J10431) - **Commended for Valuable Services in the Air** - No.8 SFTS - Awarded 16 April 1943 as per **London Gazette** of 13 April 1943 and AFRO 1035/43 dated 4 June 1943. Born 19 March 1917. Enlisted in Ottawa, 6 June 1940. To No.1 ITS, 24 June 1940; graduated and promoted LAC, 22 July 1940 when posted to No.1 Training Command; to "R", 14 September 1940. Promoted Sergeant, 1 January 1941. To No.9 SEFTS, 24 February 1941; promoted WO2, 1 January 1942; commissioned 1 March 1942; to No.8 SFTS, 31 March 1942; promoted Flying Officer, 15 September 1942; promoted Flight Lieutenant, 1 May 1943; to No.4 Training Command, date uncertain; to No.2 Flying Instructor School, 11 April 1944. Retired 21 February 1945. Governor General's Records (RG.7 Group 26, Volume 57, File 190-I) has citation.

Flying Officer Winter has shown marked success as a Flying Instructor and has risen through the ranks to the appointment of Flight Commander. The example set by his devotion to duty and reliability as an Instructor is demonstrated by his success in the production of first class pilots. His total flying time is 1,425 hours, 1,150 hours of which have been instructional given over a period of two years.

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WINTER, W/C Ross McCormick (C11249) - **Member, Order of the British Empire** - RCAF Overseas Headquarters - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 7 April 1900. Home in Kingston, Ontario; enlisted in Ottawa, 17 April 1942 in Education Branch and commissioned as Flying Officer. To AFHQ, 10 May 1942. Promoted Flight Lieutenant, 1 December 1942. To "Y" Depot, 12 July 1943. Taken on strength of RCAF Overseas Headquarters, 2 August 1943. Promoted Squadron Leader, 1 November 1943. Promoted Wing Commander, 1 August 1944. Repatriated 29 September 1945. Retired 8 November 1945. Employed after the war by Department of Mines and Resources in Ottawa. MBE presented at Government House, 7 November 1949. RCAF photo PL-43070 (ex UK-20054 dated 9 April 1945) shows the following "enjoying a joke in the interrogation room " following a Lion Squadron raid on Hanover - Dr. F.C. James (principal, McGill University, second from right), G/C H.R. Low, OBE (Ottawa and Winnipeg, Director of Education, AFHQ), Air Commodore F.R. Miller (Base Commander) and W/C R.M. Winter (Kingston, Senior Education Officer, RCAF Overseas Headquarters, extreme right). RCAF photo PL-43072 (ex UK-20056 dated 9 April 1945) shows G/C H.R. Low (Director of Education, AFHQ Ottawa, left), Dr. F.C. James (principal, McGill University, second from right), W/C R.M. Winter (extreme right, Director of Education, RCAF Overseas Headquarters), having tea with F/L W.M. Walker in interrogation room after raid on Hanover. Photo PL-48162 shows him after investiture, posed with Air Commodore D.E. Mackell. Caption stated that Winter was then with Department of Mines and Resources in Ottawa.

This officer has been Senior Education Officer, Royal Canadian Air Force Overseas Headquarters since August 1943, and too much credit cannot be given to him for the excellent way in which he has organized Education Services. He has had a tremendous uphill battle, but has never deviated from the sincerity of his purpose, and his Branch is one of the most efficiently run in the Directorate of Administration. Through his efforts, a very large number of Royal Canadian Air Force personnel have been able to improve their education which will put them in line for business opportunities. Apart from making the normal education facilities available to Royal Canadian Air Force personnel, Wing Commander Winter has proved his organizing ability. He has been responsible for the harmonious relationship that exists between the Canadian Army and the

Canadian Navy Education Services with the Royal Canadian Air Force, and he has never spared himself in furthering the progress of his Branch.

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WISEMAN, P/O Duncan Roy (J15778) - **Distinguished Flying Cross** - No.73 Squadron - Award effective 22 February 1943 as per **London Gazette** dated 23 February 1943 and AFRO 513/43 dated 26 March 1943. Born 19 May 1918; home in Moose Jaw; enlisted in Regina, 5 November 1940. To No.11 Equipment Depot, 16 December 1940. To No.2 ITS, 27 January 1941; graduated and promoted LAC, 4 March 1941 when posted to No.6 EFTS; graduated 21 April 1941 when posted to No.2 Manning Depot; to No.10 SFTS, 2 May 1941; graduated and promoted Sergeant, 16 July 1941. To "Y" Depot, 16 July 1941; to RAF overseas, 6 August 1941; commissioned 5 July 1942. Promoted Flying Officer, 5 January 1943. Promoted Flight Lieutenant, 5 July 1944. Repatriated 25 October 1944; to No.4 SFTS, 9 December 1944; To No.124 Squadron, 20 April 1945. To No.5 Release Centre, 14 January 1946; released 18 January 1946. Living in Moose Jaw in 1950; may have been in RCAF again from 15 April 1953 to uncertain date. Award presented 6 July 1946.

Throughout the operation beginning in October 1942, this officer has participated in a large number of sorties and patrols over enemy territory. He has always pressed home his attacks regardless of the opposition encountered. Pilot Officer Wiseman has made many highly successful attacks on moonlight nights at a very low level, destroying much enemy transport. He has always displayed outstanding keenness and a fine fighting spirit.

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WISEMAN, S/L James Arnold (C5777) - **Air Force Cross** - AFHQ - Award effective 14 June 1945 as per **Canada Gazette** dated 16 June 1945 and AFRO 1127/45 dated 6 July 1945 - Born in Winnipeg, 15 November 1910 as per RCAF Press Release reporting award; attended Port Hope High School. Enlisted in RCAF (Camp Borden) 17 May 1928. Had attained rank of Flight Sergeant, 1 September 1939. To No.10 (BR) Squadron, 28 May 1940. Promoted WO2, 15 December 1940. Commissioned as Flying Officer, 1 July 1941. To No.5 SFTS, 28 February 1942. Promoted Flight Lieutenant, 1 June 1942. To AFHQ, 5 June 1943. Promoted Squadron Leader, 1 November 1943. To No.7 Photo Wing, 28 March 1946; to No.13 Photo Wing, 1 April 1946. Retained rank in postwar RCAF; to AFHQ, 6 January 1948. To Air Transport Command Headquarters, 17 July 1950. To AFHQ, 14 May 1951. To Air Defence Command Headquarters, 1 August 1951. Promoted Wing Commander 1 September 1951. Retired 4 May 1960. Governor General's Records (RG.7 Group 26 Volume 59, file 190-I, dossier 7) has citation; when recommended he had flown 4,200 hours. Award sent by registered mail.

This officer has been engaged on air survey photography almost continuously since 1929, during which time he has possibly photographed a greater area of Canada than any other individual. In 1941 he carried out a photographic reconnaissance of parts of Greenland in an endeavour to locate possible bases for the Royal Air Force Ferry Command. The reconnaissance was carried out in an unarmed Liberator, despite the fact that the enemy was known to be operating an armed reconnaissance over the same area, and was completely successful. Previous to this he had flown some seven hundred hours on photography of Newfoundland and Labrador in connection with surveys relating to the development of Gander and Goose Bay airports. In the winter of 1942 Squadron Leader Wiseman was assigned to assist the United States Army in carrying out reconnaissance photography of large parts of North West Canada, Alaska and the Aleutians. A large part of the success of the operation was attributed to his skill and knowledge of aircraft and engine maintenance under sub-zero temperatures. When the Royal Canadian Air Force embarked upon a high altitude survey programme, this officer was selected to command the unit. On one occasion, while instructing other pilots on Mitchell aircraft, a pupil inadvertently raised the undercarriage before being fully airborne. Despite serious damage to the propeller blades and other damage, Squadron Leader Wiseman succeeded, under great difficulties, in landing the aircraft without further damage. His skill as a pilot undoubtedly saved the lives of his crew. Throughout his entire career he has shown the ability to execute the most difficult tasks with success and his leadership of his survey squadron in the field has been exceptional.

WISEMAN, S/L James Arnold (C5777) - **Commended for Valuable Services in the Air** - No.7 Photo Wing - Award effective 21 July 1945 as per **Canada Gazette** of that date and AFRO 1478/45 dated 21 September 1945.

Squadron Leader Wiseman was captain and pilot of a Mitchell aircraft which took off with eight personnel and a full load from Fort St,John, British Columbia, on February 15th, 1945. A defective nosewheel and leaking gasoline tank obliged the captain to attempt an immediate emergency landing. Despite the mental hazard of the leaking gasoline tank and knowing he could not use the brakes, Squadron Leader Wiseman with the greatest skill and judgement accomplished the landing without injury to personnel or further damage to the aircraft.

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WISKIN, F/L Eric Walter (J8804) - **Distinguished Flying Cross** - No.162 (Bomber Reconnaissance)

Squadron - Award effective 2 October 1944 as per **London Gazette** dated 10 October 1944 and AFRO 2534/44 dated 24 November 1944. Born 19 July 1915. Home in Cochrane, Ontario; enlisted in North Bay, 6 January 1941 and posted to No.1 Manning Depot. To No.1A Manning Depot, 19 February 1941. To "H", 20 March 1941. To No.3 ITS, 4 May 1941; graduated and promoted LAC, 8 June 1941 when posted to No.4 AOS; graduated 1 September 1941 when posted to No.1 BGS; graduated and promoted Sergeant, 11 October 1941 when posted to No.2ANS. To No.1 ANS, date uncertain; commissioned 1 April 1942. To Eastern Air Command, 19 September 1942. To No.162 (BR) Squadron, 22 September 1942. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 1 September 1943. Proceeded with squadron to Iceland, 31 December 1943. Navigator to F/O T.C. Cooke when Canso S/162 sank **U-342**, 17 April 1944. To Moncton, 23 December 1944. To "K", 1 February 1945. To Release Centre, 14 June 1945; retired 20 June 1945. Award presented by Governor General, 19 May 1950 when he was living in Kingston.

This officer has been flying as navigator with his present squadron since March 1943. He has always displayed great keenness and efficiency in the performance of his duties. On April 17, 1944, while operating from Reykjavik, he participated in an attack on an enemy submarine which was pressed home in the face of violent anti-aircraft fire. The submarine was probably destroyed. Throughout the attack Flight Lieutenant Wiskin showed coolness and good judgement and obtained a series of fine pictures. His courage and devotion to duty have been outstanding.

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WISSLER, F/O George Henry (J36872) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 12 November 1945 as per **London Gazette** dated 16 November 1945 and AFRO 133/46 dated 8 February 1946. Born in Toronto, 19 July 1913. Home in Elora, Ontario; seven years as motor mechanic. Militia service with Wellington Rifles, Elora Company, July 1930 to July 1935; enlisted in Hamilton, 1 June 1940 as Aero Engine Mechanic. To Technical Training School, St. Thomas, 28 June 1941. Promoted AC1, 1 September 1940. To No.5 SFTS, 30 October 1940. Promoted LAC, 1 December 1940. Promoted Corporal, 1 July 1942. Remustered to aircrew and posted to No.6 ITS, 23 January 1943 where he was described as "A steady and determined trainee who is thoroughly practical and lots of stamina and force; a pleasant manner and smart in his bearing. Resourceful and intelligent. He has worked well and done better than expected. Excellent motivation." Graduated 3 April 1943 when posted to No.9 EFTS. Washed out as pilot "due to lack of coordination and natural flying ability" although he had done well in ground school and was described as "keen and intelligent". To No.1 Manning Depot, 4 May 1943; to No.1 BGS, 12 June 1943; graduated 4 September 1943 when posted to No.1 AOS; graduated and commissioned 15 October 1943. To "Y" Depot, 29 October 1943. Taken on strength of No.3 PRC, 31 October 1943; embarked from Halifax, 1 November 1943; disembarked in Britain, 9 November 1943. Detached to Aircrew Holding Unit, Filey, 15 January

to 21 February 1944. To No.8 (Observer) AFU, 7 March 1944. To No.22 OTU, 18 April 1944. Promoted Flying Officer, 15 April 1944. To No.61 Base, 11 July 1944. Attached to No.1659 Conversion Unit, 11 July to 20 August 1944. To No.424 Squadron, 20 August 1944. Repatriated 1 June 1945. To No.1 Air Command, 12 June 1945. To AFHQ, 24 July 1945. To Release Centre, 29 August 1945; retired 3 September 1945. Award presented in Toronto, 30 April 1949. Died in Elora, Ontario, 13 September 1985 as per **Legion** "Last Post" online reports. 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." Recommended for non-immediate DFC, 17 May 1945, at which time he had flown 190.05 hours on operations (32 sorties); recommendation read:

Flying Officer Wissler has been screened on completion of his first tour of 32 sorties against the enemy, the majority of which were against heavily defended targets. On these operations this officer displayed courage and determination of a high order. His skill and ability to make a successful attack under all conditions have been an inspiration to others. Not only in the air but on the ground, Flying Officer Wissler's devotion to duty has been outstanding. He took a leading part in the training of less experienced crews, his knowledge and willingness to help others being invaluable to this squadron.

The sortie list was as follows:

15 September 1944 - Kiel (6.50)
17 September 1944 - Boulogne (3.45)
20 September 1944 - Calais (3.40)
23 September 1944 - Domburg (3.40)
25 September 1944 - Calais (3.40)
27 September 1944 - Sterkrade (5.30)
28 September 1944 - Cap Gris Nez (4.30)
14 October 1944 - Duisburg (6.05)
14 October 1944 - Duisburg (5.40)
23 October 1944 - Essen (6.10)
28 October 1944 - Cologne (6.50)
30 October 1944 - Cologne (6.10)
1 November 1944 - Oberhausen (6.20)
2 November 1944 - Dusseldorf (5.50)
4 November 1944 - Bochum (6.10)

6 November 1944 - Gelsenkirchen (5.15)
21 November 1944 - Castrop Rauxel (5.50)
27 November 1944 - Neuss (5.15)
30 November 1944 - Duisburg (6.15)
2 December 1944 - Hagen (7.05)
4 December 1944 - Karlsruhe (6.50)
18 December 1944 - Duisburg (6.00)
26 December 1944 - St. Vith (6.15)
28 December 1944 - Opladen (5.45)
29 December 1944 - Oberlar (6.30)
13 January 1945 - Saarbrücken (7.00)
14 January 1945 - Grevenbroich (6.05)
4 February 1945 - Oberhausen (6.15)
18 February 1945 - Friedrichshaven (6.10)
2 March 1945 - Cologne (5.50)
5 March 1945 - Chemnitz (9.15)
7 March 1945 - Dessau (8.40)

Training: Course at No.1 BGS was 14 June to 3 September 1943. Fired 400 Browning rounds and 100 rifle rounds on 25 yard range. In ground training fired 400 rounds from Boulton Paul turrets and 400 more from Fraser Nash turrets. Also spent nine hours 45 minutes on Turret Manipulation. Flew 23 hours five minutes on day bombing (Anson), six hours on day gunnery (Bolingbroke, four hours 25 minutes on night bombing (Anson). Aerial gunnery involved Bristol turret, Browning guns, 200 rounds fired air to ground and 2,000 rounds fired air to air.

Course at No.1 AOS was 6 September to 15 October 1943. Flew in Ansons (23.20 by day, 15.05 by night, all navigation. Ground courses in Air Navigation, Elements (179/200), Aircraft Recognition (240/250), Signals, practical (250/250), Reconnaissance (121/150), and Photography (144/150). Air tests in Day Navigation (237/300), Night Navigation (155/200), Bombing (201/300) and Photography (163/200). "A hard working, conscientious pupil. Proved an efficient class leader. Has done consistently good work throughout the course. Will prove capable in all respects."

Course at No.8 (Observer) AFU was 7 March to 17 April 1944. Flew in Ansons (three hours map reading by day, 18.30 combined exercises by day, 13.25 combined exercises by night). Of nine daylight combined exercises he was described thus: "Map reading good. Crew cooperation

excellent (Air mark assessment only on one log.).” Of five night combined exercises he was described as “Map reading and crew cooperation very good. Works hard.” Ground courses in Map Reading (310/400), Navigation (77/100), Gunnery (70/100), Aircraft Recognition (85/100), Bombing Revision (141/150) and Signals (34/50). Air work marked as follows: Map Reading, day (165/350), Map Reading, night (225/300), Bombing (160/200). No tests in Reconnaissance or Photography. “An excellent student, keen, cooperative. Sets a good example to other students.”

Course at No.22 OTU was 21 April to 29 June 1944. Flying in Wellingtons on the following: Local Bombing (15.15 by day, 12.45 by night), Cross Country Exercises (27.40 day, 26.10 night), at controls of aircraft, four hours by day, 5.30 by night. Bombing Exercises as follows - High Level by day (three exercises, 24 bombs), Stick by day (eight exercises, 16 bombs), Simulation with photography, day (six exercises), High Level by night (three exercises, 28 bombs), Stick by night (seven exercises, 14 bombs), Simulation with infra red (three exercises, two described as “successful”). Ground courses in Bombing Theory (37/50), Bombing Drill (180/200), Map Reading (160/200), Photography (30/50), Operational Bomb Loads (44/50), Pyrotechnics (44/50), Emergency Crew Drills (45/50). Air tests in Day Bombing (100/150), Night Bombing (100/150), Map Reading by day (150/200), Map Reading by night (150/200), Photography by day (45/100) and Photography by night (50/100). “This officer is keen, confident and capable. His map reading and astro work is of a high standard, and crew cooperation is very good. Stick bombing good, but test exercise poor.”

At No.1659 Conversion Unit he dropped 30 bombs by day and six by night. Did one Flashlight exercise, nine hours of dual flying, eleven night vision hours, six hours with Mark XIV bombsight, three hours 30 minutes on “Dry Swim” (whatever that is), twelve hours on Gee in the air, 14 hours on Gee on the ground.

Notes: On repatriation he stated he had flown 32 sorties (191 hours five minutes) with the last trip on 7 March 1945. He had also flown 215 hours five minutes non-operational. Aircraft experience overseas was on Ansons (34.55), Oxford (3.00), Wellington (91.25), Halifax (231.55) and Lancaster (44.55). Application for Operation Badge gave sorties as 32, from 20 August 1944 to 9 March 1945.

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WITBECK, F/L John Luther (J4520) - **Mention in Despatches** - No.423 Squadron - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born 24 December 1914. Home in Vancouver; enlisted in Toronto, 2 July 1940. To No.1 ITS, 22 July 1940; graduated and promoted LAC, 30 September 1940 when posted to No.2 AOS; to No.4 BGS, 22 December 1940; graduated and promoted Sergeant; 2 February 1941 when posted to

No.1 ANS; to Embarkation Depot, 13 March 1941; to RAF overseas, 6 April 1941. Remustered to Aeronautical Engineer Branch while overseas. Commissioned 5 March 1942. Promoted Flying Officer, 5 March 1943. Promoted Flight Lieutenant, 5 May 1943. Repatriated 16 October 1944. To Western Air Command, 26 November 1944. To No.3 Repair Depot, 14 February 1945. Retired 13 July 1945.

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WITHENSHAW, F/O George (J35572) - **Distinguished Flying Cross** - No.101 Squadron - Award effective 22 May 1945 as per **London Gazette** of that date and AFRO 1147/45 dated 13 July 1945. Born 11 September 1919 in Verdun, Quebec; educated there; home there (apprentice metal worker). Served with 9th Field Ambulance, Canadian Army Medical Corps, Montreal, 1935-1937 and 6th Duke of Connaught Canadian Hussars, Montreal, 1937-1939. Worked for Canadian Car and Foundry. Enlisted in Montreal, 24 October 1941. Initially an aero engine mechanic; to Technical Training School, St. Thomas, 12 December 1941. Promoted AC1, 7 March 1942; to No. 6 SFTS, Dunnville, 11 March 1942 where he took night courses to attain Junior Matriculation. Promoted LAC, 1 July 1942. Remustered to aircrew, 23 January 1943 when posted to No.6 ITS; graduated 2 April 1943 and posted next day to No.9 EFTS; graduated 28 May 1943 and posted next day to No.16 SFTS; graduated and commissioned 17 September 1943. To "Y" Depot, 1 October 1943. Embarked from Halifax, 1 November 1943; disembarked in UK, 9 November 1943. Attached to No.15 OTU, Harwell, 15 February to 3 March 1944; Promoted Flying Officer, 17 March 1944. To No.18 (P) AFU, Church Lawford, 28 March 1944. Attended No.1533 Beam Approach Training Flight course, 2-8 May 1944. To No.28 OTU, Wymeswold, 28 June 1944; to No.1668 Heavy Conversion Unit, Bottesford, 29 September 1944; to No.101 Squadron, 16 November 1944, serving to 30 May 1945 (promoted Flight Lieutenant, 26 March 1945); claims to have had combats with enemy jet fighters. Repatriated to Canada, 6 June 1945. Retired date uncertain. He was in civilian life (civil servant with Royal Canadian Ordnance Corps) until 11 July 1951 when he rejoined as a pilot (45335). To Officer School, London, 13 August 1951. To No.3 Flying Training School, Claresholm, 3 September 1951. To PRTS, Calgary, 18 October 1951. To Greenwood, 8 December 1951; To No.404 Squadron, Greenwood, 21 January 1952; to No.103 Rescue Unit, Greenwood, 11 May 1953. Retired 10 July 1958. Award presented in Montreal, 25 November 1949. Died in Kingston, Nova Scotia, 26 August 1979 as per **Legion Magazine** of November 1979. RCAF photo PL-43579 (ex UK-20693 dated 20 April 1945) is captioned as follows: "When a bomber goes out of its way to attack a Nazi fighter and shoots it down in flames, that is news. It reverses the usual priorities of air combat as much as the old news definition of 'man bites dog'. F/O G. Withenshaw, DFC (left), Verdun, Quebec, pilot, did not wait for a jet propelled fighter to attack his Lancaster bomber. As soon as he saw it he dived to the attack and his air bomber manned the nose guns. F/O J.R. Drewery, DFC, Stouffville, Ontario, right, knocked it down with three bursts. They were awarded immediate DFCs for this feat."

This officer has completed many sorties against a wide variety of targets and has

displayed marked enthusiasm and ability throughout. One night in March 1945 he was detailed to attack Misburg. On the outward journey the port outer engine was found to have a serious oil leak. Undaunted, Flying Officer Withenshaw continued to the target which, though heavily defended, he successfully attacked. He afterwards flew his aircraft safely back to base. The skilful and calculated airmanship of Flying Officer Withenshaw, together with his leadership and courage, has set a fine example to his squadron.

Notes: Application for operational wing dated 17 April 1945 stated he had flown 33 sorties (219 hours 25 minutes), 30 November 1944 to 10 April 1945. However, application for 1939-1945 Star states his first sortie was 28 November 1944 (target Neuss).

Form dated 17 May 1945 stated he had flown 33 sorties (219 hours 25 minutes, the last on 10 April 1945. Had also flown 192 hours non-operational. Types experienced were Oxford (71 hours), Wellington (94.15) and Lancaster (246.10).

Training: At ITS he had graduated 92nd in a class of 111.

At No.9 EFTS he graduated tenth in a class of 32. Tiger Moth aircraft (35.50 day dual, 30.40 day solo, 4.25 night dual, 1.05 night solo). He took 12 hours dual to first solo. Navigation flying was 4.25 dual, 3.45 solo; spent ten hours ten minutes on instruments and 12 hours in Link. "A keen and conscientious pupil pilot who has average ability and improved well throughout the flying course. He was a good student in GIS. Conduct and deportment have been satisfactory. Link Trainer 68 percent,"

Course at No.16 SFTS was 31 May to 18 September 1943. Anson aircraft (eight hours day dual to first day solo, 89.45 total day dual, 51.20 day solo; three hours night dual to first night solo, 10.25 total night dual, 7.30 night solo. "Aggressive hard worker who should be able to stand up under strain."

Course at No.18 P) AFU was 28 March to 20 June 1944. Oxford aircraft (2.30 day dual to first day solo, 17 hours day dual, 23.45 day solo, 1.55 night dual to first night solo, total 9.05 night dual, 9/50 night solo). "A pilot of average ability, not particularly outstanding but shows keenness and willingness."

Course at No.28 OTU was 20 June to 24 September 1944. Wellington aircraft (4.20 day dual to first day solo, 51.25 day solo, 4.30 night dual to first night solo, 31.50 night solo. "An average pilot and crew, the captain is inclined to be over-confident - high hours due to his having a new navigator after day flying. Should make an average operational crew" (W/C P.L.B. Morgan).

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WITHINGTON, FS David Thomas (R75610, later J16089) - **Distinguished Flying Medal** - No.108 Squadron - Award effective 12 January 1943 as **London Gazette** dated 22 January 1943 and per AFRO 272/43 dated 19 February 1943. Born 5 January 1914 in Guelph, Ontario. Home in Kitchener, Ontario (educated there, 1920-1934; employed as show card writer for four years with a department store; painter for two months). Interviewed 8 August 1940 at which time he was described as follows: "Clean cut, intelligent. Anxious to serve. Had his application in since last September." Enlisted in Hamilton, 14 October 1940 and posted to No.1 Manning Depot, Toronto. To No.1 ITS, Toronto, 16 January 1941; promoted LAC, 21 February 1941; taken on strength of No.10 EFTS, Mount Hope, 22 February 1941; struck off strength of that unit, 22 April 1941 and posted to No.1 Manning Depot. Taken on strength of No.8 SFTS, Moncton, 3 May 1941; graduated and promoted Sergeant on 27 July 1941. To Halifax, 29 July 1941; to "Y" Depot, 14 August 1941; embarked for Britain, 15 August 1941. Taken on strength of No.3 PRC, Bournemouth, 15 September 1941. To No.21 OTU, 4 October 1941; to No.21 OTU, 10 February 1942. To Middle East, 15 February 1942. To No.238 Wing, 4 March 1942; to No.108 Squadron, 9 April 1942. Commissioned 23 August 1942. To No.22 Personnel Transit Camp, 18 September 1942 awaiting movement to United Kingdom; to UK for disposal, 1 October 1942. Killed in flying accident, 8 November 1942 at No.22 OTU (Wellington DF742 crash); buried in England. Also killed was Sergeant C.W. Milton (RCAF, pupil pilot). He had flown 317 hours overseas including 215 hours on Wellingtons. Award presented to next-of-kin, 22 April 1944.

Throughout his period of service, Flight Sergeant Withington has, by his exceptional ability as a pilot and the confidence he has instilled in his crews, proven himself a captain of outstanding merit. On a number of occasions when in the battle area, after dropping his bombs, he has descended to a low level and used his machine guns. During the month of July 1942, this airman participated in thirteen operational sorties, three of which were against long distance targets. By his tenacity and courage Flight Sergeant Withington has contributed largely to the successes achieved by his squadron.

NOTE: Public Record Office Air 2/9612 has recommendation for a non-immediate award sent by Group Captain W.J.M. Akerman, Headquarters, Royal Air Force, Middle East to Air Ministry on 14 December 1942:

This Non-Commissioned Officer has completed an operational tour of 42 sorties covering a period of 287 flying hours. Throughout his period of service with this squadron he has proved himself to be a captain of outstanding merit, both owing to his exceptional ability as a pilot and the confidence which he has always instilled in his crews.

On a number of occasions in the battle area, after dropping his bombs, he has gone down to carry out ground strafing. Particular mention is made of the early stages of the present operations when on the night of 27/28 June 1942, after bombing his target, he went down to a low altitude and remained low-strafing until his crew had expended 3,000 rounds of ammunition in the "Charing Cross" area. On the next occasion when in the battle area he repeated this type of attack along the road to the west of Daba, once again going down to a low altitude to strafe the road in that area.

During the month of July 1942, Flight Sergeant Withington carried out 13 operational sorties, eight of which were long distance targets (seven on Tobruk and one against Heraklion). This figure is quoted to indicate the exceptional strain under which this Non-Commissioned Officer has been working, and it may be truly said that although he had by the end of July very nearly reached 250 hours operational flying, he was still as keen as ever to carry on; as will be noted, he had completed 287 hours flying by the time he had finished his operational tour.

By his tenacity and courage, Flight Sergeant Withington has contributed largely to the morale of the squadron.

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WITT, F/O Reginald (C28040) - **Air Force Cross** - No.24 EFTS - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 21 July 1910. Enlisted in Vancouver, 22 June 1940 as Pilot Instructor. To No.8 EFTS, 19 July 1940. Granted rank of Sergeant, 22 July 1940. Promoted WO1, 22 January 1942. To No.14 EFTS, date uncertain. Granted Leave Without Pay and posted to No.19 EFTS, 3 July 1942. Recalled to service status, still with No.19 EFTS, 1 December 1942. To No.5 Manning Depot, 2 March 1943. To No.6 SFTS, 2 April 1943. Commissioned 25 June 1943 when posted to No.3 Flying Instructor School. To No.19 EFTS, 8 August 1943. To No.24 EFTS, 13 September 1943. Promoted Flying Officer, 1 December 1943. As of January 1944 he had flown 2,564 hours, 2,250 hours as instructor, 350 hours in previous six months when recommended. To No.5 EFTS, 10 July 1944. To No.8 Release Centre, 2 January 1945. Retired 3 January 1945. Award presented in Vancouver, 2 October 1947.

This officer has carried out flying instructional duties for over three years in a most meritorious, exemplary and efficient manner. He has given his utmost to produce able pilots, displaying skill and leadership of a very high standard.

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WITTES, Sergeant Herbert (R73670) - **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 16 October 1919. Home in Montreal; enlisted there 4 October 1940 as Wireless Operator (Ground). To No.1 WS, 10 December 1940. Promoted AC1, 21 July 1941 when posted to No.3 Training Command; to No.2 SFTS, 22 July 1941. Promoted LAC, 1 January 1942. To "Y" Depot, 25 February 1942. To RAF overseas, 12 March 1942. Promoted Corporal, 1 February 1943. Promoted Sergeant, 1 March 1945. Repatriated 13 June 1945. Retired 12 September 1945. AFRO gives unit only as "Overseas"; unit found in McEwen Papers list of recommendations for MiD. DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation submitted to OC No.64 Base, 4 May 1945, confirms unit. Had served two years in Canada, three years overseas.

This NCO has been in charge of the Repair and Inspection Signals Workshop for the past six months. Sergeant Wittes is a hard and untiring worker and his labours have materially assisted in the operational efficiency of aircraft and the maintenance of fully serviceable equipment. It is considered that this NCO's contribution to the war effort is deserving of recognition.

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WOBICK, FS Howard Albert (R149155, later J85713) - **Distinguished Flying Medal** - No.78 Squadron - Award effective 30 November 1943 as per **London Gazette** dated 10 December 1943 and AFRO 297/44 dated 11 February 1944. Born 29 December 1921. Home in Lethbridge, Alberta; enlisted in Calgary, 12 January 1942. To No.2 Manning Depot, 26 January 1942. To Calgary, 10 April 1942. To No.4 ITS, 8 May 1942; graduated and promoted LAC, 3 July 1942 but not posted to No.3 BGS until 18 July 1942; graduated and promoted Sergeant, 28 August 1942. To "Y" Depot, 29 August 1942. To RAF overseas, 26 October 1942. Promoted Flight Sergeant, 28 February 1943. Promoted WO2, 28 August 1943. Commissioned 3 April 1944. Promoted Flying Officer, 3 October 1944. Repatriated 22 October 1944. To No.2 Release Centre, 25 October 1944. To No.7 Release Centre, 23 January 1945. Retired 6 February 1945. Award presented 14 June 1947. Died in Oliver, British Columbia, 10 March 1998 as per **Legion Magazine** of September 1998.

Flight Sergeant Wobick has completed many successful operations against the enemy in which he has displayed high skill, fortitude and devotion to duty.

Public Record Office Air 50/195 has Combat Report relating to his career as follows:

Date: 31 August/1 September 1943

Aircraft: Halifax II, JD454, "E"

Target: Berlin

Unit: No.78 Squadron

Position: Target

Height: 16,500 feet

Speed: 250 (T)

Visibility: Very good

Time: 0339

Heading: 270 over target.

Ju.88 sighted as aircraft left the target and batch of fighter flares behind.

Enemy aircraft attacked from port beam at 150 yards range firing all the time. Mid-Upper Gunner gave order to dive to port and opened fire with two long bursts.

Enemy aircraft broke off to starboard quarter and was not seen again.

No searchlights.

No flak.

Monica failed to give warning and I.F.F. was off.

No hits observed.

Rear Gunner: Sergeant Wobick, R149155, 3 AGS, Macdonald, Manitoba and No.1652 Conversion Unit.

Mid-Upper Gunner: Sergeant Gilbeys, 1386495, 2 AGS, Dalcross and No.1652 Conversion Unit.

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WOLFE, Sergeant Gerald Sandford (R59491) - **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 March 1917. Home in Winnipeg; enlisted there 15 July 1940 as Airframe Mechanic. To Technical Training School, St. Thomas, 16 August 1940. Promoted AC1, 28 December 1940. To No.9 SFTS, 3 January 1941. Promoted LAC, 1 April 1941. To No.6 Repair Depot, 24 July 1941. To No.8 Repair Depot, 23 August 1941. To "Y" Depot, 27 November 1941. To RAF overseas, 12 December 1941. Promoted Sergeant, 24 March 1943. Repatriated 15 January 1945. To No.2 Air Command, 26 January 1945. To No.5 Release Centre, 15 March 1945.

Retired 16 April 1945. No citation in AFRO.

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WOLFE, LAC Robert Rubin (R188008) - **British Empire Medal** - Station Tholthorpe - Award effective 27 October 1944 as per **London Gazette** of that date and AFRO 293/45 dated 16 February 1945. Born 23 June 1906. Home in Toronto; enlisted there 17 August 1942 as a Guard. Posted that day to No.1 Manning Depot. To Composite Training School, 9 October 1942. To Technical Training School, St. Thomas, 7 November 1942. Promoted AC1, 17 November 1942. To "Y" Depot, Halifax, 11 January 1943. To RAF overseas, 25 January 1943. Promoted LAC, 17 February 1943. Repatriated to Canada, 16 September 1944. To No.1 Training Command, 15 November 1944. To Release Centre, 12 January 1945. To Composite Training School, 24 March 1945. To Release Centre, 13 June 1945. Released 23 June 1945. Died 26 December 1966 as per DVA letter of 12 January 1967. Event also led to award of George Cross to A/C A.D. Ross, George Medal to FS J.R.M. St.Germain and Corporal M. Marquet, and BEM to LAC M.M. McKenzie (see above for citation). Award presented 17 June 1945.

NOTE: See Ross entry for discussions respecting these awards. Public Record Office Air 2/8784 has original recommendation specific to Wolfe, drafted by S/L H.G. Austin (Senior Flying Control Officer, Tholthorpe), noting Wolfe's trade as "Standard Guard"

On the night of June 27/28th, 1944, Leading Aircraftman Wolfe was on duty as a firefighter on the crash tender when an aircraft in attempting to land, crashed into another, which was parked on a dispersal and exploded. The crash tender immediately went to the scene, and in addition to trying to bring the fire under control, Leading Aircraftman Wolfe went to the assistance of the rear gunner who was trapped in his turret. During his attempts several bombs exploded in the aircraft which had been struck by the landing aircraft. Despite the fact that there was further danger from exploding bombs and that he had suffered extremely from blast of the first explosion, Leading Aircraftman Wolfe continued in his efforts until the rear gunner was released. He had just achieved this when a second explosion occurred which caused him to be seriously injured - shrapnel wound in right chest.

His undaunted devotion to duty during this hazardous occasion sets a high standard and his cool courage is most commendable. Leading Aircraftman Wolfe's efforts undoubtedly assisted in the saving of the life of the rear gunner, and he is strongly recommended for the award of the British Empire Medal.

The above recommendation is not dated, but on 12 July 1944, G/C J.L. Hurley (Station

Commander, Tholthorpe) wrote the following:

Leading Aircraft Wolfe has always been prominent on this Station for his fine discipline, morale and sense of duty.

His outstanding work on June 27/28 bears out what has always been apparent. His efforts in assisting to release the air gunner and his courage in the face of extreme danger was outstanding. Unfortunately, Leading Aircraft Wolfe was dangerously wounded when the second bomb exploded and is now in a serious condition in hospital. In recognition of Leading Aircraftman Wolfe's outstanding efforts and devotion to duty I recommend the immediate award of the British Empire Medal.

A/C J.L. Hurley (in his capacity as Acting Base Commander, No.62 Base) concurred in his own remarks on 12 July 1944, and A/V/M C.M. McEwen, Air Officer Commanding, No.6 Group, endorsed the submission on 21 July 1944.

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WOLFF, Sergeant Cecil Karl (R117008) - **Mention in Despatches** - Eastmoor (AFRO gives unit only as "Overseas" - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 20 December 1916. Home in Arnprior; enlisted in North Bay, 14 July 1941 as Armourer and posted to No.1 Manning Depot. To Air Armament School, 28 August 1941. Promoted AC1, 24 November 1941. To "Y" Depot, 11 February 1942. To RAF overseas, 27 February 1942. Promoted Corporal, 1 October 1942. Promoted Sergeant, 6 June 1944. Repatriated 18 June 1945. To Debert, 19 June 1945. To Halifax, 4 September 1945. Retired 8 September 1945. Died 31 August 1968 as per DVA letter dated 1 October 1968. DHist file 181.009 D.1725 (RG.24 Vol.20607) has recommendation for a BEM dated 30 April 1945 when he had served seven months in Canada, three years in UK.

Sergeant Wolff has been employed as a Fitter Armourer on this Station for the past year. During this time he has given considerably of his off-duty time in the advancement of knowledge to all personnel working in his trade. He is an exceptional, outstanding non-commissioned officer who has gained the confidence and respect of all ranks on the Station. Sergeant Wolff has displayed the greatest determination and can be depended upon to complete difficult assignments under adverse conditions.

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WOLOCHOW, FS David Moses (R86999) - **British Empire Medal** - No.7 Bombing and Gunnery School - Award effective 8 June 1944 as per **Canada Gazette** of that date and RCAF Routine Order 1380/44 dated 30 June 1944. Born 16 March 1918 in Winnipeg; educated there plus University of Alberta and McTavish Business College. Enlisted in Winnipeg, 4 March 1941 as Clerk/Stenographer and posted to No.2 Manning Depot. To Trenton, 13 March 1941. To No.2 Training Command, 19 April 1941 when reclassified as Clerk General. Promoted AC1, 4 June 1941. To No.7 BGS, 18 June 1941. Promoted LAC, 1 October 1941. Promoted Corporal, 1 February 1942. Promoted Sergeant, 1 July 1942. Promoted Flight Sergeant, 1 September 1943 when reclassified as Clerk Administration. To "Y" Depot, 1 June 1945. To Eastern Air Command, 1 October 1945. May have gone overseas or to Newfoundland as he is repatriated 9 March 1946; to United Kingdom, 9 March 1946; repatriated again 10 July 1946. To No.7 Release Centre, 19 July 1946; retired 24 August 1946. Living in Edmonton in 1950. Award presented 15 February 1945. Later received Canada 125 Medals in 1992. Died in Vancouver, 27 February 2003 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2003. Medals sold in 2003 for \$ 1,250.00.

This NCO, in charge of the orderly room in his section, has at all times executed his duties with great zeal and assumed his responsibilities and carried them out with a high degree of proficiency. He has displayed outstanding devotion to duty throughout his service career.

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WOLOSCHUK, F/L Lewis (J18360) - **Distinguished Flying Cross** - No.414 Squadron - Award effective 7 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1453/45 dated 14 September 1945. Name later changed to Wallace (9 November 1949). Born 8 August 1921. Home in Schist Lake, Manitoba; enlisted in Winnipeg, 29 April 1941 and posted to No.2A Manning Depot. To No.8 BGS, 17 June 1941 (guard). To No.4 ITS, 5 July 1941; graduated and promoted LAC, 30 August 1941 when posted to No.19 EFTS; graduated 24 October 1941 and posted next day to No.13 SFTS; graduated and promoted Sergeant, 16 January 1942. To "Y" Depot, 27 February 1942. To RAF overseas, 7 March 1942. Commissioned 15 July 1943. Promoted Flying Officer, 15 January 1944. Repatriated 7 August 1945. To No.2 Air Command, 15 August 1945. To No.2 ACU (whatever that is), 16 September 1945. To No.2 Flying Training School, 16 October 1945. To United Kingdom, 22 November 1945. Repatriated 31 March 1946. To No.5 Release Centre, 8 April 1946. Retired 10 May 1946. As of 1949 employed by Bank of Montreal in London offices. Credited with the following victories: **8 October 1943**, one Do.24 destroyed (No.402 Squadron, shared with F/L J.A.M.G. de Niverville, F/O W.G. Dodd and P/O L.A. Moore); **1 January 1945**, one FW.190 destroyed plus one Bf.109 damaged (No.414 Squadron). Photo PL-36338 is a portrait Award sent by registered mail 3 May 1951.

This officer has now completed a tour of operations. His work as a tactical reconnaissance pilot has been outstanding. On one occasion he encountered a formation of at least ten enemy aircraft. He destroyed one, damaged another and returned to base after completing his mission successfully. By his excellent leadership in many difficult situations he has gained the respect and confidence of those who have flown with him.

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WOLTON, F/L Gerald William (J18773) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 19 May 1944 as per **London Gazette** of that date and AFRO 1296/44 dated 16 June 1944. Born 23 January 1919. Home in Calgary; enlisted there 23 September 1941. Granted Leave Without Pay until 3 November 1941 when posted to No.3 Manning Depot. To Calgary, 21 December 1941. To No.4 ITS, 28 February 1942; graduated and promoted LAC, 24 April 1942; posted next day to No.5 EFTS; graduated 4 July 1942 when posted to No.7 SFTS; graduated and promoted Sergeant, 23 October 1942. To "Y" Depot, 6 November 1942; to RAF overseas, 22 November 1942. Promoted Flight Sergeant, 23 April 1943. Commissioned 27 July 1943. Promoted Flying Officer, 15 November 1943. Repatriated 23 March 1945. To No.2 Air Command, 3 April 1945. To No.7 Release Centre, 21 June 1945. Retired 22 June 1945. Died 31 August 1969 as per DVA letter dated 6 October 1969 and British Columbia Vital Statistics which gives Cassidy, British Columbia. RCAF photo PL-26817 (e UK-7534 dated 25 January 1944) as S/L W.J. Province (chaplain) greets Porcupine Squadron personnel with coffee and cigarettes - at right, F/O G.M. Wells (navigator, Aneroid, Saskatchewan) and his captain, F/L G.W. Wolton (Calgary). Photo PL-35891 is a portrait. Award presented 11 September 1946.

This officer has completed very many sorties against targets in Germany including four on Berlin and three on Hamburg. He has invariably pressed home his attacks, setting an example of a high order. He is an efficient and courageous captain whose fine fighting spirit has contributed materially to the high standard of morale of his crews.

DHH file 181.009 D.2909 (Library and Archives Canada RG.24 Volume 20633) has original recommendation drafted 24 March 1944 when he had flown 25 sorties (157 hours 55 minutes); submission as follows:

27 July 1943 - Hamburg (5.50)
29 July 1943 - Hamburg (5.45)
30 July 1943- Remschied (5.50)
2 August 1943 - Hamburg (6.00)
5 August 1943 - Mannheim (5.45)
12 August 1943 - Milan (8.50)

17 August 1943 - Peenemunde (7.30)
22 August 1943 - Leverkusen (5.15)
23 August 1943 - Berlin (7.30)
27 August 1943 - Nuremberg (8.45)
31 August 1943 - Berlin (7.50)
16 September 1943 - Modane (8.15)
22 September 1943 - Hanover (2.40, port inner unserviceable before reaching enemy coast)
23 September 1943 - Mannheim (7.25)
28 September 1943 - Hanover (6.05)
4 October 1943 - Frankfurt (7.30; both turrets went u/s on way to target)
22 October 1943 - Kassel (4.30)
20 January 1944 - Kiel (4.55; briefed for Berlin; faulty petrol feed so attacked diversionary target)
21 January 1944 - Magdeburg (7.00)
30 January 1944 - Berlin (6.30)
15 February 1944 - Berlin (6.25, intense flak encountered)
19 February 1944 - Leipzig (7.05)
25 February 1944 - Augsburg (4.40, starboard inner high fuel consumption, explosion and fire)
6 March 1944 - Trappes (4.55)
7 March 1944 - Le Mans (5.05)

This officer has since July 1943 made 25 sorties over enemy territory. These operations include Berlin (4), Hamburg (3), Hanover (2).

This officer has at all times shown a fearless and fine offensive spirit which has been a magnificent example to his crew. His leadership on occasion as Deputy Flight Commander has contributed to the repeated successes of this squadron and greatly assisted in maintaining morale at a high standard.

On one particular occasion both turrets of the aircraft that this officer was piloting became unserviceable, but he continued on his way to the target and pressed home his attack with coolness and determination. On another occasion, due to some fault in the petrol feeding system, this officer instead of turning back as he could have done so easily, went on to carry out a bombing attack on the diversionary target at Kiel, knowing full well that he would not have the protection provided in being in the main stream. Heavy flak opposition was encountered but with complete disregard for such, pressed home his attack with the utmost determination. He is an ideal leader of men who by his

unconquerable spirit and determination has set an outstandingly high example to members of this squadron and fully merits the award of the Distinguished Flying Cross (Non-Immediate).

RCAF Press Release No. 4395 dated 3 March 1944 reads:

WITH THE R.C.A.F. BOMBER GROUP OVERSEAS: ---- F/L G.W. "Gerry" Wolton, pilot and deputy flight commander with the Porcupine squadron of the R.C.A.F. Bomber Group in England, has completed his first tour of operation over enemy territory.

F/L Wolton, whose home is at 1134 Westmount Blvd, Calgary, Alberta, came overseas in December, 1942. Posted to the Lion squadron on the completion of his training, he remained there until the Porcupine squadron was formed when he was promoted to his present rank and made a deputy flight commander. With the Lion squadron, he operated on both Wellington and Halifax bombers, and on the latter, with the "Porquies". He has been in on attacks on all the principal targets in the Ruhr Valley, and cities such as Mannheim, Stuttgart, Berlin and Frankfurt, etc.

Before joining the R.C.A.F., F/L Wolton was employed as a travelling representative for the Calgary Albertan, one of Alberta's leading newspapers.

"I figure I have been very, very lucky during my first tour. We were never attacked by an enemy fighter, and the only time flak bothered us was one night over Mannheim when we were all alone. It was pretty heavy in spots and the enemy guns nicked a hole in our port inner engine and the mainplane", Wolton said.

"Searchlights were our biggest bugbear though. We were coned over Kassel, Berlin and Renschide, but always managed to get out of them by violent evasive action. Of course, quite often, you couldn't find anything in the "kite" after the violent evasive action, but it kept us out of trouble.

"One night, on the way to Augsburg, our starboard inner engine went u.s. and I was obliged to "feather" it and turn back to base. When we got over the aerodrome, I "unfeathered" the engine and it exploded and broke out in flames. However, we got down okay and the fire brigade was on hand to extinguish it", Wolton concluded.

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WONDOLOWSKI, F/O Charles Alphons (J21768) - **Distinguished Flying Cross** - No.415 Squadron - Award effective 4 August 1944 as per **London Gazette** of that date and AFRO 2052/44 dated 22 September 1944. American in RCAF; born 15 December 1921; home in Bridgeport, Connecticut; enlisted in Montreal, 13 August 1941 and posted to No.4A Manning Depot. To No.9 AOS, 16 September 1941; to No.3 ITS, 10 November 1941; graduated and promoted LAC, 2 January 1942; to No.17 EFTS that date; ceased training 7 February 1942 when posted to Trenton; to No.1 AOS, 28 February 1942; graduated 6 June 1942 when posted to No.1 BGS; may have graduated 18 July 1942 but not posted to No.1 ANS until 25 July 1942; graduated and commissioned 5 September 1942. To No.15 SFTS, 19 September 1942. To No.1 GRS, 6 November 1942. To No.32 OTU, 8 January 1943. Promoted Flying Officer, 5 March 1943. To "Y" Depot, 17 April 1943. To RAF overseas, 16 May 1943. Promoted Flight Lieutenant, 5 September 1944. Repatriated by air, 23 July 1945. To No.2 Release Centre, 1 September 1945. Retired 5 September 1945. Photo PL-34399 shows him; PL-33582 shows him with S/L Hubert G. Keillor. Photo PL-33588 (ex UK-15005 dated 18 September 1944) shows P/O John Falardeau (WAG, Quebec City), F/O Chuck Wondolowski, DFC (navigator, Bridgeport, Connecticut) and S/L H.G. Keillor. Cited with S/L Hubert G. Keillor (which see for citation). DFC and Bar presented 27 February 1947.

WONDOLOWSKI, F/L Charles Alphons, DFC (J21768) - **Bar to Distinguished Flying Cross** - No.524 Squadron - Award effective 23 January 1945 as per **London Gazette** of that date and AFRO 471/45 dated 16 March 1945. Cited with S/L Hubert G. Keillor, DFC (RCAF pilot, awarded DSO).

As pilot and navigator respectively, these officers have, within recent months, participated in several attacks on enemy shipping during which they have shown the highest qualities of skill, courage and determination. One night in November 1944 they attacked a force of eight E-Boats near Ijmuiden. Two bombing runs were executed and a hit was obtained on the leading vessel. In spite of much fire from the ships, another attacking run was made. It proved abortive as the bombs failed to release. Undeterred, Squadron Leader Keillor made three more runs over the target. Finally the remainder of the bombs were released and fell close to the enemy force. Squadron Leader Keillor and Flight Lieutenant Wondolowski set a fine example of determination and devotion to duty throughout.

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WONNACOTT, F/L Gordon (J9868) - **Distinguished Flying Cross** - No.414 Squadron - Award effective 24 November 1944 as per **London Gazette** of that date and AFRO 1/45 dated 5

January 1945. Born 10 October 1914 in Edmonton. Educated in Edmonton and at Olds School of Agriculture; then worked on his father's farm, 1934 to enlistment. He was also a teamster and mill worker in the winters of 1936-37 and 1937-38. Enlisted in Edmonton, 4 June 1940. To No.1 ITS, 24 June 1940; graduated and promoted LAC, 19 July 1940; to Edmonton Aero Club that day; graduated 14 September 1940 when posted to No.1 SFTS. Graduated and promoted Sergeant, 1 January 1941 although graduation date is also given as 21 November 1940. Graduated in same class as R.K. Hayward. To Trenton, 11 January 1941. To Nos.10 SFTS to instruct, 21 February 1941; commissioned 15 December 1941. In September 1942 while carrying out instrument flying practice, he and another officer landed an Anson at an unauthorized field. The aircraft was damaged on takeoff. Wonnacott reproved and his overseas posting delayed two months. Promoted Flying Officer, 1 October 1942. To "Y" Depot, 28 December 1942. Arrived in UK, 13 February 1943. Further trained at No.14 (P) AFU and No.5 (P) AFU, No.41 OTU (13 April to 14 July 1943 including attachment to School of Artillery, 5-27 June 1943). No.414 Squadron, 14 July 1943 to 9 March 1945. To Canada, 14 April 1945; to Edmonton, 26 May 1945; to Northwest Air Command, 9 June 1945; to No.7 Release Centre, 2 October 1945; released 9 October 1945. Killed 7 June 1949 but apparently not buried in Edmonton until 30 June 1949. Aerial victories as follows: **2 November 1943**, one FW.190 destroyed south of Cambrai (shared with F/O R.O. Brown); **28 January 1944**, one Bf.109E destroyed, Chartres plus one unidentified enemy aircraft (possibly a Bf.109) shot down in company with F/L G.W. Burroughs; **1 January 1945**, two Bf.109s destroyed, Heinsberg plus one FW.190 damaged. Phot PL-22755 shows him in flying gear. Both DFC and Bar sent by registered mail, 12 March 1949.

Flight Lieutenant Wonnacott has completed a large number of operational sorties of low level photography and tactical reconnaissance. In the initial stages of the liberation of Normandy this officer twice flew long sorties directing naval bombardments. His day intruder activities have resulted in the destruction of two enemy aircraft and numerous trains and barges damaged. He has shown exceptional keenness and devotion to duty throughout a long period and has set a magnificent example to all. He is an outstanding officer who shows great qualities of leadership as a flight commander.

WONNACOTT, S/L Gordon, DFC (J9868) - **Bar to Distinguished Flying Cross** - No.414 Squadron - Award effective 23 February 1945 as per **London Gazette** of that date and AFRO 625/45 dated 13 April 1945.

This officer continues to show great gallantry in air operations. His keenness to engage the enemy was well in evidence on one occasion in January 1945 when, on returning to base at the completion of a reconnaissance, he saw the airfield was being attacked by a large force of enemy aircraft. Squadron Leader

Wonnacott immediately engaged the enemy. Before all his ammunition was expended, this resolute pilot had destroyed three of the attacking force. This officer has displayed devotion to duty of a very high order

NOTE: Public Record Office Air 2/9044 has original recommendation drafted 8 January 1945 when he had flown 177 sorties (230 operational hours). It is not clear who drafted the first paragraph.

On Monday, January 1st, 1945, while returning after carrying out an Artillery Reconnaissance, this officer found his base being attacked by between 40 and 50 enemy aircraft. His Number Two had meanwhile become separated and had been diverted to another base that was clear of enemy aircraft. With complete disregard for the odds he dove to the attack and quickly destroyed one Messerschmitt 109, the pilot of which baled out. He then chased and attacked a second Messerschmitt 109 which he left on fire at 100 feet. He found it necessary to leave this aircraft since he was being attacked by three Focke Wulf 190s. He successfully evaded the attack of the first aircraft and although his cannons had jammed, he attacked the third of the section with machine guns until all his ammunition had been expended. This aircraft has since been located on the ground.

W/C R.C.A. Waddell then added his remarks:

Since having been awarded the Distinguished Flying Cross, three months ago, this magnificent feat typifies the spirit of keenness and determination that Squadron Leader Wonnacott has at all times displayed. The gallant and masterful manner in which this officer destroyed three enemy aircraft against such odds has had a most profound effect and has been a source of great inspiration not only to those serving under him but on other pilots of the Wing. I therefore strongly recommend this officer for the immediate award of a Bar to the Distinguished Flying Cross.

On 9 January 1945, G/E E.H. Moncrieff added the following:

Since his last award, this officer has continued to display great courage and a magnificent offensive spirit which has served as an inspiration to all those under his command. He has proved himself to possess exceptional qualities of leadership, bravery and skill and an unsurpassed keenness for operational flying. By his outstanding skill as a pilot and complete disregard for personal safety against great odds he destroyed three enemy aircraft in defence of his

aerodrome. I strongly recommend him for the immediate award of a Bar to his Distinguished Flying Cross.

This was supported by an Air Vice-Marshal (signature illegible) on 13 January 1945, and approved by Air Marshal Coningham on 14 January 1945.

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WOOD, W/C David Adamson (C6586) - **Member, Order of the British Empire** - No.9 (Transport) Group - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Enlisted and commissioned in Winnipeg, 9 August 1941 as Administrative Officer. To AFHQ, 7 September 1941. Promoted Flight Lieutenant, 17 August 1942. Promoted Squadron Leader, 1 November 1943. To No.3 Training Command, 17 November 1944. To No.9 (Transport) Group, 21 February 1945. Promoted Wing Commander, 1 April 1945. To Release Centre, 31 May 1946. Released 4 June 1946. As of October 1950 he was living in Toronto.

This officer has carried out the duties of Senior Personnel Staff Officer of No.9 (Transport) Group since February 1945. As the Group, at that time, was in the process of forming, it was necessary for this officer to organize his own branch. He has worked untiringly to ensure that all personnel matters have been taken care of quickly and efficiently, which required, very frequently, long hours of work well above and beyond normal duty. This additional work has been carried out conscientiously and cheerfully at all times. The success of No.9 Group operations can, to a considerable extent, be attributed to the efforts of this officer.

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WOOD, S/L Edward Poyntz (C1158) - **Distinguished Flying Cross** - No.403 Squadron - Award effective 18 December 1944 as per **London Gazette** dated 29 December 1944 and AFRO 435/45 dated 9 March 1945. Born in Kingston, Ontario, 6 October 1916; educated at Queen's University (civil engineer); home given variously as Renfrew and Toronto; enlisted in Toronto, 9 October 1939. First trained at Border Cities Flying Club, Windsor (nearly washed out on Tiger Moths!), then to Trenton and finally to Camp Borden (wings, June 1940). Initially served as a staff pilot, flying Lysanders at Rockcliffe and Jarvis. Took instructor course at Trenton, then instructed at No.2 SFTS. To No.8 SFTS, 21 October 1940. Promoted Flight Lieutenant, 1 September 1941. To Ferry Command, 31 March 1942. Ferried a Hudson to Prestwick, 1 April 1942. Then to No.61 OTU, Rednall (Spitfires); tied for first place in course with an ex-Tiger Moth instructor. Posted to No.402 Squadron, 25 June 1942; there were too many Flight Lieutenants in that unit, so posted to No.401 Squadron, 24 July 1942. Shot up and wounded

during Dieppe Raid. In December 1942 took command of a flight in No.416 Squadron. Ditched in North Sea in January 1943 (rescued after an hour); posted to No.53 OTU, Llandow, Wales, April 1943. After six months returned to No.402 Squadron. On D Day-plus six he led a section to B.2, stayed the night, and was fired upon by our guns next day; learned he had overnighted in France by error. Took command of No.403 Squadron, 16 June 1944. With this unit he was credited with the following victories: **2 July 1944**, one Bf.109 probably destroyed plus two Bf.109s damaged; **5 October 1944**, three Bf.109s destroyed (all near Arnhem; one shared with P/O R.C.A. Shannon); **6 October 1944**, one Bf.109 destroyed, Nijmegen. Finished his second tour, 25 November 1944. Repatriated 23 March 1945. To No.1 Air Command, 3 April 1945; to Trenton, 3 May 1945. To No.5 Release Centre, 27 August 1945. Retired 28 August 1945. Rejoined RCAF, 1 October 1946 in rank of Flight Lieutenant (19943). His service included time with No.402 (Auxiliary) Squadron and the Vampire aerobatic team which appeared at Minnesota State Fair (Minneapolis, 1947). Promoted Squadron Leader, 1 June 1951. Flew Sabres with Nos.421 and 413 Squadrons. Award presented at St.Hubert. Killed in an automobile accident, 13 June 1959.

This officer has nearly completed a second tour of operations. He has proved himself a fearless leader and has commanded his squadron with great success. He has always displayed great keenness to operate against the enemy. Since D-Day he has destroyed at least three enemy aircraft and damaged a further two. In addition he has either destroyed or damaged eighty-three mechanical vehicles.

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WOOD, P/O Ernest Henry (J19016) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 24 May 1944 as per **London Gazette** dated 6 June 1944 and AFRO 1660/44 dated 4 August 1944. Born in Kelwood, Manitoba, 7 February 1914. Machinist and telephone ground employee. Enlisted in Winnipeg, 9 June 1941. To No.2 Manning Depot, 19 September 1941. To No.40 SFTS, 19 December 1941 (non-flying duty). To No.4 ITS, Edmonton, 14 February 1942. Promoted LAC, 10 April 1942. To No.2 AOS, Edmonton, 25 April 1942. Promoted Sergeant, 28 August 1942. To "Y" Depot, 30 August 1942. To RAF overseas, 26 October 1942. Disembarked in Britain, 5 November 1942. To No.10 (Observer)AFU, 14 December 1942. To No.22 OTU, 23 February 1943. Promoted Flight Sergeant, 28 February 1943. To No.1659 Conversion Unit, 25 April 1943. To No.408 Squadron, 16 May 1943. To No.405 Squadron, 24 July 1943. Attached to Night Training Unit, dates unclear. Promoted WO2, 28 August 1943. To No.408 Squadron again, 30 September 1943. Commissioned 12 October 1943. To No.22 OTU, 31 March 1944. Promoted Flying Officer, 12 April 1944. Repatriated to Canada, 14 April 1945. Released in Winnipeg, 25 June 1945. Recalled to Interim Force, 5 February 1946. To No.7 Photo Wing, Rockcliffe, 8 March 1946. Accepted for postwar RCAF, 1 October 1946 on Short Service

Commission (26383). Attached to No.414 Squadron, 16 May 1947. Posted from No.414 Squadron to Air Navigation School, Summerside, 17 October 1948. To IFS, Centralia, 5 February 1949. To No.2 (Maritime) OTU, Greenwood, 11 March 1950. Granted permanent commission, 1 October 1950. Promoted Flight Lieutenant, 14 June 1951. To Canadian Joint Staff, London, 15 December 1951 on exchange duties with RAF (see Assessments below). To No.404 Squadron, Greenwood, 14 August 1954. Retired 28 May 1959. Died in Kelwood, Manitoba, 21 November 1997 as per **Legion Magazine** of September 1998. 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 23 February 1944 when he had flown 29 sorties (185 hours).

11 June 1943 - Dusseldorf (5.20)
12 June 1943 - Bochum (5.15)
21 June 1943 - Krefeld (5.00)
22 June 1943 - Mulheim (4.25)
24 June 1943 - Wuppertal (5.10)
9 July 1943 - Gelsenkirchen (5.55)
13 July 1943 - Aachen (5.05)
16 August 1943 - Turin (9.00)
27 August 1943 - Nuremburg (7.25)
30 August 1943 - Munchen Gladbach (4.15)
15 September 1943 - Montlucon (5.20)
26 November 1943 - Berlin (7.49)
2 December 1943 - Berlin (7.14)
20 December 1943 - Frankfurt (5.38)
29 December 1943 - Berlin (6.32)
1 January 1944 - Berlin (7.19)
2 January 1944 - Berlin (6.37)
5 January 1944 - Stettin (8.06)
14 January 1944 - Brunswick (5.14)
20 January 1944 - Berlin (6.53)
27 January 1944 - Berlin (7.30)
28 January 1944 - Berlin (7.17)
30 January 1944 - Berlin (6.16)
15 February 1944 - Berlin (6.17)
19 February 1944 - Leipzig (6.43)
20 February 1944 - Stuttgart (7.24)
25 February 1944 - Augsburg (7.11)
15 March 1944 - Stuttgart (7.58)
17 March 1944 - Le Mans (4.53)

Pilot Officer Wood has nearly completed his first operational tour which has included numerous attacks against Berlin and other distant targets. As a navigator, he has performed his duties with great skill and has at all times set an excellent example by his keenness and devotion to duty. On several occasions their aircraft has been subjected to harrowing experiences, but Pilot Officer Wood by his coolness and skilful directions to his captain, on each occasion permitted the aircraft to return safely to this country.

Note: Halifax JD174, No.408 Squadron (EQ-A), target Aachen, 13/14 July 1943. This was one of two No.408 Squadron Halifaxes lost on this operation; the other was DT769. Airborne at 0009 hours, 14 July 1943 from Leeming. Badly shot about by a night-fighter and, on return to base, the Halifax with its bomb-load (including 2,000-lb bomb) intact was abandoned, crashing 0550 onto a hillside just east of Kepwick Quarry and exploding. F/L Bain, who sustained a broken leg, was awarded an immediate DFC. Others in crew were Sergeant J.J.Connolly (RAF Flight Engineer), Sergeant E.H. Wood (RCAF, Navigator, later commissioned and awarded DFC), P/O P.J.Madson or Magson (RCAF, Bomb Aimer), Sergeant J.W.Acorn (RCAF, WOP/AG), Sergeant J.I.Labow RCAF, Air Gunner) and Sergeant W.M. Haugen (RCAF. Air Gunner).

Application for Operational Wing dated 26 March 1944 stated he had flown 26 sorties (164 hours 59 minutes), 11 June 1943 to 20 February 1944.

Repatriation form dated 30 March 1945 stated he had flown 29 sorties (198 hours 35 minutes), the last on 15 March 1944. Also claimed 236 hours 35 minutes non-operational. Types experienced overseas were Anson (21 hours 40 minutes), Wellington (83.45), Halifax (143.40) and Lancaster (185.55).

A summary of his flying to 31 December 1955 listed the following types and hours - Anson (425.25), Wellington (93.45), Halifax (143.40), Lancaster (851.55), Cornell (1.50), Harvard (1.00), North Star (28.30), Dakota (652.40), Shackleton (17.05), Expeditor (81.10) and Neptune (92.50).

Training Attended No.4 ITS, 16 February to 10 April 1942. Courses in Mathematics (103/150), Armament (49/50), Signals (135/150), Navigation (153/200), General Studies (97/100), Drill (84/100), Law and Discipline (83/100), Aircraft Recognition (84/100) and Anti-Gas (39/50). Placed 14th in a class of 55. "Mature, conscientious, good application, evidence of slight tenseness."

Attended No.2 AOS, 27 April to 29 August 1942. Anson aircraft - 37.15 as first navigator by day, 29.00 as second navigator by day, 12.40 as first navigator by night, 17.50 as second navigator by night. Graded in following areas - Navigation air work (484/700), Photography air work (60/100), Elements of Navigation (398/500), Magnetism and Compasses(80/100), Instruments

(46/50), Signals, practical (100/100), Signals, written (50/50), Maps and Charts (34/50), Meteorology (79/100), Photography (42/50), Reconnaissance (76/100) and Aircraft Recognition (87/100). Placed eleventh in a class of 24. "Navigation - First impressions of this airman poor, but came along very well. He is still a trifle slow in the air but this should improve with practice." Generally described as "An exceptionally quiet airman but nevertheless respected by his fellow men."

Selected Assessments: "A very dependable, conscientious officer whose ability as a navigator screen is well above average. He is quiet in manner and inconspicuous but his efficiency is not impaired by this trait, especially when personal supervision is required." (W/C J.K.M, Cooke, No.22 OTU, 20 March 1945.

"This officer has completed three full seasons on detached photographic operations. Consistently throughout this period he demonstrated that he was a navigator of high average abilities capable of producing a high standard of results consistently. A quiet person by habit, he is capable of discussing matters well. The reliability demonstrated by this officer is his greatest asset. Strongly recommended for promotion to Flight Lieutenant rank." (S/L R.H. Milne, No.414 Squadron, 2 November 1948).

"F/O Wood is a good, mature officer and has carried out his duties as a Navigation Instructor at No.2 (Maritime) OTU in a most conscientious and satisfactory manner. F/O Wood is a good instructor and is patient and tolerant with his pupils. A first impression of F/O Wood is that he is retiring in manner and shy but in reality he is a well balanced, respectful and thoroughly honest and sincere individual. He is highly respected by his fellow instructors and students. This officer has shown leadership and administrative ability on many of his endeavours while he has been at the school. He is only mildly interested in sports. He usually participates in other voluntary station activities. Considering this officer's maturity, qualifications and ability it is recommended that he be promoted to the rank of Flight Lieutenant." (S/L C.C.W. Marshall, 12 April 1951).

"Flight Lieutenant Wood has fitted reasonably well into the exchange scheme and has found no real difficulty in carrying out his RAF duties. As an instructor he is conscientious but lacks the power of expression and the ability to create and maintain interest. He takes little part in the station activities off duty but he appears to have acquired a good knowledge of the affairs of this country in general. Shows no great initiative or imagination but on the other hand has proved himself a loyal and reliable supporter." (S/L J.M.S. Vaux, Station St. Mawgan, 29 September 1953).

"Flight Lieutenant Wood has now completed two years as a navigation instructor at the School of Maritime Reconnaissance. He appears to have been happier in his work during the last six months. He requested and was recommended for a transfer to No.230 OCU some months ago, it being his intention to gain a wide knowledge of the Coastal Command training system. This

demonstrates his renewed interest in his work with the RAF and in which, during the last six months, he has cooperated well. He continues to be popular with his fellow officers. A marked reserve on his part continues to limit his 'off duty' relations with the Station as a whole and he invariably leaves the Station as punctually as he arrives. In general, although possessing no outstanding qualities, "Flight Lieutenant Wood has done good and generally reliable work." (S/L J.M.S. Vaux, Station St. Mawgan, 4 February 1954).

"Flight Lieutenant Wood is the 'Rock of Gibraltar' type, solid, steady and faithful. He can be counted upon to complete any assignment, perhaps not as rapidly as some, but in a very thorough manner. Because of his age and experience he wields considerable and very beneficial influence over the younger personnel in the section. His trade and general service knowledge is well above average. He is an excellent instructor who takes great pride in covering his subject in sufficient detail that it is absorbed by all in attendance. It is considered that with 'on the job' training Flight Lieutenant Wood is capable of carrying out any duties required of his present or next higher rank." (S/L MG Utas, No.404 Squadron, 12 July 1956).

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WOOD, LAC George Russell (R138046) - **Mention in Despatches** - Tholthorpe - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. AFRO gives unit only as "Overseas"; DHist file 181.009 D.1725 (PAC RG.24 Vol.20607) has list of MiDs this date with unit. DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation dated 3 February 1945. Born 4 April 1921. Home in New Westminster; enlisted in Vancouver, 15 October 1941 as Tradesman and posted to No.1 Manning Depot. Remustered as Electrician, 21 November 1941 and posted to Technical Training School. Promoted AC1, 27 March 1942. To No.3 Repair Depot, 1 April 1942. Promoted LAC, 1 January 1943. To "Y" Depot, 8 March 1943. To RAF overseas, 27 March 1943. Recommended when he had served 17 months in Canada, 22 months overseas. Repatriated 18 June 1945. To Station Debert, 19 June 1945, apparently in preparation for "Tiger Force" To Release Centre, 10 September 1945. Released 16 September 1945. Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2007 report the death of Corporal George R. Wood in Sidney, British Columbia, 20 February 2007; however, these sources give his age as 95.

The above airman is recommended for "Mention in Despatches" in recognition of loyal and conscientious service both in Africa and England. He is thoroughly reliable, carrying out instructions with a thoroughness and good nature which cannot be dampened by long hours of work under trying conditions. His initiative and spirit play no little part in maintaining morale among his fellows and strengthening the prestige of his section.

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WOOD, W/C (now G/C) Henry Bartram (C1979) - **Officer, Order of the British Empire** - No.3 TCHQ (now AFHQ) - Award effective 26 May 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944. Born in Ottawa, 1 June 1896; educated there. Served in 43rd Duke of Cornwall's Own Rifles, 1911-1915 (rifleman); at Royal Military College, 1915-1916 (Lance Corporal); seconded to Royal Field Artillery, as Second Lieutenant, 27 July 1916. Confirmed as Lieutenant, Royal Field Artillery, 27 January 1918. Wounded; seconded to Royal Flying Corps, Reading, 5 November 1917. To No.1 Training Depot Station, 11 January 1918; to No.56 Training Squadron, 14 February 1919. Commissioned as Lieutenant, Royal Air Force (Aeroplanes and Seaplanes), 5 April 1918. To No.27 Training Squadron as assistant instructor, May 1918; to No.21 Training Squadron, 16 July 1918; to No.41 Training Depot Station, 12 November 1918; to Unemployed List, 14 January 1919. He reported the following times flown: DH.6 (ten), Avro (350), Pup (50), Spad (50), SE.5 and SE.5A (50), BE.12, Camel and Bullet (25). With Governor General's Foot Guards, 1920, and Victoria Rifles of Canada, 1922-1923. Took one year of Mechanical Engineering at University of Toronto, 1919-1920. After the war he worked in logging camps until he had saved enough to start a successful lumber business. Joined RCAF in Montreal, 8 May 1940. To Station Trenton, 1 June 1940 for Administration course. To AFHQ, Ottawa, 30 June 1940. Posted on 23 June 1941 to No.2 SFTS as Adjutant and Senior Administrative Officer; promoted Flight Lieutenant, 1 August 1941; promoted Squadron Leader, 1 January 1942. To AFHQ, 4 March 1942 in Personnel (Deputy Director of Postings). Promoted Wing Commander, 1 December 1942. To No.3 Training Command Headquarters, 30 November 1943 as Senior Personnel Staff Officer. To AFHQ, 18 March 1944. Promoted Group Captain, 29 March 1944. Temporary Duty at RCAF Overseas Headquarters, 25 May to 12 June 1945 when returned to AFHQ; he was there in connection with planning for proposed Tiger Force.. To Release Centre, 21 August 1945; retired that date. Award presented (date uncertain). RCAF photo PL-1302 shows him as Flying Officer, 1940.

This officer, throughout his service career, has acquired an excellent knowledge of service procedure and has carried out his work in an exemplary manner as Senior Personnel Staff Officer of the Command. Over a long period of time this highly efficient and capable officer has displayed high qualities of judgement, reliability and a cheerful willingness to fulfil any and all duties.

Recommendation was raised 28 February 1944 by Air Commodore Adelard Raymond, Air Officer Commanding, No.3 Training Command, as follows:

This thoroughly efficient and capable officer who has acquired a thorough knowledge of service procedure carries out his duties in an exemplary manner. Throughout his service career, he has displayed excellent judgement, reliability

and a cheerful willingness to fulfill any job allotted to him. His logical friendly advice, tact and spirit of cooperation has been of invaluable assistance in solving many difficult problems encountered in the course of his various duties.

He had been recommended for an OBE on 6 March 1943 by G/C T.C. Macfarlane for work as Deputy Director Officers Postings. It did not progress further, but the text is worth recording:

Wing Commander Wood has served in the Deputy Directorate of Postings since his appointment in the RCAF in the early days of the present war, with the exception of a period of nine months in the field acquiring unit experience. During his tenure of duty in the field his work and efforts received equally as high praise as in his present position. This officer has risen to the position of Deputy Director of Postings by reason of his outstanding organizational ability, ceaseless energy in effecting even greater efficiency, and above all he possesses a spirit and personality that inspires and spurs his subordinates to greater efforts.

Group Captain Macfarlane again suggested an OBE, 14 September 1943; it was not forwarded in the chain of command. Text was as follows:

Wing Commander Wood, during the last six months, has performed his duties as Deputy Director of Postings and Careers in a particularly praiseworthy manner. His organizational ability, coupled with a charming personality, has admirably fitted him for an appointment that calls for the highest degree of tact. The successes achieved in staffing Overseas, Home War and Training establishments have, in no small measure, been due to his untiring efforts.

Apart from official assessments, one of the most glowing descriptions of him was dated 23 December 1942 by Group Captain R.E. McBurney (Director of Signals) to Directorate of Postings and Careers:

Before leaving Headquarters on posting to Trenton, I wish to express my appreciation of the cooperation which your Directorate has always given to the Directorate of Signals on the postings of Signal Officers.

In particular, Squadron Leader W.R. Kingsland, Squadron Leader H.B. Wood and Flying Officer W. Warren have always expended a considerable amount of time and effort to meet our particular requirements. They have met our requests as speedily as possible and have shown a good deal of patience with changes in postings which, from time to time, have been made necessary.

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WOOD, F/O John Quentin (J19815) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 337/45 dated 23 February 1945. Born 20 July 1920. Home in Vancouver; enlisted there 10 March 1942 and posted to No.2 Manning Depot. To Calgary, 5 June 1942. To No.4 ITS, 1 August 1942; graduated and promoted LAC, 25 September 1942 but not posted to No.5 EFTS until 8 November 1942; may have graduated 30 December 1942 but not posted to No.3 SFTS until 9 January 1943; graduated 30 April 1943 and promoted Sergeant; to "Y" Depot, date uncertain; to RAF overseas, 26 May 1943. Promoted Flight Sergeant, 30 October 1943; commissioned 5 January 1944. Promoted Flying Officer, 5 July 1944. Repatriated 15 January 1945; to Western Air Command, 26 January 1945; retired 30 May 1945. Award presented in Vancouver, 22 October 1949. Died in Vancouver, 2 June 2003. No citation other than "...in recognition of gallantry and devotion to duty in the execution of air operations against the enemy." DHist file 181.009 D.2609 (RG.24 Vol.20627) has recommendation by W/C A.F. Avant dated 10 September 1944 when he had flown 34 sorties (166 hours 20 minutes), 30 May to 31 August 1944, although obituary notice stated he had flown 45 sorties.

This officer has completed many sorties against various targets in Germany and France. Throughout his tour he has always shown exceptional skill and fortitude in pressing home his attacks, often under the greatest opposition. His inspiring cheerfulness and eagerness to come to grips with the enemy have been most praiseworthy. Flight Lieutenant Wood has also actively promoted the training of new crews in the squadron.

It is considered that his fine operational record, his example of keenness and devotion to duty fully merit the award of the D.F.C.

The sortie list was as follows:

30 April 1944 - Somain (4.55)
7 May 1944 - St. Valery-en-Caux (4.00)
9 May 1944 - St. Valery-en-Caux (4.00)
10 May 1944 - Ghent (4.40)
12 May 1944 - Louvain (2.10, aborted)
22 May 1944 - Le Mans (5.25)
31 May 1944 - Au Fevre (5.30)
4 June 1944 - Calais (4.00)
5 June 1944 - Merville (4.55)

6 June 1944 - Conde sur Noireau (6.10)
8 June 1944 - Mayenne (6.10)
12 June 1944 - Arras (5.00)
14 June 1944 - Cambrai (4.30)
16 June 1944 - Sautrecourt (4.50)
17 June 1944 - Oisemont (4.35)
21 June 1944 - Oisemont (4.25)
24 June 1944 - Bonnetot (4.15)
25 June 1944 - Gorenflos (4.25)
27 June 1944 - Wizernes (3.25)
28 June 1944 - Metz (7.10)
14 July 1944 - Anderbelck (3.50)
20 July 1944 - Grand Bois (3.40)
24 July 1944 - L'Hey (3.50)
25 July 1944 - Stuttgart (8.25)
28 July 1944 - Hamburg (5.15)
30 July 1944 - Amay sur Seulle (4.40)
31 July 1944 - Coquereaux (4.15)
1 August 1944 - L'Hey (3.30)
4 August 1944 - Bois de Casson (5.00)
7 August 1944 - La Hogue (4.45)
9 August 1944 - La Neuville (4.10)
12 August 1944 - Brunswick (5.35)
15 August 1944 - Soesterburg (3.40)
25 August 1944 - St. Mathieu (6.10)
31 August 1944 - Cezembre (5.05)

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WOOD, F/O Joseph Ralph (J16617) - **Distinguished Flying Cross** - No.692 Squadron - Award effective 17 November 1944 as per **London Gazette** of that date and AFRO 1/45 dated 5 January 1945. Born in Chatham, New Brunswick, 12 December 1917. Educated in Moncton, then took a 1937-1938 course at University of New Brunswick (COTC experience. Labourer before the war. Home given as Saint John, New Brunswick; enlisted in Moncton, 22 June 1940. To No.1 Manning Depot, Toronto, 23 June 1940. To No.2 ITS, Regina, 30 June 1940; graduated and promoted LAC, 1 September 1940 to No.2 AOS, Edmonton on that date; graduated 23 November 1940 and posted next day to No.2 BGS; Mossbank, graduated 19 January 1941 when promoted Sergeant and posted to No.1 ANS; graduated 3 March 1941 when posted to Embarkation Depot; to RAF overseas, 5 April 1941; arrived in Britain 20 April 1941. To No.10 OTU, 26 April 1941 (Ansons and Whitleys, 121 hours 55 minutes). While there he was in a crash

on 28 June 1942 which led to curtailment of his tour with No.102 Squadron after 26 sorties. He had been posted to No.102 Squadron, 21 July 1941; first sortie was 25 July 1941; flew with them until 22 September 1941 (Whitleys, 100 hours 20 minutes). Posted to Marston Moore for conversion course on Halifaxes. Promoted Flight Sergeant, 1 October 1941. To No.76 Squadron, 3 January 1942 (Halifaxes, 108 hours 25 minutes). Promoted WO2, 1 April 1942. To No.19 OTU, 31 October 1942 (Ansons, 23.45). To No.10 OTU, 29 December 1942 (Ansons, 57.35). Commissioned 13 January 1943. Promoted Flying Officer, 13 July 1943. To No.1652 Conversion Unit, 18 December 1943. To Canada on special leave, 13 February 1944. Embarked for return overseas, 11 April 1944. To No.61 Base, 24 April 1944. Attended Dalton Battle School, 24 April to 6 June 1944. To No.1655 Mosquito Training Unit, 6 June 1944 (29 hours). To No.692 Squadron, 5 July 1944 (215 hours on Mosquitos). Repatriated 3 December 1944. To Station Moncton, 12 January 1945. Promoted Flight Lieutenant, 13 January 1945. To No.145 (BR) Squadron, 16 January 1945. Attended Administrative Course at No.1 Composite Training School, 26 January to 22 February 1945. To Debart 20 March 1945. To No.16 Explosives Depot, 22 May 1945. To Eastern Air Command Headquarters, 21 June 1945. Retired 24 August 1945, settling in Moncton. Award presented 26 September 1946. Became an insurance agent. Enrolled in RCAF Primary Reserve in Moncton, 20 July 1956 as an Air Cadet Officer (Education Branch) with No.101 Squadron, Royal Canadian Air Cadets, Moncton; promoted Flight Lieutenant, 1 November 1958 and Squadron Leader, 8 July 1962. Retired 20 July 1968, having been awarded the Centennial Medal (1967) and Canadian Forces Decoration, Died in Moncton, 25 June 1996 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of October 1996.

One night in October 1944 a force of bombers was detailed for an important low level mining mission, an operation requiring considerable skill and accuracy in flying. The target was strongly defended by heavy and light anti-aircraft guns, searchlights and balloons. Undeterred by these hazards and the most adverse weather, the operation was completed successfully. The success achieved reflects the greatest credit on the above personnel.

Notes: On repatriation form dated 17 November 1944 he claimed 77 sorties and 356.45 operational hours plus 296.15 non-operational time. Last sortie was 4 November 1944.

Application for Operational Wing dated 8 January 1945 stated he had flown a first tour with No.102 and 76 Squadrons (27 sorties, 167 hours) and a second tour with No.692 Squadron (30 sorties 188 hours 20 minutes).

Training: Interviewed in Moncton, 5 April 1940 by F/O H.D. Cunningham - "A good prospect for pilot."

Attended No.2 ITS, 1-27 July 1940. Courses in Mathematics (90/100), Armament, practical and oral (58/100), Drill (82/100) and Law and Discipline (81/100). Placed 234th in an Observer class of 462. "Very good type."

Course at No.2 AOS was 2 September to 23 November 1940. Anson aircraft (15.00 as first navigator by day, 7.50 as second navigator by day, 2.45 as first navigator by night, 2.30 as second navigator by night). Also Lockheed aircraft (10.40 as second navigator by day, 1.45 as second navigator by night). "Good man in the air." Ground courses DR Plotting (122/150), DR Written (82/150), Compasses and Instruments (103/150), DF and WT (63/100), Signals (50/50), Drill (82/100), Maps and Charts (63/100), Meteorology (69/100), Photography (78/100) and Reconnaissance (126/150). "Fair worker, applies himself diligently, a little slow."

Attended No.2 BGS, 9 December 1940 to 19 January 1941. Battle aircraft - 6.25 in bombing and 1.55 in gunnery training. Marked in Bombing, written (119/150), Bombing, practical (112/150), Gunnery written (59/100) and Gunnery practical (66/100). Good average bomb aimer and above average air gunner. "Average intelligence. Well mannered. Not very smart in appearance."

Attended No.1 ANS, 15 February to 3 March 1941. Held over from Course No.7 to Course No.8. Anson aircraft - 24.55 as first navigator by day, 25.35 as second navigator by day, 11.50 as first navigator by night, 22.15 as second navigator by night. "Inclined to laziness unless pressed." Ground courses in Astro Navigation Plotting (88/100) and Astro Navigation Written (71/100). Placed 19th in a class of 34.

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WOOD, F/O Philip Arthur (J25200) - **Distinguished Flying Cross** - No.78 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 20 February 1945 and AFRO 563/45 dated 29 March 1945. Born 6 June 1921. Home in Vancouver; enlisted there 29 April 1942; to No.3 Manning Depot, 8 June 1942; to No.10 SFTS (guard duty), 10 August 1942; to No.2 ITS, 26 September 1942; graduated and promoted LAC, 5 December 1942 when posted to No.5 AOS; graduated and commissioned 2 April 1943. To "Y" Depot, 15 April 1943; to RAF overseas, 26 May 1943. Promoted Flying Officer, 2 October 1943. Repatriated 27 November 1944. To Western Air Command, 16 January 1945. To No.8 Release Centre, 13 February 1945. Retired 24 February 1945. Award presented 27 November 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 2/8831 has recommendation dated 8 November 1944 when he had flown 39 sorties (185 hours 18 minutes).

8 May 1944 - Berneval (3.58)
9 May 1944 - Berneval (3.58)
10 May 1944 - Lens (3.33)
19 May 1944 - Boulogne (3.13)
22 May 1944 - Orleans (1.05) DNCO
24 May 1944 - Aachen (4.12)
27 May 1944 - Bourg Leopold (3.54)
31 May 1944 - Trappes (4.56)
14 June 1944 - Douai (3.50)
15 June 1944 - Fouillard (5.18)
16 June 1944 - Dorleger (3.27)
22 June 1944 - Laon (4.15)
24 June 1944 - Noyelle E.C. (3.32)
25 June 1944 - Montorgueil (3.22)
27 June 1944 - Mont Condon (3.27)
28 June 1944 - Plainville (6.48)
4 July 1944 - St.Martin L.H. (3.37)
5 July 1944 - St.Martin L.H. (3.31)
6 July 1944 - Croixdale (3.26)
8 July 1944 - Chateau Bernapre (3.32)
12 July 1944 - Thiverny (4.00)
15 July 1944 - Nucourt (4.16)
17 July 1944 - Caen H.2 (3.37)
18 July 1944 - Acquet (4.03)
20 July 1944 - Bottrop (4.04)
1 August 1944 - Trouville (3.21)
3 August 1944 - Foret de Nieppe (2.56)
10 August 1944 - Dijon (6.43)
11 August 1944 - Chapelle Notre Dame (3.20)
12 August 1944 - Brunswick (5.35)
14 August 1944 - Falaise (4.02)
15 August 1944 - Tiremont (3.50)
16 August 1944 - GARDENING (5.25)
18 August 1944 - Sterkrade (4.19)
26 August 1944 - Homberg (4.03)
1 September 1944 - Lumbers (3.39)
3 September 1944 - Soesterburg (2.51)
17 September 1944 - Boulogne (3.49)
20 September 1944 - Calais (3.20)
23 September 1944 - Neuss (4.32)

This officer has now completed his first operational tour consisting of 39 sorties (125 points) involving a total of 185 hours. He is an excellent operational navigator possessing plenty of initiative. He has played a great part in the success of his crew throughout their operational role. At all times he has shown the greatest coolness in face of the enemy and his work on operations has been of an extremely high standard as is proved by his night photographs. His work in the air has been of a very high standard, as also has been his conduct on the ground and in his section.

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

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WOOD, WO1 Robert McKelvie (R63535) - **Member, Order of the British Empire** - No.16 SFTS - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Born 2 January 1909. Enlisted in London, Ontario, 11 April 1940 as Armament Assistant. To AFHQ, 25 May 1940. As of 11 July 1940 he was an AC1. Promoted LAC, 11 October 1940. To Trenton, 30 November 1940. Promoted Corporal, 9 February 1941. Promoted Sergeant, 10 February 1941; posted that day to No.12 EFTS To No.6 BGS, 22 June 1941. Promoted Flight Sergeant, 1 March 1942. Promoted WO1, 1 January 1943. On strength of No.16 SFTS from 13 August 1941 to 31 July 1945. Final trade was that of Armourer (Bombs). To No.12 Aircraft Inspection Detachment, 31 July 1945. Retired 13 December 1945. Living in Stratford as of 1949. Award sent by registered mail 7 December 1948. Died in Stratford, Ontario, 25 February 1993 as per **Legion Magazine** of July 1993.

This warrant officer served outstandingly at No.16 Service Flying Training School from the opening of the school until the termination of training in his capacity as Senior Warrant Officer in the Ground School. He was a tower of strength to the many officers who occupied the position of Chief Ground Instructor. In addition to his position of Senior Armament Instructor, he became familiar with all other types of training and was able to assume full responsibility for the training programme. Under his supervision, several synthetic training devices were developed which were subsequently used by Air Force Headquarters as a basis for synthetic training papers. His organization and administrative ability was such that his school was used as a standard for all Service Flying Training Schools throughout Canada.

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WOOD, F/O Robert Wakefield (J23602) - **Distinguished Flying Cross** - No.619 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 19 September 1944 and AFRO 2373/44 dated 3 November 1944. Born 9 March 1919. Home in Melfort, Saskatchewan; enlisted in Regina, 10 December 1940 as Clerk and posted to No.2 ITS that date. Promoted LAC, 17 January 1941; to No.4 ITS, 21 June 1941. Reverted to AC2, 14 March 1942 on remustering as aircrew; promoted LAC again, 1 April 1942 but not posted until 6 June 1942 when he went to No.16 EFTS; to No.5 EFTS, 20 June 1942. Ceased training and posted to No.1 Composite Training School, 25 September 1942; to No.5 BGS, 23 October 1942; may have graduated 18 December 1942 but not posted to No.3 AOS until 29 December 1942; graduated and commissioned 5 February 1943. To "Y" Depot, 19 February 1943; to RAF overseas, 8 March 1943. Promoted Flying Officer, 5 August 1943. Promoted Flight Lieutenant, 5 February 1945. Repatriated 29 August 1945; retired 19 October 1945. Recalled to service, 8 January 1946. To No.1 Composite Training School, 14 February 1946. To Central Air Command, 23 March 1947. Discharged 24 August 1947. Served again as a Medical Officer, Toronto, 23 May 1951 to 5 September 1952. Award presented 22 June 1949. Died in Ottawa, 12 February 2004. No citation other than "completed...many successful operations during which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/9276 has recommendation dated 14 June 1944 when he had flown 32 sorties (31 successful) totalling 194 hours 58 minutes, 22 October 1943 to 6 June 1944.

22 October 1943 - Kassel (6.52)
3 November 1943 - Dusseldorf (4.58)
26 November 1943 - Berlin (8.47)
14 January 1944 - Brunswick (5.56)
21 January 1944 - Magdeburg (6.44)
15 February 1944 - Berlin (7.13)
19 February 1944 - Leipzig (6.57)
20 February 1944 - Stuttgart (7.24)
24 February 1944 - Schweinfurt (7.15)
1 March 1944 - Stuttgart (8.26)
15 March 1944 - Stuttgart (8.08)
18 March 1944 - Frankfurt (2.54), DNCO
22 March 1944 - Frankfurt (5.50)
24 March 1944 - Berlin (7.08)
26 March 1944 - Essen (5.04)
30 March 1944 - Nuremburg (7.42)
5 April 1944 - Toulouse (7.35)
11 April 1944 - Aachen (4.26)
18 April 1944 - Juvisy (5.09)

20 April 1944 - La Chapelle (5.13)
22 April 1944 - Brunswick (6.34)
24 April 1944 - Munich (9.31)
7 May 1944 - Salbris (5.26)
9 May 1944 - Gennevillier (4.34)
11 May 1944 - Bourg Leopold (3.38)
19 May 1944 - Amiens (5.01)
21 May 1944 - Duisburg (4.48)
22 May 1944 - Brunswick (6.35)
27 May 1944 - Cherbourg (4.28)
31 May 1944 - Maisy (4.05)
5 June 1944 - La Perrelle (5.23)
6 June 1944 - Caen (5.14)

Flying Officer Wood is an able and efficient Air Bomber who has now completed 31 successful operational sorties, the majority of them against heavily defended German targets, including Berlin and Stuttgart (three times), Brunswick (three times), Nuremburg, Frankfurt and Leipzig.

Flying Officer Wood has consistently returned excellent results in bombing training, and his skill has been amply confirmed by photographs which he and his crew have secured of the various precision targets attacked in France.

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WOOD, F/L Waldo Michael Beriah (C18886) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 13 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 20 May 1914. Home in Uxbridge, Ontario; enlisted in Toronto, 10 December 1940 as Aero Engine Mechanic and posted that date to No.1 Manning Depot. To Technical Training School, 7 March 1941. Promoted AC1, 20 June 1941; to Trenton, 30 July 1941; promoted LAC, 1 January 1942. To "Y" Depot, 11 March 1942; to RAF overseas, 30 April 1942. Promoted Corporal, 1 April 1943. Remustered to Flight Engineer, 17 May 1943 and promoted Sergeant. Commissioned 7 October 1943. Promoted Flying Officer and Flight Lieutenant, 28 December 1943. Repatriated 15 January 1945. To EES (whatever that is), 26 February 1945. To Rockcliffe, 20 March 1945. To No.12 (Communications) Squadron, 25 November 1945. Retired 24 March 1947. Award presented 27 June 1945. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.2609 (RG.24 Vol.20632) has recommendation dated 16 July 1944 at which time he had flown 22 sorties (125 hours 20 minutes), first with No.427 Squadron (11 June 1943 to 29 September

1943, fourteen sorties, 83 hours 15 minutes) and then with No.424 Squadron (25 February to 12 July 1944, nine sorties, 42 hours five minutes). The sortie list indicates a very adventuresome first tour - belly landing (Cologne, 28 June 1943), Bf.109 shot down (Peenemunde, 17 August 1943), one motor unserviceable through one trip (Leverkusen, 22 August 1943) and attack by a night fighter (Bochum, 29 September 1943).

Flight Lieutenant W.M.B. Wood is an outstanding Flight Engineer who has made numerous sorties over heavily defended targets in Germany, including several on Hamburg and the Ruhr. At all times his work has been an inspiration to his crew and his ability in the air is of the highest order. Displaying exceptionally keen interest in his work, this officer's service career has been marked by rapid promotion.

His marked organizational ability and knowledge of his work made him the choice for Engineering Leader on this squadron and he has been responsible for the organization and successful operation of an efficient engineering section. His devotion to duty and high courage is an example to all aircrew. He has completed twenty-two sorties.

The sortie list was as follows:

NO.427 (RCAF) SQUADRON

11 June 1943 - Dusseldorf (5.15)
28 June 1943 - Cologne (5.45, belly landing, OK)
3 July 1943 - Cologne (6.15, heavy flak)
9 July 1943 - Gelsenkirchen (6.30, heavy flak)
13 July 1943 - Aachen (5.45)
24 July 1943 - Hamburg (5.30)
25 July 1943 - Essen (4.45, quite warm)
27 July 1943 - Hamburg (5.30)
29 July 1943 - Hamburg (5.45, very successful trip)
9 August 1943 - Mannheim (6.45, good trip)
17 August 1943 - Peenemunde (7.15, shot down Me.109)
22 August 1943 - Leverkusen (5.15, one motor unserviceable whole trip; duty carried out)
23 August 1943 - Berlin (7.30)
29 September 1943 - Bochum (5.30, attacked by night fighter)

NO.424 (RCAF) SQUADRON

25 February 1944 - Augsburg (3.30, duty not carried out, lost starboard inner)
9 April 1944 - Paris marshalling yards (5.25)
11 April 1944 - Kattegat, mining (6.30, tries and made it)
20 April 1944 - Lens marshalling yards (4.25)
24 April 1944 - Karlsruhe (6.35)
22 May 1944 - Le Mans marshalling yards (4.00)
31 May 1944 - Au Fevre (4.00)
15 June 1944 - Boulogne (3.40, daylight trip)
12 July 1944 - Bremont (4.00)

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WOOD, P/O William Joseph (J85075) - **Distinguished Flying Cross** - No.102 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 19 September 1944 and AFRO 2373/44 dated 3 November 1944. Born 17 April 1917 in Winnipeg. Home in Victoria Beach, Manitoba; creamery salesman and driver for three years. Enlisted in Winnipeg, 23 July 1941. At No.2 Manning Depot, Brandon, 28 August 1941; to No.4 SFTS, Saskatoon for guard duty, 28 October 1941; to No.7 ITS, Saskatoon, 22 December 1941; graduated and promoted LAC on 14 March 1942; to No.2 EFTS, Fort William, 29 March 1942; graduated 20 June 1942 and posted next day to No.1 SFTS, Camp Borden; graduated and promoted Sergeant on 9 October 1942. To "Y" Depot, Halifax, 24 October 1942. To RAF Trainee Pool, 27 October 1942. Taken on strength of No.3 PRC, Bournemouth, 6 November 1942. To No.15 (P) AFU, 1 December 1942. To No.10 OTU, 15 February 1943. Promoted Flight Sergeant, 9 April 1943. Missing (flying battle with No.10 OTU), 30 May 1943. Subsequently reported safe, arriving at Gibraltar on 9 June 1943 and returning to UK as of 29 June 1943. On strength of Uxbridge for a time; returned to No.10 OTU, 3 August 1943. Promoted WO2, 9 October 1943. Posted to No.1658 Conversion Unit, 22 October 1943. Attached to No.4 Group Battle School, 12-23 October 1943. To No.102 Squadron, 9 January 1944. Commissioned 22 February 1944. To No.22 OTU, 2 July 1944, with attachments to Bristol Engines and Station Finningly. Promoted Flying Officer, 12 August 1944. Promoted Acting Flight Lieutenant, 8 January 1945. Invested with award by King George, 18 May 1945. Repatriated to Canada via Station Dartmouth, 23 July 1945. Served at that station to 5 September 1945 when release proceedings began. These were stopped as of 18 October 1945; posted next day to No.2 Flying Training School, Yorkton. To No.6 OTU, Comox, 9 November 1945. Missing aboard RCAF Dakota 636, 19 January 1946, en route from Comox to Greenwood.

Pilot Officer Wood has consistently displayed the utmost courage and determination. Early in 1943, when making an attack on an enemy submarine, his aircraft was hit by anti-aircraft fire and forced to alight on the sea. More recently Pilot Officer Wood has attacked a number of important targets in

occupied territory with excellent results, obtaining many valuable photographs.

NOTE: Public Records Office Air 2/9276 has recommendation dated 21 June 1944 when he had flown 43 sorties (273 operational hours) in a most unusual career:

First Tour (Coastal Command, unit unspecified)

24 March 1943 - Patrol (9.30)
27 March 1943 - Patrol (10.40, one sighting)
13 April 1943 - Patrol (8.15)
15 April 1943 - Patrol (10.10, diverted on dinghy search)
20 April 1943 - Patrol (9.15)
25 April 1943 - Patrol (9.45)
2 May 1943 - Patrol (10.40)
18 May 1943 - Patrol (8.20)
20 May 1943 - Patrol (9.35, Spanish leaflets dropped)
23 May 1943 - Patrol (10.10)
27 May 1943 - Patrol (9.40)
30 May 1943 - Patrol (5.15, attacked 1,500-ton submarine; aircraft badly damaged on second attack; forced to ditch)

Second Tour (Bomber Command)

28 January 1944 - Berlin (9.00, 2nd pilot; fighter damaged in target area; destroyed same; home on three engines)
15 February 1944 - Berlin (4.15, DNCO, ASI unserviceable)
19 February 1944 - Leipzig (3.30, DNCO, wireless burnt out)
22 February 1944 - GARDENING (3.55, W/T recall)
24 February 1944 - GARDENING (7.00)
25 February 1944 - GARDENING (6.20)
3 March 1944 - Meulan (5.30)
6 March 1944 - Trappes (5.15)
7 March 1944 - Le Mans (5.20)
13 March 1944 - Le Mans (5.35)
15 March 1944 - Amiens (5.10)
16 March 1944 - Amiens (4.45)
22 March 1944 - GARDENING (7.05)
23 March 1944 - Laon (5.45)
29 March 1944 - Vaires (5.30)
30 March 1944 - GARDENING (4.40)
18 April 1944 - GARDENING (6.10)

20 April 1944 - Ottignies (3.45)
22 April 1944 - Laon (4.45)
23 April 1944 - GARDENING (6.40)
26 April 1944 - Villeneuve (5.35)
27 April 1944 - Aulnoye (4.10)
29 April 1944 - GARDENING (3.10)
1 May 1944 - GARDENING (3.40)
4 May 1944 - GARDENING (5.30)
15 May 1944 - GARDENING (4.10)
21 May 1944 - GARDENING (5.35)
22 May 1944 - GARDENING (6.10)
24 May 1944 - GARDENING (5.10)
27 May 1944 - GARDENING (5.30)
31 May 1944 - GARDENING (3.20)

Pilot Officer Wood has recently completed a tour of 43 operations as pilot in Coastal and Bomber Command. Throughout the period during which he has operated, he has consistently displayed the greatest determination and courage in the face of strong enemy opposition.

In May 1943, when carrying out an attack against an enemy submarine his aircraft was hit by flak and forced to alight in the sea, but by the exercise of skilful airmanship he effected a successful ditching and was subsequently rescued. More recently Pilot Officer Wood has attacked a number of important targets in enemy occupied territory with excellent results, as his record of eleven aiming point photographs indicates.

In view of this officer's good operational record and his devotion to duty over a considerable period of time, I recommend that he be considered for the award of the Distinguished Flying Cross.

NOTE: On 23 May 1943, Whitley BB416, crew as listed below, during an operational sortie, wireless operator reported port tailplane fabric flapping. It was concluded the most probable cause was striking an obstruction at take-off, damage aggravated in flight, but no certainty and no blame attached,

Reports indicate that on 30 May 1943, Whitley V, serial Z9440, took off on an anti-submarine sweep at 0740 hours. At 1220 hours an SOS received stating "returning to base - engine trouble". At 1248 the aircraft signalled its position which was repeated at 1250 hours. Forty minutes later gave further signals after which nothing heard. Ditched at 47° 22" North, 10° West.

The crew were subsequently picked up by a Spanish trawler and interned. Crew were 1334304 Sergeant L. Slade (pilot), R119658 Sergeant W.J. Wood (co-pilot), 1432836 Sergeant W.F. Wicks (navigator), 1212167 Sergeant G.F. Dimmock (WOP/AG), J21724 P/O B.A. Russell (bomb aimer) and 1338941 Sergeant G.W. Vines (air gunner). All safe. Other signals spell Vines as "Viens", Wicks as "Kicks"

On 6 September 1943 at 0050 hours, No.10 OTU, he was captain of Whitley V, serial Z6798 on non-operational flying (night circuits). He reported:

Aircraft was carrying out night circuit and landing practice. After 30 minutes dual instruction I was sent so by my instructor and carried out five successful circuits and landings. On my sixth solo circuit, I carried out normal pre-landing cockpit check. Undercarriage was checked in the "down" position by indication of the green warning lights. This was confirmed by the navigator before turning cross-wind prior to final approach. A normal approach was carried out at 85-90 mph and aircraft touched down 200-300 yards from No.1 flare. After a very short run on the wheels, I heard the propellers striking the runway. This felt like a tail-wheel shudder. I immediately cut the main switches and the aircraft slid to a stop at the end of the flarepath with undercarriage in the "up" position. At no time during the approach or landing did the warning horn sound, nor did it sound when the aircraft came to rest.

No technical failure was found on examination, and W/C A.J. Ogilvie (Commanding Training Wing, No.10 OTU) recommended a logbook endorsement of "Carelessness". Nothing stronger could be suggested as crew were adamant in their statements re green lights and no horn, although it was suggested that horn did not sound because aircraft not throttled back far enough to activate it. Wood himself described as having flown 100 hours as second pilot from St. Eval, had 25 hours as captain on type (three hours at night) and was stated to be "steady and reliable and is definitely a sensible type".

Assessed 2 July 1944 on posting from No.102 Squadron as having flown 785 hours (325 in previous six months): "This officer is keen to become **au fait** with all aspects of service life and I consider that he deserves every encouragement." (S/L John Kercher).

Applying for Operational Wing (1 July 1944) he stated he had flown ten sorties with No.10 OTU Detachment, St. Eval, 24 March to 30 May 1943 (111 hours 15 minutes) and 31 sorties with No.102 Squadron (161 hours 55 minutes).

Assessed 8 July 1945 at No.6 OTU when described as having flown 1,220 hours (200 in previous six months): "A good pilot and instructor. Has shown keenness and initiative. Good personality

and leadership. Smart and well disciplined." (W/C J.K.M. Cooke)

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WOOD, F/L Willis Glen (C8544) - **Air Force Cross** - No.164 (Transport) Squadron - Award effective 3 November 1944 as per **Canada Gazette** of that date and AFRO 2479/44 dated 17 November 1944. Enlisted in Ottawa, 23 October 1941. To Rockcliffe, 11 December 1941. Promoted Flying Officer, 1 January 1942. To No.9 BGS, 29 February 1942. To AFHQ, 8 August 1942; to No.12 (Communications) Squadron, 15 August 1942. To No.164 (Transport) Squadron, 14 May 1943. Promoted Flight Lieutenant, 1 September 1943. Retired 14 January 1945. Award presented 30 April 1948. Governor General's Records (RG.7 Group 26, Volume 58, file 190-I) has citation. As of recommendation he had flown 1,811 hours, of which 1,218 hours 20 minutes were as a transport pilot.

This officer has displayed outstanding skill and knowledge in instrument flying, range procedure and judgement of weather. His ability as a pilot has been of the highest standard. He has contributed greatly to the squadron's success in operations during the past year, particularly in difficult, hazardous weather. His services have been invaluable in the training of junior pilots. On one occasion, while on a search for an officer and non-commissioned officer who were lost for three days, he was able to effect rescue of these men by use of his liaison radio without a loop aerial by homing in and obtaining a bearing on signals received from a low-powered transmitter installed in the lost aircraft. This officer has at all times displayed exceptional courage and devotion to duty.

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WOODBURN, Sergeant James Douglas (R54201) - **Distinguished Flying Medal** - No.18 Squadron - Awarded effective 12 September 1941 as per **London Gazette** of that date. Born in Cyrville, Gloucester Township, 8 December 1914; educated in Ottawa, home in Cyrville, Ontario. Attended University of Toronto, 1932-1937 and obtained a Bachelor's Degree in Agricultural Sciences; employed in Brockville by Libby, McNeill and Libby (food producer) as a plant chemist for three years. Enlisted in Ottawa, 19 July 1940. Posted to No.2 ITS, Regina, 31 August 1940; promoted LAC, 22 October 1940 and posted to No.2 EFTS, Fort William; posted to No.7 SFTS on 22 December 1940 and graduated 2 March 1941 when promoted Sergeant. Posted overseas 29 March 1941; arrived in UK, 2 May 1941; to No.13 OTU, Bicester, 10 May 1941; Course No.35 (20 pilots, 12 observers, 21 air gunners) commenced training in the Ground Instruction Centre; Course members posted from GIC to Flights, 3 June 1941. To No.18 Squadron, 21 July 1941. Given a physical examination at Horsham St.Faith in anticipation of being commissioned; graded as fit for a commission. Killed in action 22 October 1941 (Blenheim Z7898; aircraft

reported to have blown up); buried in Libya; next of kin (not clear if wife or mother) wife presented with award by Governor General, 3 December 1942. His DFM incident involved a large attack on Cologne power stations intended to draw German aircraft back from Russia. Along with Woodburn the following were decorated: Flight Lieutenant P.J. Channer (pilot, DFC) and to Channer's WOP/AG (DFM).

On the morning of 12th August 1941, Blenheim bombers carried out simultaneous attacks on the great power stations near Cologne. A strong force attacked the station at Knapsack, whilst a smaller force attacked two stations at Quadrath. These missions involved a flight of some 250 miles over enemy territory, which was carried out at an altitude of 100 feet. At Knapsack the target was accurately bombed and machine gunned from between 200 and 800 feet and at Quadrath both power stations were hit from a height of the chimneys; the turbine engine house at one of the two stations was left a mass of flames and smoke. The success of this combined daylight attack and the co-ordination of the enemy formations of aircraft depended largely on accurate timing throughout the flight. That complete success was achieved, despite powerful opposition from enemy ground and air forces, is a high tribute to the calm courage and resolute determination displayed by the following officers and airmen, who participated in various capacities as leaders and members of aircraft crews.

NOTE: Public Record Office Air 2/8462 has recommendation drafted when he had flown two sorties (seven hours 40 minutes).

Sergeant Woodburn was one of a formation of nine aircraft detailed to attack the Power Station at Knapsack near Cologne on the morning of the 11th August 1941. He successfully attacked the target but on the return flight his formation was attacked by a Messerschmitt 109 and his aircraft severely damaged by cannon fire. His elevator trimming tab cables were shot away, his aileron control rod badly damaged, his elevator shaft shot through, his starboard oil tank punctured, and his hydraulic system broken, in addition there were numerous bullet and cannon shell holes in the fuselage. Shortly after this attack Sergeant Woodburn was instructed by his Flight Commander to catch up with the remainder of the formation as the Flight Commander was turning back. Sergeant Woodburn eventually managed to formate on another section of Blenheims, and on reaching base made a successful crash landing.

This was only Sergeant Woodburn's second operational trip and in successfully bringing back his aircraft from this operation he showed outstanding skill as a

pilot and great courage and determination.

NOTE: A newsclipping in DHist files mentions that his was the last formation over the target, states he subsequently made a broadcast about the raid and quotes him as saying, "There were some ME.109s there [at the target]. We dropped our bombs on the target, regardless, but they gave us a hot time on the way back. My plane was badly shot up. There were times when I thought I wouldn't be able to keep it in the air." His tail trim was shot about, wheels shot off [!] and he had to belly-land at base. "The plane was a washout but none of my crew was hurt."

His training record is interesting. At No.2 ITS he was 20th in class of 286 and described as "Splendid lad, should do well, possibly officer material" (W/C H.J. Burden). At No.2 EFTS, however, he was described as being only average, although he graduated 10th in a class of 35. He had flown 29 hours 50 minutes dual and 22 hours 40 minutes solo on Tiger Moths (five hours in Link). At No.7 SFTS, however, he was only 36th in a class of 40 and considered a bit slow, flying Anson aircraft as follows: day dual (34.15), day solo (38.25), night dual (2.40), night solo (3.25) and 15 hours in Link.

Known sortie list as follows:

30 July 1941 - Attacked ship in a convoy four miles south of Heligoland and got one direct hit; vessel claimed as destroyed. Also machine-gunned other vessels in convoy.

12 August 1941 - Nine aircraft with 27 more from other squadrons attacked Knapsack Power Station from low level (two 500 GP bombs and four 25-bomb incendiary canisters). Bombed from about 800 feet. Much light flak and enemy fighters. Direct hits and fierce fires observed. Three of the nine aircraft from No.18 Squadron failed to return.

19 August 1941 - A Blenheim of No.18 Squadron dropped Bader's artificial leg. Woodburn flew another aircraft on this operation.

26 August 1941 - Bombed St- Omer - Longuenesse target; aircraft was hit by a cannon shell from Bf.109 but made a crash landing at base.

31 August 1941 - Bombed power station at Lille.

4 September 1941 - Bombed chemical works at Mazingarbe; direct hits.

20 September 1941 - Attacked shipping off the Dutch coast. Good results.

21 September 1941 - Attacked power station at Bethune; direct hits.

10 October 1941 - Departed Horsham St. Faith on Blenheim IX, serial Z7898 coded "W" with usual crew (Sergeants Lawson and Robinson) and a passenger for Portreath en route to Gibraltar and Malta. All three crew subsequently killed 22 October 1941.

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WOODCROFT, LAW Helen Dorothea (W312337) - **Mention in Despatches** - Linton-on-Ouse - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1672/45 dated 2 November 1945. Home in Victoria; enlisted in Vancouver, 19 April 1943 and posted that date to No.7 Manning Depot. To "H", 17 May 1943. To Eastern Air Command, 14 June 1943. Promoted AW1, 21 July 1943. Promoted LAW, 19 October 1943. To "Y" Depot, Halifax, 17 November 1943. Taken on strength of No.3 PRC, 23 November 1943. Repatriated to Canada, 29 December 1945. Released 12 February 1946 in Montreal. AFRO gives unit only as "Overseas"; DHist file 181.009 D.1725 (PAC RG.24 Vol.20607) has list of MiDs this date with unit. DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation forwarded 3 February 1945 when she had served seven months in Canada, 14 months overseas. ACH/GD under training as Clerk/General Duties.

LAW Woodcroft, by her energetic and conscientious efforts, has made a most valuable contribution to Educational development at this unit. Her initiative and zeal are exemplary and she undertakes the most difficult tasks both cheerfully and intelligently. Her voluntary overtime work is far beyond the demands of her rank and trade and is done entirely of her own volition. Woodcroft has also accomplished much of the initial organization of Music Appreciation and Handicrafts on this station and has given a great deal of her free time to keep them vitalized.

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WOODHEAD, F/L Herbert Hanson (C15868) - **Mention in Despatches** - Croft (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. Born 14 March 1906. Home in Victoria; enlisted in Winnipeg, 1 December 1939 with No.112 (Army Cooperation) Squadron as Wireless Electrical Mechanic. Promoted to AC1, 1 March 1940. Promoted LAC, 1 June 1940. To No.2 (Fighter) Squadron, 11 December 1940. Promoted Sergeant, 1 July 1942. Reclassified as Wireless Mechanic, 1 August 1942. Commissioned 28 April 1943. Promoted Flying Officer, 28 October

1943. Promoted Flight Lieutenant, 2 April 1944. Repatriated 8 August 1945. To No.3 Repair Depot, 17 August 1945. To Release Centre, 6 October 1945. Released 16 October 1945. Died in Victoria, 24 July 1979 as per British Columbia Vital Statistics. RCAF photo PL-45407 (ex UK-22923 dated 1 August 1945) shows spectators at a tennis tournament, Linton-on-Ouse - F/L H.H. Woodhead (left, Station Signals Officer at Linton) and LAC T. Edward McCush (Norwood, Manitoba, clerk at Linton but formerly Western Canada Singles Champion). No citation in AFRO or biographical file. DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation for an MBE dated 1 February 1945.

In his capacity as Station Signals Officer, Flight Lieutenant Woodhead has displayed the highest sense of loyalty in the discharge of his duties. His ability to operate his section efficiently has contributed in no small way to the success of operations from this unit. His cheerfulness and willingness under trying conditions and long hours of work have been an example to all those working under him.

WOODHEAD, F/L Herbert Hanson (C15868) - **Mention in Despatches** - Croft - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. AFRO gives unit only as "Overseas"; unit found in McEwen Papers list of recommendations for MiD. No citation. Certificate sent 10 August 1948.

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WOODHOUSE, F/O Ronald (J35750) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 17 April 1945 and AFRO 918/45 dated 1 June 1945. Born 21 October 1918. Home in Hamilton, Ontario; enlisted there 22 May 1942 and granted Leave Without Pay until 2 September 1942 when posted to No.1 Manning Depot. To No.1 ITS, 23 January 1943; graduated and promoted LAC on 2 April 1943; to No.4 AOS, 1 May 1943; graduated and commissioned 17 September 1943. To "Y" Depot, Halifax, 17 September 1943. Taken on strength of No.3 PRC, Bournemouth, 21 October 1943. Promoted Flying Officer, 17 March 1944. Repatriated 13 June 1945. To Eastern Air Command, 1 October 1945. To Eastern Air Command Communications Flight 17 December 1945; to No.1 Release Centre, 18 February 1946; retired 26 February 1946. Award presented in Hamilton, 27 July 1949. Photos PL-42482 and PL-43761 shows him shortly after appointment as Assistant Adjutant of No.433 Squadron. 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." NOTE: DHist file 181.009 D.2610 (RG.24 Vol.20627) has recommendation dated 15 November 1944 when he had flown 24 sorties (122 hours).

18 July 1944 - Wesseling (6.05)

18 July 1944 - Caen (4.40)
20 July 1944 - Forestot (3.40)
23 July 1944 - Dagnes (5.50)
24 July 1944 - L'Hey (3.45)
25 July 1944 - Stuttgart (8.40)
28 July 1944 - Hamburg (5.35)
30 July 1944 - Villers Bocage (4.15)
3 August 1944 - Foret de Nieppe (4.10)
4 August 1944 - Bois de Cassan (4.10)
11 September 1944 - Le Havre (4.35)
12 September 1944 - Dortmund (5.30)
23 September 1944 - Domburg (3.30)
27 September 1944 - Duisburg (5.35)
28 September 1944 - Cap Gris Nez (3.20)
14 October 1944 - Duisburg (5.25)
15 October 1944 - Wilhelmshaven (4.40)
23 October 1944 - Essen (6.10)
25 October 1944 - Hamburg (4.55)
28 October 1944 - Cologne (6.00)
30 October 1944 - Cologne (6.00)
1 November 1944 - Oberhausen (5.30)
4 November 1944 - Bochum (5.15)
6 November 1944 - Gelsenkirchen (4.45)

This officer, Navigator of the crew captained by Flying Officer R.H. Simpson, DFC, has now completed twenty-four trips over enemy territory including several long distance targets which called for a high degree of navigational ability.

Flying Officer Woodhouse has at all times displayed courage and coolness of a very high order and his exceptional skill and devotion to duty has contributed much to the successful completion of his many operational flights. He has also taken a very keen interest in the working of his section where his experience and advice has done much to improve the efficiency of the junior members of the Navigation section.

I consider that this officer, by his co-operative and unselfish example, plus his splendid record of achievement, fully merits the award of the Distinguished Flying Cross (Non-Immediate).

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WOODLAND, F/O Frederick Earl (J14173) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 17 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 12 March 1918. Home in Revelstoke, British Columbia; enlisted in Vancouver, 11 October 1941. Granted Leave Without Pay until 2 November 1941 when posted to No.2 Manning Depot. To Trenton, 2 January 1942; to No.5 ITS, 28 February 1942; graduated and promoted LAC, 9 May 1942; posted that date to No.8 AOS; graduated and commissioned 11 September 1942. To "Y" Depot, 25 September 1942; to RAF overseas, 22 October 1942. Promoted Flying Officer, 11 March 1943; promoted Flight Lieutenant, 11 September 1944. Repatriated 25 September 1944. To Western Air Command, 1 November 1944; to No.6 OTU, 6 November 1944; to No.5 OTU, 6 February 1945; to Western Air Command Headquarters, 8 May 1945; to No.5 OTU again, 11 May 1945; to Western Air Command Headquarters, 3 September 1945; to No.8 Release Centre, 5 December 1945; retired 7 December 1945. Award sent by registered mail 7 June 1949. No citation in AFRO other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.1729 (PAC RG.24 Vol.20607) has recommendation forwarded from squadron approximately 20 July 1944 when he had flown 32 sorties (208 hours 15 minutes), 15 September 1943 to 12 July 1944.

This navigator has completed thirty-two operational bombing sorties against the enemy, twenty of which have been on major targets. His work in general has been of the highest calibre and his cheerful confidence has inspired a high standard of morale in his crew.

The sortie list was as follows:

15 September 1943 - Mont Lucon (6.05)
23 September 1943 - Mannheim (8.00)
27 September 1943 - Hanover (3.40, duty not carried out)
28 September 1943 - Bochum (6.05)
3 October 1943 - Kassel (7.35)
8 October 1943 - Hanover (6.35)
3 November 1943 - Dusseldorf (6.04)
19 November 1943 - Leverkusen (7.10)
22 November 1943 - Berlin (7.50)
25 November 1943 - Frankfurt (7.15)
3 December 1943 - Leipzig (8.30)
29 December 1943 - Berlin (7.25)
20 January 1944 - Berlin (7.50)

15 February 1944 - Berlin (7.10)
20 February 1944 - Stuttgart (7.35)
24 February 1944 - Schweinfurt (8.05)
25 February 1944 - Augsburg (7.30)
6 March 1944 - Trappes (4.40)
7 March 1944 - Le Mans (5.05)
18 March 1944 - Frankfurt (5.30)
30 March 1944 - Nuremberg (7.50)
9 April 1944 - Villeneuve St. Georges (4.55)
20 April 1944 - Lens (4.20)
26 April 1944 - Villeneuve St. Georges (5.05)
27 April 1944 - Aulnoye (4.50)
10 May 1944 - Ghent (4.05)
12 May 1944 - Louvain (4.30)
22 May 1944 - Le Mans (4.30)
27 May 1944 - Bourg Leopold (5.15)
31 May 1944 - Au Fevre (4.15)
6 June 1944 - Conde sur Noireau (5.30)
7 June 1944 - Acheres (5.20)
28 June 1944 - Metz (7.40)
12 July 1944 - Acquet (4.30)

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WOODLEY, F/O Donald Herbert (J22077) - **Distinguished Flying Cross** - No.103 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 17 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 10 December 1918. Home in Calgary; enlisted there 21 May 1941 as Clerk and posted to No.1 Manning Depot. To Trenton, 31 May 1941. Remustered in 1942 to aircrew and posted to No.1 ITS (graduated 21 June 1942). Posted to No.10 EFTS but washed out and posted to No.3 AOS (graduated 18 December 1942). Repatriated from overseas, 23 July 1945. Retired 20 September 1945. Award presented 10 December 1945. Rejoined RCAF in Edmonton, 1 January 1953 (300923) at Tactical Air Command Headquarters (Air Cadet Officer) with rank of Squadron Leader. To No.52 (Air Cadet) Squadron, Abbotsford, 19 July 1953. Promoted Wing Commander, 24 January 1956. To No.15 (Air Cadet) Squadron, Calgary, 18 February 1956. Retired 30 June 1959. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". Public Records Office Air 2/9026 has recommendation dated 15 July 1944 when he had flown 27 2/3 sorties (151 hours 30 minutes), 15 March to 22 June 1944.

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

Flying Officer Woodley, a Canadian, was posted to No.103 Squadron on 14th February 1944 and has since completed 27 2/3 sorties totalling 151.30 flying hours.

This officer's tour of operations on heavy bomber aircraft has included attacks on some of the most important and strongly defended industrial targets in enemy territory, in addition to several very successful attacks on railway marshalling yards and operations in support of the invasion of France. He has proved himself to be one of the most efficient navigators in the squadron. In the course of numerous sorties into the heart of enemy territory and under the most

arduous conditions, this officer has navigated his aircraft accurately and unfailingly to the target. His skill, tenacity and endurance have at all times been worthy of the highest praise, and have undoubtedly contributed in large measure to the fine record of a gallant crew.

I strongly recommend that his example of efficiency, courage and devotion to duty be recognized by the non-immediate award of the Distinguished Flying Cross.

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WOODROW, Sergeant Ernest Francis (R55412) - **Mention in Despatches** - No.76 Base - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 20 July 1916; enlisted in Quebec 1 August 1940. Electrician; to Technical Training School, St. Thomas, 13 September 1940. Promoted AC1, 5 February 1941. To No.1 Manning Depot, 18 February 1941. To No.6 Repair Depot, 26 February 1941. To Embarkation Depot, 10 March 1941. Posted overseas to join No.400 Squadron, 5 April 1941; attained rank of Sergeant, 1 October 1942. Repatriated 14 December 1944; to No.124 Squadron, 15 January 1945; To No.2 Release Centre, 29 June 1945; released 4 July 1945. DHist file 181.009 D.2993 (RG.24 Vol.20634) has recommendation forwarded from No.61 Base to Headquarters, No.6 Group, 27 July 1944. He had enlisted 1 August 1940; had served eight months in Canada, 39 months overseas. Non-Commissioned Officer in Charge, Electrical Section, No.61 Base when recommended.

Sergeant Woodrow has been employed in Electrical Section under my control for a period of over eighteen months. Throughout this period, he has been a model Non-Commissioned Officer. He has a sound knowledge of his trade, and has a natural ability to obtain the strongest cooperation from his men.

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WOODRUFF, F/L Henry Pershing (J9535) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 3 November 1944 as per **London Gazette** of that date and AFRO 1/45 dated 5 January 1945. Born 15 November 1918. Home in Vancouver (Safeway clerk); enlisted there 21 May 1941 and posted to No.2A Manning Depot. To No.4 ITS, 4 July 1941; graduated and promoted LAC, 19 August 1941 when posted to No.18 EFTS; graduated 10 October 1941 and posted next day to No.15 SFTS; graduated and commissioned 2 January 1942. To "Y" Depot, 3 January 1942. To RAF overseas, 9 February 1942. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 26 October 1943. Repatriated 15 January 1945. To Western Air Command, 26 January 1945. To No.5 OTU, 5 March 1945. To No.9 Release Centre, 7 September 1945. Retired 12 September 1945, intending to enter airline work. Award sent by registered

mail 24 April 1951. RCAF photo PL-31907 (ex UK-14042 dated 18 August 1944) shows him checking on a mission with his navigator, Flight Sergeant Maurice Bourdon of Montreal (right). RCAF photo PL-33931 (ex UK-33931 dated 17 November 1944) shows six members of No.427 Squadron who had completed their tour on Remembrance Day, viz - F/O K.M. Stokke (Fort St. John, bomb aimer), F/L H.P. Woodruff, DFC (pilot, Vancouver), F/O Philip Slipec (navigator, Vancouver), F/L Geoffrey Slocombe, DFC (pilot, Vancouver), F/L F.D. Duvernet (Royston, B.C., navigator) and F/L L.R. Van Kleeck, DFC (Vancouver, pilot). Photo PL-33934 (ex UK-16713 dated 17 November 1944) shows five pilots on completion of their first tour - F/L L.R. Van Kleeck, DFC (Vancouver), F/L Geoffrey Slocombe, DFC (Vancouver), F/L H.P. Woodruff, DFC (Vancouver), F/L F.H. Brownell (Westboro, Ontario) and P/O C.J. Ganley (Shaunovan, Saskatchewan). Photo PL-33935 (ex UK-16714 dated 17 November 1944) shows the following Vancouver aircrew who completed their first tour on Remembrance Day - F/L Geoffrey Slocombe, DFC (pilot), F/O Phillip Slipec (navigator), F/L H.P. Woodruff, DFC (pilot), and F/L L.R. Van Kleeck, DFC).

This pilot has completed a large number of sorties against a variety of targets. He has invariably displayed a high standard of skill and determination in pressing home his attacks. In August 1944 he piloted an aircraft detailed to attack Chantilly. When approaching the target the aircraft came under heavy fire and was hit. The fuselage was torn in many places by fragments of shell. This did not deter Flight Lieutenant Woodruff from pressing home his attack and he afterwards flew the aircraft to base. An inspection revealed that the fuselage had been pierced in sixty-five places. This officer has displayed the greatest determination to complete his allotted tasks successfully.

The original recommendation is in DHH file 181.009 D.1724 (Library and Archives Canada RG.24 Volume 20607, drafted 19 September 1944 when he had flown 27 sorties (138 hours 50 minutes):

24 June 1944 - Bonnetot (4.10)
25 June 1944 - Wizernes (4.45)
27 June 1944 - Gorenflos (4.35)
28 June 1944 - Metz (7.30)
4 July 1944 - Villeneuve St. George (6.45)
6 July 1944 - Siracourt (4.45)
9 July 1944 - Ardouval (4.10)
24 July 1944 - L'Hey (3.30)
25 July 1944 - Stuttgart (8.55)
28 July 1944 - Hamburg (5.45)
30 July 1944 - Amaye sur Seullles (5.05)
31 July 1944 - Cocquereau (4.30)

3 August 1944 - Foret de Nieppe (4.05)
4 August 1944 - Bois de Casson (5.15)
5 August 1944 - St. Leu d'Esserent (4.40)
7 August 1944 - La Hogue (4.30)
8 August 1944 - Chantilly (4.50)
12 August 1944 - La Breteque (4.35)
14 August 1944 - Aisy (4.35)
15 August 1944 - Soesterburg (3.50)
16 August 1944 - Kiel (5.50)
18 August 1944 - Connantres (6.20)
27 August 1944 - Mimoyicques (3.35)
28 August 1944 - Ferme de Forrestel (4.00)
11 September 1944 - Le Havre (4.05)
14 September 1944 - Wilhelmshaven (3.25, incomplete, recalled by Group)
15 September 1944 - Gardening (6.55)
17 September 1944 - Boulogne (3.55)

This captain has completed 27 heavy operational bombing sorties against the enemy and never has had an early return or turn back.

On August 8th [his] aircraft was detailed to attack Chantilly and was hit by flak on the run up and also over the target. The bombs were dropped and a primary obtained. On the return the aircraft was again hit by flak. The pilot brought [the] aircraft back to base safely even though it had 65 flak holes in it.

On August 14th aircraft was detailed to attack Aisy and just as the bombs were about to be released the starboard outer motor took fire and the pilot extinguished the fire before it became dangerous and feathered the engine and returned to base on three engines.

On June 28th aircraft was detailed to attack Villeneuve St. George. Before reaching the target the aircraft was attacked by enemy fighters. The pilot was successful in his evasive action and lost the enemy fighter.

This captain's work in general has been outstanding and he possesses coolness and displays exceptional fearlessness in the face of danger. I strongly recommend that Flight Lieutenant Woodruff be awarded a non-immediate Distinguished Flying Cross.

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WOODS, P/O George Webster (J14054) - **Air Force Cross** - No.8 Squadron - Award effective 1 January 1943 as per **Canada Gazette** dated 9 January 1943 and AFRO 55/43 dated 15 January 1943. Born in Montreal, 8 December 1921; home there; enlisted there, 14 August 1940. To No.8 BGS, 28 October 1940 when promoted Acting Corporal. To No.2 Manning Depot, 4 December 1940. Reverted to AC2, 7 December 1940. To No.7 Equipment Depot, 3 January 1941; to No.2 ITS, date uncertain. Graduated and promoted LAC, 8 February 1941 and posted that date to No.5 EFTS; graduated 9 April 1941 when posted to No.33 SFTS; graduated and promoted Sergeant, 4 July 1941. Posted that date to Eastern Air Command. To No.119 (BR) Squadron, 19 July 1941. To No.8 (BR) Squadron, 28 December 1941. Promoted Flight Sergeant, 4 January 1942. Promoted WO2, 4 July 1942. Commissioned 30 July 1942. Promoted Flying Officer, 30 January 1943. Promoted Flight Lieutenant, 31 August 1943. To No.2 Release Centre, 25 May 1945. Retired 16 July 1945. Award presented 16 April 1943. Among his adventures was crashing Bolingbroke 9047 at Sea Island in 1942.

Pilot Officer Woods, in a short period of time, has flown 375 hours in 62 operational sorties on Reconnaissance Duties, the greater number of which were under extremely difficult weather conditions encountered in the Alaskan Area. The outstanding zeal and devotion to duty, together with the cheerful and willing manner of this officer, make him an example and inspiration to all members of his squadron.

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WOODS, F/L John Hamilton (J9485) - **Distinguished Flying Cross** - No.101 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1558/45 dated 5 October 1945. Born in Scotland, 4 December 1920. Home in St. John's, Newfoundland; enlisted in Toronto, 1 March 1941. To No.1 Manning Depot, 21 April 1941. To No.31 BGS (guard duty), 15 May 1941. To No.3 ITS, 20 June 1941; graduated and promoted LAC, 26 July 1941 when posted to No.21 EFTS; graduated 25 September 1941 and posted next day to No.9 SFTS; graduated and commissioned 19 December 1941. To Central Flying School, Trenton, 20 December 1941. To No.3 SFTS to instruct, 4 April 1942. Promoted Flying Officer, 1 July 1942. To No.1 GRS, 14 May 1943. To "Y" Depot, 31 July 1943. Taken on strength of No.3 PRC, Bournemouth, 9 August 1943. Promoted Flight Lieutenant, 19 December 1943. Retained rank of Flight Lieutenant as of 1 October 1946 (postwar number 19654). Award presented 9 July 1949 while serving at Winter Experimental Establishment, Edmonton. Subsequently with Maritime Command, Station Greenwood, Central Experimental and Proving Establishment, AFHQ, SHAPE, and last Commanding Officer, RCAF Station Torbay. Became an Administrative Officer, Faculty of Medicine, Queen's University where he served 20 years. Promoted Squadron Leader, 14 June 1951. Died in Kingston, 30 July 1998. RCAF photo PL-42973 (ex UK-19826)

dated 30 March 1945 has the following caption: "These smiles expres that 'tour expired' feeling and are worn by WO2 H.S. Harris, Sault Ste. Marie (left), F/O H.E. Mawgler, Bridgewater, Nova Scotia, and F/L J.H. Woods of St.John's, Newfoundland. They had flown with an RAF squadron and completed many missions against heavily defended targets in Germany. Photo PL-42974 (ex UK-19827) dated 30 March 1945 is captioned thus: "Flight Sergeant D. Emerson, Vancouver, and F/L J.H. Woods of St.John's, Newfoundland, enjoy a dinner which celebrated the completion of their tour on Bomber Command. They flew together against many heavily defended targets on the continent and had what they called 'many shaky dos.'" No citation other than "in recognition of gallantry and devotion to duty in the execution of air operations against the enemy". Public Records Office Air 2/9081 has recommendation dated 16 March 1945 when he had flown 37 sorties (240 hours 40 minutes), 5 October 1944 to 9 March 1945.

5 October 1944 - Saarbrucken
6 October 1944 - Bremen
7 October 1944 - Emmerich
9 October 1944 - Bochum
14 October 1944 - Duisburg
15 October 1944 - Wilhelmshaven
19 October 1944 - Stuttgart
23 October 1944 - Essen
3 November 1944 - Wanne Eickel
11 November 1944 - Dortmund
16 November 1944 - Duren
18 November 1944 - Wanne Eickel
21 November 1944 - Aschaffenburg
25 November 1944 - Freiburg
29 November 1944 - Dortmund
4 December 1944 - Karlsruhe
6 December 1944 - Merseburg
15 December 1944 - Ludwigshaven
17 December 1944 - Ulm
28 December 1944 - Bonn
29 December 1944 - Gelsenkirchen
2 January 1945 - Nuremburg
5 January 1945 - Hannover
6 January 1945 - Hanau
15 January 1945 - Merseburg
16 January 1945 - Zeitz
28 January 1945 - Zuffenhausen
1 February 1945 - Mannheim

2 February 1945 - Cologne
5 February 1945 - Chemnitz
14 February 1945 - Chemnitz
19 February 1945 - Dortmund
23 February 1945 - Pforzheim
28 February 1945 - Mannheim
4 March 1945 - Essen
7 March 1945 - Desau
9 March 1945 - Kassel

Flight Lieutenant Woods, a Canadian and an extremely skilful pilot of proved ability has completed a very successful operational tour of thirty-seven sorties against a wide variety of targets in Germany and occupied Europe, many of these targets being strongly defended.

This officer's determination in pressing home his attacks has been a source of inspiration not only to his crew but to the whole squadron, the successful results obtained having been to a great extent due to his outstanding leadership and example.

This officer has at all times displayed a very high order of personal courage which combined with cheerful confidence and unequalled spirit of determination has resulted in a splendid record of achievement.

It is recommended that Flight Lieutenant Woods' fine offensive spirit and sustained bravery in the face of the enemy be recognized by an award of the Distinguished Flying Cross.

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WOODS, F/O Mervin Douglas (J19126) - **Distinguished Flying Cross** - No.166 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 25 May 1945 and AFRO 1291/45 dated 10 August 1945. Born 6 November 1922. Home in Vancouver; enlisted there 4 March 1941. To No.2 Manning Depot, 1 May 1941. To No.7 Equipment Depot, 15 May 1941. To No.2 ITS, 20 June 1941; graduated and promoted LAC, 31 July 1941 when posted to No.2 Manning Depot again; to No.2 BGS, 15 September 1941; graduated and promoted Sergeant, 27 October 1941. To "Y" Depot, 28 October 1941; to RAF overseas, 8 December 1941. Promoted Flight Sergeant, date uncertain. Promoted WO2, 1 May 1943. Commissioned 11 November 1943. Promoted Flying Officer, 11 May 1944. Repatriated 4 July 1944. Returned to Britain, date uncertain. Repatriated again, 13 August 1945. Released 10 October 1945. Award presented 29 May 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 2/9069 (Part 2) has recommendation dated 9 February 1945 when he had flown 53 1/2 sorties (320 operational hours). His first tour is described as 29 1/2 sorties (163 hours) conducted with No.100 Squadron, Bomber Command, March to October 1943, "including attacks on most of the heavily defended targets in Germany." Second tour was 24 sorties (157 hours), 19 October 1944 to 22 January 1945.

19 October 1944 - Stuttgart
23 October 1944 - Essen
31 October 1944 - Cologne
2 November 1944 - Dusseldorf
4 November 1944 - Bochum
9 November 1944 - Wanne Eickel
11 November 1944 - Dortmund
16 November 1944 - Duren
18 November 1944 - Wanne Eickel
21 November 1944 - Aschaffenburg
27 November 1944 - Freiburg
29 November 1944 - Dortmund
4 December 1944 - Karlsruhe
6 December 1944 - Merseburg
22 December 1944 - Coblenz
28 December 1944 - Munchen Gladbach
29 December 1944 - Scholven-Buer
31 December 1944 - Osterfeld
2 January 1945 - Nuremburg
5 January 1945 - Hanover
6 January 1945 - GARDENING
14 January 1945 - Merseburg
16 January 1945 - Zeitz/Troglitz
22 January 1945 - Duisburg/Hamborn

This Canadian officer has now carried out 24 sorties on his second tour of operations, having previously completed a tour with No.100 Squadron.

During his stay with the squadron he has proved himself to be a gunner of exceptional skill. On several occasions his vigilant watch and high degree of co-operation with his fellow gunner have been invaluable in driving off attacks by enemy fighters. His crew have been able to concentrate on the task in hand,

knowing that he was ever alert.

Calm and courageous under fire, he has been an inspiration to his crew and his long experience and willingness to help less experienced gunners have been of great assistance to the Gunnery Leader.

For his fine record of achievement, courage and devotion to duty he is recommended for the award of the Distinguished Flying Cross.

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WOODS, F/O Roy Edward (J16183) - **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 5 August 1916. Home in Niagara Falls, Ontario; enlisted there 21 August 1940. To No.3 Training Command, 31 August 1940. To No.1 ITS, 12 October 1940; graduated and promoted LAC, 8 November 1940; to No.1 WS that date; graduated 15 March 1941 when posted to No.1 BGS; graduated 12 April 1941 and promoted Sergeant. To Embarkation Depot, date uncertain; to RAF overseas, 29 May 1941. Commissioned 20 September 1942. Promoted Flying Officer, 20 March 1943. Promoted Flight Lieutenant, 4 August 1944. Repatriated 9 November 1944. To No.4 BGS, 14 December 1944. To Release Centre, 18 February 1945; retired 16 March 1945. Photo PL-4420 shows aircrew from Niagara Falls recently arrived in Britain as follows (front), Sergeant R.O.E. Goodwin, Sergeant J.T. Hodgson (Back) Sergeant H.F. Smith, Sergeant H. Dutton, Sergeant R.E. Woods. Photo PL-34164 shows F/L H.S. Shortt and F/L R.E. Woods. Photo PL-33673 (ex UK-15575 dated 6 October 1944) shows RCAF aircrew with a total of 172 sorties, seated on a generator under a Lancaster, viz F/L R.E. Woods (Niagara Falls,, squadron bombing leader, 40 months overseas, 59 sorties), F/O W.A. Daniel (Rivers, Manitoba, 12 months overseas, 33 sorties), in back row P/O H.G. Allen (Willow Bunch, Saskatchewan, bomb aimer, four months overseas 38 sorties) and F/O R.L. Pinder (navigator, 24 months overseas, 42 sorties). RCAF photo PL-33670 (ex-UK15572, 6 October 1944) shows him; caption mentions his large moustache, bombing leader in an RAF squadron and veteran of 59 sorties, waiting for non-operational posting. No citation in AFRO.

WOODS, F/O Roy Edward (J16183) - **Distinguished Flying Cross** - No.617 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 17 October 1944 and AFRO 2637/44 dated 8 December 1944. Award presented 8 May 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 2/9026 has recommendation dated 12 July 1944 when he had flown 44 sorties (254 operational hours), 30 May 1942 to 6 July 1944:

1st Tour

30 May 1942 - Cologne (4.30)
1 June 1942 - Essen (3.50)
4 June 1942 - Dieppe (4.45)
5 June 1942 - Frisians (4.20)
8 June 1942 - Dieppe (4.50)
17 June 1942 - St.Nazaire (6.35)
19 June 1942 - Emden (4.15)
21 June 1942 - Frisians (4.00)
22 June 1942 - Emden (4.00)
25 June 1942 - Bremen (5.15)
27 June 1942 - Bremen (4.00)
29 June 1942 - Bremen (4.05)
2 July 1942 - Bremen (5.15)
6 July 1942 - Lorient (5.30)
8 July 1942 - Wilhelmshaven (4.00)
21 July 1942 - Duisburg (3.50)
23 July 1942 - Duisburg (3.25)
25 July 1942 - Duisburg (4.00)
26 July 1942 - Hamburg (5.00)
27 July 1942 - Hamburg (4.50)
28 July 1942 - Saarbrucken (6.30)
1 September 1942 - Saarbrucken (5.30)
4 September 1942 - Bremen (6.25)
6 September 1942 - Duisburg (5.30)
14 September 1942 - Wilhelmshaven (5.30)
19 September 1942 - Saarbrucken (5.30)
27 September 1942 - Sea Search (3.55)
2 October 1942 - Krefeld (5.40)
15 October 1942 - Cologne (6.30)
23 October 1942 - Krefeld (3.25, DNCO)

2nd Tour

4 March 1944 - Special (6.35)
10 March 1944 - St.Etienne (8.05)
15 March 1944 - St.Etienne (7.55)
16 March 1944 - Michelin (5.50)
29 March 1944 - Michelin (7.55)
5 April 1944 - Lyons (7.30)

10 April 1944 - Special (7.05)
18 April 1944 - Juvisy (5.15)
20 April 1944 - La Chappelle (4.45)
22 April 1944 - Brunswick (5.40)
24 April 1944 - Munich (10.20)
5 June 1944 - Special (4.05)
8 June 1944 - Saumur (6.15)
14 June 1944 - Le Havre (3.50)
15 June 1944 - Boulogne (3.00)
19 June 1944 - Watten (2.45)
20 June 1944 - Wizernes (2.25)
22 June 1944 - Wizernes (2.30)
4 July 1944 - Creil (3.45)
6 July 1944 - Minoyecques (2.35)

Flying Officer Woods has completed 44 operational sorties as Air Bomber. He has taken part in eight attacks against the Ruhr, five against Bremen and two against Hamburg. After a distinguished and successful first tour he volunteered for further service with a Special Duties squadron which entailed precision bombing against small targets of great importance to the enemy.

Flying Officer Woods has thrown himself into his work with boundless enthusiasm and vigour. In the face of heavy opposition he has always managed to rise to the occasion and thus execute his orders. The results he has achieved, which are amply proved by photographic evidence, have been of an exceptionally high standard and fully prove his outstanding determination, courage and devotion to duty. I strongly recommend this officer for the award of the Distinguished Flying Cross.

See entry for P/O William George Evans re account of air combat, 15/16 March 1944 when enemy aircraft engaged and two Ju.88s shot down.

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WOODS, F/L Vivian Thomas (J16361) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 10 November 1944 as per **London Gazette** of that date and AFRO 239/45 dated 9 February 1945. Born 20 November 1919. Home in St.Felix de Valois; enlisted in Montreal, 13 May 1941. To No.1 Coastal Artillery Cooperation Flight, 23 May 1941. To No.3 ITS, 3 July 1941; graduated and promoted LAC, 8 August 1941 when posted to No.4 EFTS; graduated 25 September 1941 when posted to No.9 SFTS; graduated and promoted Sergeant, 20 December

1941; posted that date to "Y" Depot. To RAF overseas, 7 January 1942. Promoted Flight Sergeant, 19 June 1942. Commissioned 11 December 1942. Promoted Flying Officer, 11 June 1943. Promoted Flight Lieutenant, 11 December 1944. Repatriated 14 August 1945. Remained in postwar RCAF, retaining rank of Flight Lieutenant as of 1 October 1946 (service number 19835). Promoted Squadron Leader, 1 January 1952. Presented with both DFC and Bar, 24 April 1948.

In September 1944, Flying Officer Woods was pilot and captain of an aircraft detailed for a daylight attack on a synthetic oil refinery in Germany. During the bombing run the aircraft was hit by anti-aircraft fire and sustained severe damage but the attack was pressed home. Two petrol tanks had been punctured and as the bomber turned away from the target a third one was pierced. On the homeward flight Flying Officer Woods used the engines with great skill, thus conserving a certain amount of petrol. As the enemy coast was crossed the last remaining tank was pierced. The situation was serious but this pilot succeeded in flying to within four miles of the English coast before the engines failed through lack of petrol. Even so, Flying Officer Woods managed to reach an airfield on the coast and effect a successful crash landing. He displayed exceptional skill, great courage and determination.

WOODS, F/L Vivian Thomas, DFC (J16361) - **Bar to Distinguished Flying Cross** - No.405 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1507/45 dated 28 September 1945.

This officer is an extremely capable and courageous pilot who is now engaged on his second tour of operations. His aircraft has sustained damage from enemy action on several occasions and he has twice been forced to make a crash landing. Since the award of the Distinguished Flying Cross Flight Lieutenant Woods has continued to take part in many sorties with great courage and determination. His gallantry and devotion to duty have always been commendable.

The website "Lost Bombers" describes a second crash landing in his career. Lancaster PB113, No.405 Squadron (LQ-J), target Bingen, 22/23 December 1944. This aircraft was delivered to No.405 Squadron on 1 July 1944. PB113 took part in the following operations: Caen, 7 July 1944 (dusk); Kiel, 23/24 July 1944; Stuttgart, 24/25 July 1944; Stuttgart, 28/29 July 1944; Normandy Battle area (tactical), 7/8 August 1944; Stettin, 29/30 August 1944; Frankfurt, 12/13 September 1944; Duisburg, 14 October 1944 (daylight); Stuttgart, 19/20 October 1944; Essen,, 23/24 October 1944; Cologne, 28 October 1944 (daylight); Bingen, 22/23 December 1944 (crashed on return). PB113 was one of two No.405 Squadron Lancasters lost on this operation; the other was PA977. Airborne at 1552 hours, 22 December 1944 from Gransden Lodge. Crash-landed at

2242 hours, its undercarriage jammed up, near Downham Market airfield, Norfolk. Crew were F/O V.T. Woods, DFC, RCAF; F/O W.F.Jolly, DFC; F/O R.G.Fisher, RCAF; F/O W.J.Gilchrist, RCAF; F/O C.J.Rowe (later DFC); F/O J.A.Lovasz, RCAF; F/O J.B.Kerleroux, RCAF; F/O D.J.Beckley RCAF (later DFC).

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WOODS, S/L William Blakeney (C1653) - **Distinguished Flying Cross** - No.400 Squadron - Award effective 19 February 1943 as per **London Gazette** dated 26 February 1943 and AFRO 513/43 dated 26 March 1943. Home in Toronto; enlisted in Fort William, 29 January 1940. Trained at No.1 ITS (graduated 17 May 1940), Lakehead Flying Club (Fort William) and No.1 SFTS. Attached to RAF overseas as of 11 February 1941. Promoted Flight Lieutenant, 12 August 1941. Promoted Squadron Leader, 1 September 1942. Repatriated 29 September 1943. To AFHQ, 31 December 1943. To War Staff College, 10 March 1944. To AFHQ again, 14 July 1944. To Canadian Air Liaison Mission to South Pacific, 15 July 1944. To AFHQ again, 5 December 1944. To "Y" Depot, 6 April 1945. To RAF overseas, 13 April 1945. Repatriated 10 October 1945. To Release Centre, 16 October 1945. Retired 19 November 1945. Living in Toronto as of 1950. Died in that city, 4 July 1989 as per **Airforce Magazine** of January-February-March 1990, Royal Canadian Legion "Last Post" website and **Legion Magazine** of November 1989. RCAF photo PL-45589 (ex UK-23272 dated 21 August 1945) taken following memorial service at Dieppe, showing S/L W.B. Woods, DFC (Toronto) and Captain A. Perley-Robertson (Ottawa, 3rd Light Anti-Aircraft Regiment).

This officer has completed numerous operational sorties, several of which involved long distance flights over enemy occupied territory. Squadron Leader Woods has invariably displayed fine leadership and pressed home his attacks in a most determined manner. In all these operations he has exhibited enthusiasm and gallantry of a high order.

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WOODSIDE, F/L Harry Hickford Gilmour (J18035) - **Mention in Despatches** - No.145 (BR) Squadron - Award effective 1 December 1945 as per **Canada Gazette** of that date and AFRO 183/46 dated 22 February 1946. Born 31 July 1920. Home in Windsor, Ontario; enlisted there 3 March 1941. To No.1 Manning Depot, 14 March 1941; to No.1 ITS, 27 May 1941; graduated and promoted LAC, 3 July 1941 when returned to No.1 Manning Depot; to No.1 AOS, 21 July 1941; graduated 12 October 1941 when posted to No.1 BGS; graduated and promoted Sergeant, 22 November 1941. Posted that date to No.2 ANS; graduated 23 December 1941 when posted to "Y" Depot. To RAF overseas, 7 January 1942. Promoted Flight Sergeant, 22 May 1942.

Promoted WO2, 22 November 1942. Promoted WO1, 22 May 1943. Commissioned 16 July 1943. Promoted Flying Officer, 16 January 1944. Repatriated 22 May 1944. To Pennfield Ridge, 1 July 1944. Promoted Flight Lieutenant, 1 February 1945. To No.145 (BR) Squadron, 20 March 1945. To "Y" Depot, 1 July 1945; to Pennfield Ridge, 14 August 1945. To Eastern Air Command, 1 October 1945. To Release Centre, 25 October 1945. Retired 28 October 1945. DHist file 181.009 D.3690 (RG.24 Vol.20640) has undated recommendation (circa April or May 1945) when he had flown 937 hours 35 minutes (107 hours 15 minutes in previous six months). This included 31 hours 45 minutes as instructor and 438 hours 35 minutes on operations (45 sorties).

This officer has completed a tour of shipping-strike and anti-submarine operations in the European Theatre as well as having flown on operations on the Canadian East Coast. He is an outstanding navigator and an efficient officer whose enthusiasm and ability have set a fine example to all the members of his squadron.

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WOODWARD, F/O Alexander George (J19180) - **Distinguished Flying Cross** - No.78 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 19 September 1944 and AFRO 2373/44 dated 3 November 1944. Born 12 February 1921. Home in Vulcan, Alberta; enlisted in Calgary, 8 April 1941 as Radio Mechanic. To No.2A Manning Depot, 12 May 1941. To University of Alberta, 6 June 1941. To No.3 Manning Depot, 29 September 1941. To No.1 Manning Depot, 12 October 1941. Remustered to aircrew, 12 February 1942 and posted to No.1 ITS; graduated 8 May 1942 and promoted LAC; to No.10 EFTS, 6 June 1942; graduated 31 July 1942 and posted next day to No.5 SFTS; ceased training and posted to Trenton, 12 August 1942; to No.9 BGS, 12 September 1942; graduated and promoted Sergeant, 4 December 1942. To RAF overseas, 9 January 1943. Promoted Flight Sergeant, 12 June 1943. Commissioned 16 October 1943. Promoted Flying Officer, 16 April 1944. Repatriated 14 April 1945. To No,2 Air Command, 28 April 1945. To No,7 Release Centre, 25 June 1945. Retired 26 June 1945. Award presented 23 April 1946. No citation other than "completed...many successful operations during which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/9276 has recommendation dated 5 June 1944 when he had flown 29 sorties (183 hours ten minutes), 12 August 1943 to 10 May 1944.

12 August 1943 - Milan (9.20)

17 August 1943 - Peenemunde (8.50)

22 August 1943 - Leverkusen (6.20)

27 August 1943 - Nuremburg (8.30)

31 August 1943 - Mannheim (8.00)

6 September 1943 - Munich (10.15)

15 September 1943 - Mont Lucon (6.45)
29 September 1943 - Bochum (5.15)
3 October 1943 - Kassel (7.20)
8 October 1943 - Hanover (6.00)
22 October 1943 - Kassel (7.20)
11 November 1943 - Cannes (8.23)
18 November 1943 - Mannheim (7.25)
19 November 1943 - Leverkusen (6.04)
22 November 1943 - Berlin (7.04)
25 November 1943 - Frankfurt (7.32)
29 December 1943 - Berlin (7.26)
20 February 1944 - Stuttgart (7.36)
13 March 1944 - Le Mans (4.34)
18 March 1944 - Frankfurt (6.00)
22 March 1944 - Frankfurt (5.44)
24 March 1944 - Berlin (6.39)
18 April 1944 - Tergnier (4.06)
22 April 1944 - Dusseldorf (4.38)
25 April 1944 - Karlsruhe (6.16)
26 April 1944 - Paris (5.27)
27 April 1944 - Montzen (2.25, DNCO, port inner u/s)
1 May 1944 - Malines (3.42)
9 May 1944 - Berneval (3.01)
10 May 1944 - Lens (3.13)

This officer has now completed his first operational tour consisting of 29 sorties, involving a total of 183 hours. Throughout his operational tour he has proved himself to be a keen and reliable Air Gunner. His watchfulness and skill on operations have made a large contribution towards the safety and success of his crew.

On the ground also he has been of the greatest value to his section and his personal example has assisted in raising the standard of gunnery in the squadron.

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

Public Record Office Air 50/195 has Combat Report relating to his career as follows:

Date: 5/6 September 1943
Aircraft: Halifax II, JD416, "F"
Target: Mannheim
Unit: No.78 Squadron
Position: 49.20 N 08.00 E.
Height: 18,000 feet
Speed: 232 (T)
Visibility: Very good
Time: 2345
Heading: 279 (M)
IFF: Off

Ju.88 first observed on port quarter slightly up at 700 yards range. Monica gave warning and Rear Gunner gave instructions to turn to port and at the same time opened fire at 500 yards range. Hits were observed and enemy aircraft passed underneath to starboard and disappeared.

No searchlights. No fighter flares. Enemy aircraft came from out of the dark part of the sky using the fires in the target area to silhouette own aircraft.

No claim.

Rear Gunner: Sergeant A.G. Woodward, R.92881, 9 BGS, Canada and No.1658 Conversion Unit, Riccall.

Mid-Upper Gunner: Sergeant L.H. Hannay, 1456804, No.1 OAFU Penrhoe and No.1658 Conversion Unit.

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WOOLF, WO2 (now P/O) Thomas Claude Kingsley (R168719/J90903) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 19 January 1945 and AFRO 508/45 dated 23 March 1945. Born 1 February 1922. Home in Trail, British Columbia; enlisted in Calgary, 9 June 1942 and posted to No.3 Manning Depot. To No.3 WS, 1 August 1942; promoted LAC, 3 September 1942; graduated 19 March 1943 when posted to No.2 BGS; graduated and promoted Sergeant, 3 May 1943. To "Y" Depot, 17 May 1943. To RAF overseas, 26 May 1943. Commissioned 21 October 1944. Repatriated 27 November 1944. To Western Air Command, 15 January 1945. To No.8 Release Centre, 9 March 1945. Retired 12 March 1945. Award presented 27 November 1948. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed

the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/9039 has recommendation dated 21 October 1944 when he had flown 57 sorties (237 hours 58 minutes). A regular member of P/O J.D. Donaldson's crew, although sortie sheet differs slightly.

* counted as 1/3 operation

19 February 1944 - Leipzig (8.20)
2 March 1944 - Merton-les-Mereaux (5.35)*
7 March 1944 - Le Mans (6.05)*
13 March 1944 - Le Mans (5.40)*
15 March 1944 - Stuttgart (4.20, DNCO)
18 March 1944 - Frankfurt (6.10)
22 March 1944 - Frankfurt-on-Main (6.35)
24 March 1944 - Berlin (7.15)
26 March 1944 - Essen (5.45)
30 March 1944 - Nuremburg (7.15)
9 April 1944 - Villeneuve-St.Georges (5.25)*
10 April 1944 - Ghent (4.15)*
20 April 1944 - Lens (4.30)*
22 April 1944 - Dusseldorf (5.25)
24 April 1944 - Karlsruhe (7.15)
26 April 1944 - Essen (4.30)
1 May 1944 - St.Ghislain (4.05)
7 May 1944 - St.Valery en Caux (3.30)
9 May 1944 - St.Valery en Caux (3.35)
11 May 1944 - Boulogne (3.25)
12 May 1944 - Louvain (4.30)
5 June 1944 - Longues (3.08)
7 June 1944 - Foret de Cerisy (3.25)
16 June 1944 - Renescoure (2.00)
23 June 1944 - Coubronne (1.50)
24 June 1944 - Middel Straete (1.54)
27 June 1944 - Oisemont-Neuville-au-Bois (2.18)
28 June 1944 - Metz (5.06)
30 June 1944 - Villers Bocage (2.36)
2 July 1944 - Oisemont-Neuville-au-Bois (2.16)
4 July 1944 - Biennais (2.19)
5 July 1944 - Watten (1.38)
6 July 1944 - Croix Dalle (2.25)
7 July 1944 - Caen (2.42)

12 July 1944 - Acquet (2.33)
17 July 1944 - Caen (2.29)
18 July 1944 - Acquet (1.32)
20 July 1944 - Bottrop (3.20)
23 July 1944 - Kiel (5.03)
24 July 1944 - L'Hey (1.46)
25 July 1944 - Foret du Croc (2.22)
28 July 1944 - Stuttgart (6.31)
30 July 1944 - Battle area (2.16)
1 August 1944 - Belle Croix (1.51)
3 August 1944 - Nieppe (2.02)
25 August 1944 - Russelheim (7.00)
27 August 1944 - Homburg (3.01)
28 August 1944 - Fromental (2.11)
29 August 1944 - Stettin (8.44)
1 September 1944 - Pourchinte (2.16)
5 September 1944 - Le Havre (2.17)
6 September 1944 - Le Havre 6 (2.12)
8 September 1944 - Le Havre (2.20)
10 September 1944 - Le Havre 3 (2.16)
12 September 1944 - Wanne Eickel (3.13)
17 September 1944 - Boulogne (1.55)
20 September 1944 - Calais (2.02)
30 September 1944 - Bottrop (3.14)
6 October 1944 - Sterkrade (3.11)
14 October 1944 - Duisburg (3.55)
15 October 1944 - Wilhelmshaven (4.07)
19 October 1944 - Stuttgart (5.17)

Warrant Officer Woolf is an exceptionally keen and capable Wireless Operator/Air Gunner who has now completed two tours of operations. The crew of which he is a member has on a great many occasions been employed on special duties of a highly dangerous and important nature. In spite of the great personal danger to which he has been subjected, he has very ably carried out his duties with exceptional skill and determination, thereby setting a fine example to all members of his crew. Strongly recommended for the non-immediate award of the Distinguished Flying Cross.

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WOOLGAR, Sergeant (now P/O) John Raymond (R60731/J9867) - **Commended for Valuable Services in the Air** - No.10 SFTS - Awarded 1 January 1943 as per **Canada Gazette** of that date and AFRO 55/43 dated 15 January 1943. Born 28 January 1913 at Glegg, Manitoba. Home in Edmonton; reported to have been a bush pilot; enlisted there 4 June 1940. To No.1 ITS, 24 June 1940; graduated and promoted LAC, 19 July 1940) when posted to Edmonton Aero Club; graduated 14 September 1940 when posted to No.1 SFTS. Graduated and promoted Sergeant, 1 January 1941. Posted to No.10 SFTS, 26 February 1941. Commissioned 15 December 1941; to No.7 SFTS, 26 February 1942. Promoted Flying Officer, 1 October 1942. To "Y" Depot, 20 October 1942; posted to RAF overseas, 30 October 1942. Credited with half-share of an MC.200 destroyed, 4 September 1943, serving with No.111 Squadron; later served with No.417 Squadron (see photo PL-18920). Promoted Flight Lieutenant, 15 December 1943. Repatriated 15 April 1945. To Edmonton, 2 May 1945. Released 7 June 1945. RCAF photo PL-27480 (ex UK-11279 dated 2 June 1944) shows him as a Flight Commander in No.417 Squadron.

By his conduct and perseverance in the discharge of duties, and by skilful, thorough instruction to pupil pilots, this instructor has set an example for non-commissioned pilots that is indeed outstanding. He has a total of 942 flying hours. His outstanding ability has resulted in a high output of trained pilots.

RCAF Press Release 2546 drafted 22 November 1943 gave the following on his career:

An Advanced Italian Airfield - Flying Officer J.R. Woolgar of Edmonton, Alberta, known to his mates as Jake, is noted in this campaign for being able to wield an axe or pitch a tent better and quicker than anybody else. There has been plenty of axe swinging and tent moving since the squadron landed in Sicily in midsummer but it;s nothing at all to Jake, who once spent five years in the bush of the Canadian northwest with hardly a break.

It was hard work, he recalls, camping and prospecting through the hills of British Columbia, Alberta and the Northwest Territories but it fitted him for some of the things he has to do now.

His yarns of his adventures there and the characters he met have kept his squadron mates entertained through many a long campaign evening.

There were other jobs in the mining camps, some of them good, sme not so good, until he knew a great deal about seeking gold and how to live by yourself in the wilds.

Finally he became a prospector for a big company and meantime he had learned

to fly. He gained considerable experience piloting himself and other prospectors over unmapped areas and some of his bush flying stories are ones for the book.

When the war came along he turned to the RCAF and when he had finished training was made an instructor. His 30 years make him old in the fighter pilot game but after two years as an instructor at Dauphin, Manitoba, and MacLeod, Alberta, he reached Britain in November 1942.

In Britain he learned to fly Mustangs, later being posted to North Africa flying Spitfires. He went to Sicily from there.

Jake has been piling up hours again since he joined the squadron in sweep after sweep from bases up the east coast of Sicily and from airfields in the Salerno area. He took part in the long patrols which the Spitfires flew over the Salerno landing beaches and lately has been active in the sweeps over the Volturno and further north.

He already had around 2,300 hours of flying in his log book when he went on operations, more than any other member of his squadron.

"I've got a half interest in a Macchi," Jake will admit if pressed. One day his squadron ran into a formation of the Italian fighters over Messina. They shot down six, Jake sharing one with another pilot.

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WOOLLEY, FS John Ralph (R87951, later J16723) - **Distinguished Flying Medal** - No.61 Squadron - Award effective 12 April 1943 as per **London Gazette** dated 20 April 1943 and AFRO 985/43 dated 28 May 1943. Born 2 July 1914. Home in Whytecliffe, British Columbia; enlisted in Vancouver, 30 January 1941 and posted to No.2 Manning Depot. To No.1 Manning Depot, 28 February 1941. To No.1 Equipment Depot, 27 April 1941. To No.4 WS, 5 July 1941; promoted LAC, 7 August 1941; graduated 22 November 1941 when posted to No.4 BGS; graduated and promoted Sergeant, 22 December 1941. To "Y" Depot, 23 December 1941; to RAF overseas, 23 January 1942. Promoted Flight Sergeant, 22 June 1942. Commissioned 11 December 1942. Promoted Flying Officer, 11 June 1943. To RCAF Overseas Headquarters, 10 May 1944. To No.3 Personnel Reception Centre, 11 July 1944 (may have been on home leave between May and July). Promoted Flight Lieutenant, 11 December 1944. Repatriated 7 February 1945. To Western Air Command, 18 February 1945. To No.8 Release Centre, 20 April 1945; released 25 April 1945. Died in Port Alberni, British Columbia, 21 July 1982 as per British Columbia Vital Statistics. Invested with award by King George, 30 November 1943. Photo PL-20525 shows him. See also PL-24860 taken as he returned on leave to Canada.

This airman has taken part in numerous operational sorties, including attacks on numerous towns in Germany and Italy. Whatever the dangers and difficulties over the target area, he invariably remained quietly and efficiently at his post, setting an excellent example to less experienced members of the crew. He has displayed efficiency and ability in these duties and, being always alert and fearless in any circumstances, is of the greatest value to his squadron.

Reference DHH file 181.009 D.2619 , Library and Archives RG.24 Volume 20628. On 22 February 1945 W/C Anderson of No.424 Squadron recommended J16723 John Ralph Woolley for a Mention in Despatches in a letter to the Officer Commanding, Skipton-on-Swale. Not granted but transcribed for the historical record.

The operational record of Flying Officer Woolley is certainly outstanding and his keenness for operational duties are undoubtedly of the highest order. As an Air Operator, this officer has just completed his second tour of operations, and despite the fact that the majority of his sorties have been carried out against some of the most difficult enemy targets, he has shown always, great coolness and courage. Flying Officer Woolley's part as a crew member, left nothing to be desired, and he is greatly admired by all members of the squadron for the high standard he has set. In particular, Flying Officer Woolley has set a fine example to all members of his section for his thoroughness in all his duties.

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WOOLSEY, FS Arthur Ronald (R197583, later J86771) - **Distinguished Flying Medal** - No.429 Squadron - Award effective 13 July 1944 as per **London Gazette** dated 21 July and AFRO 2160/44 dated 6 October 1944. Originally published as a DFC citation in AFRO 2052/44, cancelled by AFRO 2101/44 and then corrected. Born 25 November 1922. Home in Vancouver; enlisted there 21 October 1942. To No.3 Manning Depot, 16 November 1942. To No.3 SFTS (guard), 8 January 1943. To No.4 Pre-Aircrew Education Detachment, 7 March 1943. To No.2 Air Gunner Ground Training School, 3 April 1943. Promoted LAC, 15 May 1943 when posted to No.3 BGS; graduated and promoted Sergeant, 25 June 1943. To "Y" Depot, 9 July 1943; to United Kingdom, 15 July 1943. Commissioned 21 April 1944. Promoted Flying Officer, 21 October 1944. Repatriated 14 May 1945. To Western Air Command, 27 May 1945. To No.5 OTU Detachment, 3 July 1945. To No.8 Release Centre, 30 August 1945. Retired 5 September 1945. Photo PL-32425 is a portrait. Invested with award by King George, 11 August 1944.

This airman has taken part in a large number of attacks on strongly defended targets in Germany. He is a most determined and devoted air gunner whose

vigilance and skill have made him a most valuable member of aircraft crew. He has set a very fine example to all.

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WORDSWORTH, F/O Thomas Edward (J20965) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 17 November 1944 and AFRO 239/45 dated 9 February 1945. Born 23 January 1922. Home in Toronto; enlisted there 22 January 1942. To No.1 Manning Depot, 8 February 1942. To School of Technical Training, St. Thomas, 27 March 1942. To No.6 ITS, 6 June 1942; graduated 31 July 1942 when promoted LAC. Taken on strength of No.4 AOS, 1 August 1942. Graduated and commissioned 20 November 1942. To "Y" Depot, 11 December 1942. To RAF overseas, 29 December 1942. Promoted Flying Officer, 20 May 1943. Promoted Flight Lieutenant, 20 November 1944. Invested with award by King George, 29 June 1945. Repatriated to Canada, 6 August 1945. To No.6 Release Centre, 9 August 1945. Released 13 September 1945. RCAF photo PL-4488 (ex PL-22471 dated 6 July 1945 taken following an all-Canadian investiture ceremony, 29 June 1945 at Buckingham Palace; photo shows F/L T.E. Woodsworth (Toronto), Miss Joan Richardson (friend), F/L F.E. Guillevin (Outremont), and Miss Beryl Richardson. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2609 (RG.24 Vol.20627) has recommendation dated 15 August 1944 when he had flown 35 sorties (175 hours) on operations from 25 February 1944 to 4 August 1944.

Flying Officer Wordsworth has successfully completed thirty-five sorties over enemy and enemy-occupied territory. He has displayed outstanding navigational ability at all times. Called upon to navigate over long periods under extremely adverse weather conditions, he has shown marked courage and skill.

This officer has taken part in many special assignments, such as precision mining, pin-point bombing on rail centres and low-level attacks in co-operation with the Army, and his fine record of achievement has been a source of comfort to his crew members and an example to all on the squadron.

His high courage, tenacity and cheerful confidence in the face of the most bitter opposition deserves special commendation and I unhesitatingly recommend Flying Officer Wordsworth for the award of the Distinguished Flying Cross.

The sortie list was as follows:

25 February 1944 - Augsburg (7.15)

5 March 1944 - Trappes (5.35)
18 March 1944 - Frankfurt (6.15)
22 March 1944 - Mining, Kiel Bay (7.00)
9 April 1944 - Villeneuve St. George (6.05)
17 April 1944 - Noisy-le-Sec (6.05)
8 May 1944 - Mining, Lorient (4.35)
9 May 1944 - St. Valery-en-Caux (3.55)
10 May 1944 - Mining, Brest (5.00)
12 May 1944 - Mining, Borchum (3.25)
20 May 1944 - Mining, Kattegat (5.35)
24 May 1944 - Aachen (4.45)
5 June 1944 - Houlgate, D Day (4.40)
6 June 1944 - Conde sur Noireau (5.50)
8 June 1944 - Mayenne (5.00)
10 June 1944 - Versailles (5.25)
14 June 1944 - Cambrai (5.00)
15 June 1944 - Boulogne (3.35, day)
17 June 1944 - Oisemont (4.15)
27 June 1944 - Wizernes (3.10)
24 June 1944 - Bonnetot (3.55, day)
25 June 1944 - Gorenflos (4.20, day)
28 June 1944 - Metz (6.30)
4 July 1944 - Villeneuve St. George (5.40)
6 July 1944 - Siracourt (4.00, day)
8 July 1944 - Mining, St. Nazaire (6.40)
20 July 1944 - Ferme Grand Bois (3.40, day)
24 July 1944 - Mining, Lorient (5.55)
25 July 1944 - Stuttgart (8.25)
30 July 1944 - Beachead (3.45, day)
1 August 1944 - L'Hey (3.55, day)
3 August 1944 - Foret de Nieppe (3.30, day)
4 August 1944 - Foret de Casson (4.50, day)
5 August 1944 - near Paris (3.40, return on three engines)
7 August 1944 - La Hogue (4.00, day)

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WORSTER, F/O William (J29668) - **Distinguished Flying Cross** - No.115 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1127/45 dated 6 July 1945. Born 24 December 1915. Home in Hamilton, Ontario; enlisted there for General

Duties, 15 December 1941, and immediately posted to No.1 Manning Depot. To No.1 BGS,. 7 January 1942. To Station Botwood, 9 June 1942. Promoted LAC, 15 June 1942. Remustered for aircrew and posted to No.3 ITS, 5 December 1942; graduated 17 April 1943 and posted that date to No.1 BGS; to No.4 AOS, 10 July 1943; commissioned 20 August 1943. To "Y" Depot, Halifax, 3 September 1943. Taken on strength of No.3 PRC, Bournemouth, 6 October 1943. Promoted Flying Officer, 20 February 1944. Repatriated 13 August 1945. To No.4 Release Centre, 21 August 1945. Released 11 October 1945. Award sent by registered mail 1 December 1950. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/9050 has recommendation dated 22 December 1944 when he had flown 39 sorties (167 hours 53 minutes):

21 June 1944 - Domleger (3.00)
23 June 1944 - Domleger (2.20)
27 June 1944 - L'Hey (2.55)
30 June 1944 - Villers Bocage (3.20)
1 July 1944 - Beauvoir (3.05)
12 July 1944 - Vaires (3.45)
18 July 1944 - Aulnoyne (3.30)
18 July 1944 - Emiville (3.15)
23 July 1944 - Kiel (5.13)
24 July 1944 - Stuttgart (7.35)
28 July 1944 - Bois de Casson (3.30)
3 August 1944 - Marne de Casson (3.10)
7 August 1944 - Foret de Lucheux (3.20)
11 August 1944 - Lens (3.15)
14 August 1944 - Hamel (3.15)
25 August 1944 - Russelsheim (8.50)
26 August 1944 - Kiel (5.05)
29 August 1944 - Stettin (9.50)
3 September 1944 - Eindhoven (3.10)
5 September 1944 - Le Havre (3.15)
8 September 1944 - Le Havre (3.05)
12 September 1944 - Frankfurt (6.25)
17 September 1944 - Zaltbommel (2.40)
23 September 1944 - Neuss (3.45)
11 October 1944 - Duisburg (5.00)
18 October 1944 - Bonn (4.55)
19 October 1944 - Stuttgart (6.10)
21 October 1944 - Flushing (2.40)

23 October 1944 - Essen (3.25)
25 October 1944 - Essen (3.50)
28 October 1944 - Cologne (4.55)
31 October 1944 - Cologne (4.45)
4 November 1944 - Solingen (4.10)
5 November 1944 - Solingen (4.50)
6 November 1944 - Koblenz (5.20)
8 November 1944 - Homberg (3.55)
11 November 1944 - Castrop Rauxel (4.15)
21 November 1944 - Homburg (4.20)
23 November 1944 - Gelsenkirchen (4.50)

Flying Officer Worster has been the Bomb Aimer on 39 operational flights against the enemy including a large percentage of major targets. At all times he has completed his work in the air and against the enemy with the utmost skill, coolness and courage. His example has been one to be followed by every Bomb Aimer and member of aircrew. It is difficult to estimate the full value of his influence on the squadron. It is men like Flying Officer Worster who set the standards of air force tradition.

Also on 22 December 1944 the Commanding Officer, RAF Station Witchford added "I concur with the remarks of the squadron commander." On 23 December 1944 the Commander of No.33 Base, Waterbeach, noted on the form:

Strongly recommended. This officer has at all times displayed courage of a high order and has shown outstanding keenness and determination to operate against the enemy. He has set a splendid example to other aircrew.

Finally, on 28 December 1944, the Air Vice-Marshal commanding No.3 Group noted "Recommended for the award of the Distinguished Flying Cross."

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WORTLEY, FS (now P/O) Warren Herbert (R83562/J16649) - **Distinguished Flying Medal** - No.37 Squadron - Award effective 4 December 1942 as per **London Gazette** of that date and AFRO 410/43 dated 12 March 1943. Born 4 February 1915. Home in Toronto; enlisted there 21 November 1940. Trained at No.2 ITS (graduated, No.3 AOS (graduated 23 June 1941), No.2 BGS (graduated 4 August 1941), and No.1 CNS (graduated date uncertain). Retired 2 March 1946. Rejoined RCAF, 27 August 1952 (206916), serving until 14 December 1970 when he retired to Victoria. NOTE: AFRO erroneously gave unit as No.87 Squadron.

Flight Sergeant Wortley has participated in attacks on targets in Cyrenacia and enemy occupied territory in Egypt. He has always shown the utmost coolness and determination in the face of heavy enemy opposition and his skill as a bomb aimer and navigator has been of the highest order. He has never spared himself and his courage and devotion to duty have been an inspiration to the aircrews in his squadron.

NOTE (2): Public Records Office Air 2/9606 has recommendation dated 3 November 1942:

This Non-Commissioned Officer has carried out 31 long distance operational flights, totalling 206 operational hours. These operations include raids on objectives in Cyrenacia and enemy occupied territory in Egypt.

Throughout his operational tour of duty with No.37 Squadron this Non-Commissioned Officer has always shown the utmost coolness and determination in aiming his bombs, even in the face of the most intense anti-aircraft fire, and his skill, both as a bomb aimer and navigator, has been of the highest order. During the recent sustained operational efforts by the squadron, he has shown up particularly well, and his experience has been a very great asset to the squadron at this difficult period. He has never spared himself, and his courage and devotion to duty has been an inspiration to other members of aircrew in the squadron.

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WOTTON, WO1 William Isaac (R57509) - **Mention in Despatches** - No.3 Repair Depot - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 10 December 1902 in Exeter, England. Home in Vancouver from 1908 onwards (if not sooner; educated at Capilano School, 1908-1914). Apprentice layout man in shipyards, 1915-1919; steam engineer in British Columbia, 1918-1922. Employed in Seattle by Boeing Aircraft, 1925-1929. Employed by Boeing Aircraft, Vancouver, 1929 to 1937, in charge of paint and covering department, 1929-1931 and overhaul and repair shop, 1931-1937. Employed by Northern Airways, Yukon, 1937-1938 (engineer) before returning to Boeing, Vancouver, 1938-1940 (rigging department); Enlisted in Vancouver, 16 January 1940 as an Airframe Mechanic. Posted to No.6 Repair Depot, 16 April 1940 (promoted AC1 that date). Promoted LAC, 16 July 1940. Promoted Corporal, 1 August 1940. To No.10 Repair Depot, 11 January 1941. Promoted Sergeant, 15 January 1941. Promoted Flight Sergeant, 1 March 1941. Promoted WO2, 1 July 1941. To No.3 Repair Depot, 1 February 1942 at his request (wife living in Vancouver in ill-health). Promoted WO1, 1 June 1942. Reclassified as Master Mechanic, 1 February 1943. To

No.8 Release Centre, 4 October 1945. Retired 10 October 1945. Died in Summerland, British Columbia, 1 July 1981 as per **Legion Magazine** of November 1981.

This Warrant Officer is a technician of exceptional ability. His conscientious endeavour to assist in any phase of the service over and beyond the call of duty has been an inspiration to all his associates. He is an above average technician, pleasant, and of great assistance to his superiors in maintaining harmony and efficiency. His service to the Royal Canadian Air Force is of the highest order and most praiseworthy.

Recommendation for Mention in Despatches raised on 7 September 1945 by W/C H.J. Phillips, No.3 Repair Depot, who wrote:

This Warrant Officer has displayed outstanding initiative in that, when urgently required aircraft throughout this Command went unserviceable for parts, even though he is a technical Warrant Officer and not an Equipment Warrant Officer, and when all official channels had failed to produce the necessary parts, he, by using his own car, without remuneration, searched all over civilian resources and invariably returned with the part or a substitute. During these periods of searching, time was no concern and often he worked for twenty hours at a stretch. There is no question that his efforts were in no small measure the means by which this Command was able to maintain its full commitment. His constant endeavour to assist in every phase of the Service, over and above the call of duty, has been an inspiration to all his associates. He is an above average technician, pleasant and of great assistance to his superiors in maintaining harmony and efficiency. His service to the RCAF is of the highest order and worthy of consideration.

At the time of his release, F/L K.K. Weaver wrote on his rehabilitation form:

This Warrant Officer has a Grade 8 education and an outstanding work history of 25 years. He is a qualified 4th class stationary engineer, and for 18 years he worked for Boeings, starting as a fitter and working up to foreman of the assembly line. He has A, B, C and D Department of Transport ratings as an aircraft mechanic. His service career has been, to say the least, outstanding and all through his records there is ceaseless praise as to his untiring efforts and devotion to duty. He has nearly six years of excellent service to his credit, the last three years being as a senior mechanic and Warrant Officer 1st Class. He has many chances of employment and has chosen to go as inspector for the War Assets Corporation.

His file is indeed full of laudatory assessments, a typical one being as follows:

WO2 Wotton is an extremely capable NCO and possesses an exceptionally versatile knowledge of his trade. Whilst not of the officer type he has a respectful manner and has the ability to get the best out of men under his command. (W/C F.P. Holliday., No.10 Repair Depot, 12 February 1942).

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WOYTOWICH, FS (now WO2) Walter (R265535) - **Distinguished Flying Medal** - No.415 Squadron - Effective 12 November 1945 as per **London Gazette** dated 16 November 1945 and AFRO 133/45 dated 8 February 1946. Born 22 June 1924. Home in Alvena, Saskatchewan; enlisted in Saskatoon, 19 July 1943 and posted to No.3 Manning Depot. To No.9 Pre-Aircrew Education Detachment, 5 September 1943. To No.13 SFTS (guard), 9 November 1943. To No.10 BGS, 20 November 1943. Promoted LAC, 17 January 1944; graduated and promoted Sergeant, 25 February 1944. To No.3 Aircrew Graduate Training School, 10 March 1944. To "Y" Depot, 4 April 1944. Taken on strength of No.3 PRC, Bournemouth, 24 April 1944. Attained rank of Warrant Officer, 25 October 1945. Repatriated 8 May 1946. To No.5 Release Centre, 17 May 1946. Retired 31 May 1946. Award presented 10 October 1947. Died in Burnaby, British Columbia, 26 November 1991 as per **Legion Magazine** of May 1992 and British Columbia Vital Statistics. No citation, "completed...operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2618 (RG.24 Vol.20627) has recommendation dated 15 May 1945 when he had flown 22 sorties (142 hours 30 minutes), 30 November 1944 to 18 April 1945.

Flight Sergeant Woytowich has participated in many attacks on targets in Germany and enemy occupied territory. He is outstanding as an Air Gunner and such is his vigilance that the crew have been able to proceed with their respective tasks with complete confidence.

He invariably displays the utmost fortitude, courage and devotion to duty and his sterling work has been an example to the squadron. He is strongly recommended for the award of the Distinguished Flying Medal (Non-Immediate).

The sortie list was as follows:

30 November 1944 - Duisburg (6.40)
8 December 1944 - Hagen (7.05)
17 December 1944 - Duisburg (7.05)

29 December 1944 - Trois Dorf (6.30)
30 December 1944 - Cologne (6.15)
2 January 1945 - Ludwigshaven (7.25)
5 January 1945 - Hanover (6.05)
6 January 1945 - Hanau (7.05)
28 January 1945 - Stuttgart (7.13)
1 February 1945 - Mainz (6.00)
4 February 1945 - Oetefeldt-Bonn (5.55)
7 February 1945 - Goch (6.40)
9 February 1945 - Wanne Eickel (6.20)
13 February 1945 - Bohlen (8.35)
17 February 1945 - Wesel (5.35)
15 March 1945 - Castrop Rauxel (6.30)
18 March 1945 - Witten (7.40)
22 March 1945 - Dorsten (5.10)
24 March 1945 - Gladbach (6.00)
25 March 1945 - Munster (5.55)
4 April 1945 - Harburg (5.55)
18 April 1945 - Heligoland (4.30)

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WRAGG, Corporal Ronald (R95676) - **Mention in Despatches** - No.7 (BR) Squadron - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 25 December 1915. Home in Oshawa; enlisted in Trenton, 13 March 1941 as Clerk Stenographer. To No.5 BGS, 5 May 1941. Promoted AC1, 13 June 1941. Promoted LAC, 13 September 1941. To No.13 EFTS, 17 June 1942. To No.7 Squadron, 28 June 1943. Promoted Corporal, 1 August 1943. To No.8 (BR) Squadron, 25 March 1945. To No.1 AOS, 3 April 1945. To No.4 Reserve Equipment and Maintenance Unit, 1 May 1945. To No.4 Release Centre, 9 September 1945. Retired 14 December 1945.

Over a long period of time Corporal Wragg has proved himself to be an extremely hard working and conscientious airman. Outstanding in his trade, he has a cheerful and willing personality. He is exceptionally reliable and dependable and is at all times above average in dress and deportment. This non-commissioned officer is a fine example to his fellow airmen and his record is worthy of high praise.

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WRAY, W/C Lawrence Edward (C127) - **Air Force Cross** - AFHQ - Award effective 11 June 1942 as per **London Gazette** dated 11 June 1942 and AFRO 1000-1001/42 dated 3 July 1942. Born in Toronto, 17 September 1908; raised in Belleville, 1916-1926 and at Royal Military College, 1926-1930. Also served with No.3 Company, Canadian Corps of Signals (1 April 1925 to 30 June 1926), 34th Battery (Canadian Field Artillery) 1 July 1926 to 30 April 1929, and Non-Permanent RCAF, 23 June to 18 November 1930. Transferred to RCAF Regular, 19 November 1930; had been on strength of Camp Borden since November 1929. Received wings at Camp Borden, 19 November 1930 and remained there until October 1931 (promoted to Flying Officer, 19 November 1931). At Station Trenton (No.3 Squadron), October 1931 to January 1934; on strength of No.2 (General Purpose) Squadron, Winnipeg, January 1934 to December 1936 (promoted to Flight Lieutenant, 1 April 1946). On strength of Station Ottawa (No.8 General Purpose Squadron), December 1936 to August 1938. On strength of Station Ottawa (No.7 General Purpose Squadron), August 1938 to July 1939 as Flight Commander (promoted to Squadron Leader, 1 April 1939). Most of his work in the 1930s was aerial photography. At Station Rockcliffe (Test and Development Establishment), September 1939 to January 1940; on strength of Station Alliford Bay (Commanding Officer, No.6 [BR] Squadron), January to November 1940; Commanding Officer of Station Patricia Bay, November 1940 to May 1941 (promoted to Wing Commander, 1 December 1940). On strength of AFHQ, 30 May 1941 to 2 November 1942 (Directorate of Operations; his duties including arranging and supervising all flying connected with the 1941 tour by the Duke of Kent); promoted to Group Captain, 1 June 1942. Commanding Officer, Station Gander, 3 November 1942 to 5 August 1943. On strength of Eastern Air Command Headquarters, Halifax, 6 August 1943 to 17 November 1943. Posted overseas, 23 November 1943 and assumed command of RCAF Station Skipton-on-Swale, November 1943. While acting as second pilot during a raid on Frankfurt-on-Main, 18/19 March 1944, he was shot down and taken prisoner. Two members of the crew were killed - P/O D.E. James (pilot) and P/O J.P.O.V. Levesque (rear gunner); remainder taken prisoner. Repatriated 22 June May 1945; on strength of Air Force Headquarters, 27 June to 9 November 1945 (Air Member for Air Services, Director of Operations); to No.1 Instrument Flying School, 10 November 1945; with No.9 (Transport) Group, Rockcliffe, 27 January 1946 to August 1948 (promoted to Air Commodore, 27 January 1946); Commandant, RCAF Staff College, August 1948 to August 1951; with AFHQ, August 1951 to December 1953 (Deputy Air Member for Personnel); Air Member, Canadian Joint Staff, London, December 1953 to January 1955. Promoted to Air Vice-Marshal, 1 January 1955 and posted to Air Defence Command Headquarters. September 1958 appointed Air Officer Commanding, No.1 Air Division. Retired 14 May 1964. Died in Toronto, 3 March 1977. AFC presented 3 December 1942. Awarded Queen's Coronation Medal, 21 October 1953 (Air Commodore, AFHQ). RCAF photo PL-22705 (ex UK-7561 dated 28 January 1944) taken soon after he became a station commander. RCAF photo PL-26813 (ex UK-7530 dated 25 January 1944) shows W/C C.B. Sinton on return from raid on Berlin; being congratulated by G/C L.E. Wray; centre background is Sergeant L.E. Powell (Chelan, Saskatchewan and New Westminster, flight engineer), and at right, F/L D.W. Simpson,

DFC (Strafford, Ontario, navigator). Caption says that Sinton had completed 12 bomber sorties. RCAF photo PL-44149 (ex UK-21769 dated 29 May 1945) is captioned as follows: "Talking over old times behind the wire of German prison camps are G/C L.E. Wray, AFC of Ottawa and S/L Frank Mills of Calgary and Toronto as they dined at RCAF Overseas Headquarters canteen. Mills was taken prisoner in August 1941. Wray was Camp Leader at Stalag Luft III. G/C Wray headed the RCAF party of returned prisoners who went to Buckingham Palace on Empire Day to a garden party given by Their Majesties, the King and Queen." RCAF photo PL-44562 (ex UK-21517 dated 19 May 1945) is captioned as follows: "G/C Larry Wray, AFC, of Ottawa is shown shortly after reaching Britain following his liberation by the British Second Army from Nazi captors in whose hands he had spent more than a year. G/C Wray baled out of his Canadian Bomber Group aircraft over Frankfurt on March 19, 1944, after it was shattered by a heavy shell. He and 2,000 others with him of all nationalities suffered hardships and deprivations at Nazi hands, but owing to his high rank (equivalent to a full colonel) G/C Wray was finally able to dominate the German guards, and by so doing eased considerably the conditions under which he and his comrades were forced to exist. He so harangued and threatened one Nazi Camp Commandant that he suffered a nervous breakdown."

For conspicuous gallantry and devotion to duty in that, on the night of September 5th, at approximately 2000 hours during a storm of gale force, in order to save Grumman Amphibian Aircraft No.926 in the St.Lawrence River at Quebec, which had overturned and was threatened with destruction, Wing Commander Wray plunged overboard from the Naval Rescue Launch, made fast and held a line until the aircraft could be towed out of danger into the middle of the river, remaining with the aircraft until 0400 hours the following morning. His action undoubtedly saved the aircraft.

NOTE: The background to the above award is most interesting. On 9 October 1941 S/L H.M. Marlowe-Kennedy (Commanding Officer, No.12 Communications Squadron) sent a long report to AFHQ on the salvage of Goose 926. On 17 October 1941, Wing Commander A.C.H. McLean forwarded this to G/C F.V. Heakes, suggesting that Wray should receive an AFC. On 1 November 1941, the Air Member for Air Services (McEwen) minuted this suggestion as "strongly recommended" and passed it to the Chief of Air Staff (Breadner). At an unknown date, this was passed to Air Member for Personnel for comments; AMP approved it on 14 November 1941; the recommendation was forwarded to the Privy Council (worded exactly as the above citation) on 19 November 1941. Marlowe-Kennedy's report, which set the ball rolling in the first place, was as follows:

SUMMARY OF SALVAGE OPERATION OF GOOSE AIRCRAFT 926

Upon receipt of phone report at 0900 hours September 5th to the effect that Goose 926 had just then turned over at her mooring and was floating upside down, my crewman and I interviewed the Naval Commander at the Naval Control Station who placed a gas launch at our disposal in order to look over the salvage situation.

After viewing the scene I returned to the Naval Station and called in the services of a Captain Snow, in charge of the Quebec Salvage Company. It was decided that successful salvage could only be carried out in sheltered water and therefore it would be necessary to cut the aircraft clear of its mooring, then tow it in the inverted position into the Quebec harbour. The Naval Commander placed two gas launches with their French Canadian crews at our disposal for the carrying out of this portion of the salvage.

The job of severing the mooring cables was completely unsuccessful as long as the tide was either coming in or going out, so by 1700 hours, work was temporarily suspended to await peak tide, due at 1925 EDT; during this pause Wing Commander Wray, who had been informed earlier in the day of the accident, came on board the Naval launch and decided to remain and see the job through in spite of some dinner engagement with the Royal Party. At about 1915 hours we started renewed attempts to loose the aircraft. It should be appreciated that during this entire operation there was an ENE wind of 40-50 mph which cause a four to six foot sea and that there would only be approximately a 10-15 minute period of slack water at the tide turn.

At about 1930 hours the aircraft was released from her mooring and the launch began towing attempts, but owing to the complete ignorance of the launch captain in this form of towing plus the impossibility of making our orders properly understood by him, he being French, this work very quickly failed due to the launch pulling the aircraft tail-towing-ring clean out of the hull. Darkness and rain set in, the current and wind were carrying the aircraft and launch up the river at approximately 5-6 knots and very close to the docks and shore. The only hope of saving the aircraft now lay in getting a fresh line attached to it immediately and pulling it out into the channel. There was no dinghy with the launch and the only possible thing left to fasten a rope to was the retracted tail wheel, also, inside of another 15 minutes it would be too dark to even find the aircraft. After much arguing and yelling with the launch captain, he managed to manoeuvre the stern of the launch to within about three feet of the upturned hull. Wing Commander Wray who had stripped and secured a safety line around himself jumped onto the aircraft hull with the end of the tow line. In spite of

him being partially submerged by the heavy seas most of the time, he succeeded in making the tow line fast; by this time the aircraft was only a few feet from a pier. The launch managed to pull the plane clear just in time, then backed up to allow Wing Commander Wray to scramble, with assistance, back onto the launch, in a partially drowned condition.

From then until midnight every attempt to get the tow headed down the river towards Quebec Harbour met with complete failure - it would not turn against the wind. By this time the current had carried us up to the Quebec Bridge whereupon the tide turned and started drifting back towards Quebec City. The second launch which had been standing by was despatched to summon a steam tug from the salvage company. This tug coupled on at about 3.30 a.m. and pulled launch and plane into the harbour. Wing Commander Wray returned to the Citadel and I remained to assist the salvage company in righting and refloating the aircraft. The plane was refloated and anchored alongside the salvage tug by about 8.00 a.m. September 6th. I then instructed Captain Snow to suspend work pending the arrival of the RCAF Salvage party from No.3 Training Command. This party reported at noon, September 6th, and completed the necessary dismantling and loading work for shipment to Montreal.

I wish to add that during the entire night the wind, rain and seas were at their peak, everyone's clothing was soaking wet, and there was very little warmth on the launch to prevent Wing Commander Wray from getting severe chills at least. The Captain in charge of the Salvage Company's work thoroughly appreciated the difficulties of this aircraft's salvage and took unceasing care to avoid any further damage to the plane whilst righting and refloating it. The method and process adopted and employed for the refloating of this aircraft might well be recorded for future reference in dealing with a similar problem with Goose or any other type of flying boat.

WRAY, G/C Lawrence Edward, AFC (C127) - **Officer, Order of the British Empire** - Overseas - Award effective 28 December 1945 as per **London Gazette** of that date and AFRO 155/46 dated 15 February 1946. Award presented 9 December 1947. Until June 1997 no citation had been found other than "for distinguished service while prisoner of war". Press releases indicated he was Senior Allied Officer in Stalag Luft III and worked tirelessly to improve conditions, showing "utter disregard for his own safety". He showed leadership in "bucking" German captors on behalf of POWs during march to Lubeck; reputed to have reduced a German camp commandant to a nervous wreck. He was punished by confinement in small, over-heated room. He virtually controlled the German officers on the long march to Lubeck and in the final stages had them lodged in scattered barns across the countryside. More recently a brief

citation has been found; this was used at his investiture and was found in the National Archives of Canada, RG.7 G.26 Volume 53 (file 40-D-1 Part 10, Investitures):

For outstanding gallantry and distinguished services rendered whilst a prisoner of war of the Germans. As Senior Administrative Officer in Stalag Luft III he continually, with utter disregard for his own safety, countermanded the orders of the German Commandant on behalf of the hundreds of prisoners of war who were incarcerated at the time, and as a result of the outstanding devotion to duty which he displayed, he was largely responsible in obtaining better conditions for prisoners of war.

Public Records Office Air 2/9104 has citation as drafted for a large body of POW awards:

Group Captain Wray was shot down and captured by the Germans in March 1944. He was imprisoned in Stalag Luft III where he was senior Royal Canadian Air Force officer, becoming later Senior British Officer. As senior administrative officer Group Captain Wray exercised a fine influence on the morale of the prisoners in his camp. When the camp was removed from Sagan to Bremen, and again to the Lubeck area, owing to the collapse of Germany in 1945, this officer's outstanding ability was given full scope. These removals were undertaken by forced marches and they had they been carried out at the pace set by the Germans, many prisoners of war would have been left to the mercy of the German population, through exhaustion and fatigue. Group Captain Wray constantly risked being given up to the Gestapo or SS by the Commandant, for his successful efforts to slow down the marches. On the arrival of the columns, both at Bremen and Lubeck, Group Captain Wray arranged for improvements in accommodation which proved of great benefit to the prisoners. During this period he was in continual danger of reprisals by the Germans. Everything he did was with the object of saving the lives of Allied prisoners of war.

There brief accounts tell only a fraction of the story. On 6 June 1945, Air Marshal G.O. Johnson wrote to Air Marshall Sir John Slessor, AMP, RAF, as follows:

Group Captain L.E. Wray commanded RCAF Station Sipton, an operational bomber station in No.6 (RCAF) Group. His work as Station Commander was of the same high order which characterized all his previous service and he would undoubtedly have distinguished himself if circumstances had enabled him to continue his operational command. On the night of 18-19 March 1944, however, his aircraft was shot down whilst on a bombing mission over Frankfurt-on-Main, Germany. He received injuries when he landed by parachute, became a prisoner

of war in German hands and was imprisoned at Stalag Luft III. Here he was the Senior RCAF Officer until, towards the close of hostilities, he became the Senior British Officer of that camp.

I have received many unsolicited reports of Group Captain Wray's outstanding work in the prison camp and also during the forced marches which came with the approaching collapse of Germany. I am forwarding to you herewith, one of the many reports which indicated Wray's stellar ability and leadership. I have also forwarded a copy of this report to the RCAF representative at M.I.9.

I feel strongly that Group Captain Wray is highly deserving of a chivalry award and, as during the time he was a prisoner of war he came under RAF and not RCAF authority, I would very much appreciate your personal interest in ensuring that Group Captain Wray is suitably recommended for a chivalry award in the Special List of Awards being rendered upon the cessation of hostilities.

To which he attached the following document dated 28 May 1945, composed by S/L B.J. Bourchier (C245) and sent to AOC RCAF Overseas (Johnson):

As a liberated prisoner of war, I would like the privilege of drawing to the attention of your Headquarters the excellent work done on behalf of myself and hundreds of other prisoners of war who, to a very large degree, owe their lives to the leadership of Group Captain L.E. Wray of the Royal Canadian Air Force. Until Group Captain Wray's arrival I was senior RCAF prisoner of war in Germany, and as there was no RCAF officer senior to Group Captain Wray, I feel it my duty to submit the following.

When Group Captain Wray arrived in Stalag Luft III, he was immediately accepted as "one of the boys", due to his outstanding personality and leadership, and was given the title of "Canada's Ambassador to Allied Kriegydom" (P.O.W. dom).

He became Senior Administrative Officer and his arrival relieved Group Captain Wilson, the SBO, of many of the administrative details. His work in this capacity was a full time job and he was able to make many changes which resulted in our POW life becoming much more endurable. Every hour of every day he had something planned to keep us occupied whether it was sports, entertainment or education. Further, no matter what hour of the day or night a POW needed attention or advice, Group Captain Wray was always available with the necessary works of cheer and hope. He exercised the finest influence on morale in Stalag

Luft II.

It was not until the camp was ordered to march from Sagan to the Bremen area in the latter part of January that his outstanding ability was given full scope. Had the march been carried out at the pace set by the Germans, countless POWs would have dropped out due to exhaustion and fatigue and been left behind at the mercy, if any, of the Germans.

Conditions on our arrival at the camp in the Bremen area were far from satisfactory, and again group captain Wray, as SAO, worked night and day and was able to organize the camp and the Germans to such an extent that life was not too bad.

Again, on the march from the Bremen area towards Lubeck, Group Captain Wray, who was now the Senior British Officer, continually countermanded the orders of the German Commandant in order to slow down the march so that those who were in a poor physical condition could keep pace. In doing this Group Captain Wray was continually running the risk of being turned over by the Commandant to the Gestapo or SS, but regardless of this he so successfully slowed down the march and spread out the column that very few POWs had to be left behind. Also, the long straggling column did its bit in tying up the German road traffic.

On the arrival of the POWs in the Lubeck area, Group Captain Wray had them billeted at farms outside the city while he went on ahead to inspect the proposed camp. Because it was too small and totally unsuitable, he would not allow the column to continue to Lubeck, and was able to have us march back to a big farm estate where the POWs were billeted in barns, cowsheds, etc., in comparative luxury to the proposed camp at Lubeck. In making these arrangements, Group Captain Wray had to do considerable travelling, and several times was shot up by our Tactical Air Forces. He also entered the town of Bad Odersloe 24 hours after a daylight RAF raid. Particularly in this town did he run the risk of being mobbed by the remaining angry population.

These few brief instances will serve to indicate how Group Captain Wray risked his life continually in order that the POWs might receive better treatment from the Germans. It is my firm conviction that most of the POWs who got back owe their lives to Group Captain Wray. Many more specific instances could be given. Every POW on the march will verify that Group Captain Wray was in continual danger of reprisal by the Gestapo for his delaying action and his absolute

indifference to orders or instructions issued by our captors. Everything he did was with the sole object of saving the lives of Allied POWs. His success can be judged by the numbers of POWs who returned safely. This report is made in the earnest hope that it can be passed on to the highest authority in order that some proper recognition can be given to a gallant leader and a brave officer.

This material probably went directly to RAF authorities, but on 10 November 1945 copies were sent from RCAF Overseas Headquarters (London) to AFHQ, Ottawa. On 14 December 1945, AFHQ queried RCAF Overseas Headquarters - "Advise the present state of the projected award for G/C L.E. Wray and what the projected award is". On 16 December 1945, RCAF Overseas Headquarters replied that "Air Ministry Committee may meet in few days." On 21 December 1945, RCAF Overseas Headquarters cabled Ottawa that an OBE had been approved. This led to a very interesting cable from A/V/M Wilf Curtis (AFHQ) to Air Marshal Johnson (London):

We are in receipt of your signal PX2166 21 December stating that G/C Wray will be awarded an OBE in the December 28 Gazette. I assure you that we are very disappointed in this award. We feel very strongly that he should receive either an MC or a CBE. There is adequate precedent for an MC having exposed his life to the enemy by his actions in looking after his troops whilst a POW. Failing an MC we feel that he should at least get a CBE. The RAF practice as I understand it is for Group Captains in the main to receive CBEs. The CAS would appreciate of you would give this your personal attention and endeavour to have the award raised. It is left to your judgement and decision from this point on.

Johnson's task would not have been a happy one; on 28 December 1945 he cabled AFHQ (Ottawa):

Air Ministry advise approved award OBE for G/C Wray passed by Honours and Awards Committee cannot be changed. G/C Wray was considered with approximately one hundred similar cases; we are informed no other Group Captain received higher than OBE. They state further that gallantry awards not normally given to POWs and in this list only one DSO given for a very specific case.

WRAY, A/C Lawrence Edward, OBE, AFC (C127) - **War Cross, 1939 (Czechoslovakia)** - No.9 (T) Group HQ - Awarded as per **Canada Gazette** dated 2 November 1946 and AFRO 1075/46 dated 15 November 1946..

WRAY, A/C Lawrence Edward, OBE, AFC (127) - **Croix de Guerre with Silver Star (France)** - Award as per **Canada Gazette** dated 20 September 1947 and AFRO 485/47 dated 12 September

1947. External Affairs file "French Awards to Canadian Armed Forces - Particular Cases" (Library and Archives Canada, RG.25, Box 4140) has the following citation:

Air Commodore Wray commanded with outstanding results a heavy bomber station in the United Kingdom. His contribution to the liberation of France was noteworthy.

The website "Lost Bombers" gives the following on the circumstances of his being shot down and taken prisoner. Halifax HX282 (BM-K) of No.433 Squadron, target Frankfurt, 18/19 March 1944. This aircraft was shot down from 22,000 feet by flak whilst homebound near Trier and abandoned. Those aboard were WO2 D.E.James, RCAF (killed), G/C L.E.Wray, AFC, RCAF (POW), Sergeant R.D.Green POW), WO2 G.W.Sharpe, RCAF (POW), F/O S.A.Sinclair, RCAF (POW), Sergeant E.R.Pearce (POW), Sergeant J.P.O.V.Levesque, RCAF (killed), Sergeant R.T.Stinson (POW).

Wray himself described his capture in a document, "Questionnaire for Service Personnel" which noted his position (Commanding Officer, Station Skipton-on-Swale), aircraft type (Halifax III), date and time of takeoff (17 March 1944 - an error) at 2000 hours). He made the statement at Trenton on 11 January 1946:

Capture:

On the 17th March 1944, at approximately 2000 hours I took off a Halifax III aircraft (K) in the capacity as co-pilot, from RCAF Station Skipton-on-Swale, No.6 Group Bomber Command. We were proceeding on a night sortie on Frankfurt-on-Maine, Germany, and reached the target area on time without any particular difficulty or unusual occurrences. We bombed the target successfully, were coned for some seconds but managed to escape the coning successfully. Just shortly after leaving the immediate target area a night fighter made one pass at us but was not seen thereafter although some night fighter action was seen in the vicinity. A few minutes south of the target we turned on to the first homeward leg and had proceeded on that leg for approximately seven or eight minutes when we received a direct hit from heavy flak immediately under the port wing. The aircraft was thrown almost over on its back, and after considerable loss of height, we managed to bring it into level flight. At this time the port wing was blazing fiercely, one port motor was completely out of action and the second port motor was on fire. Insofar as could be ascertained at the time none of the crew were wounded in the shell burst but, as the captain, Flight Sergeant James, did not get out of the aircraft, it is thought probable that he was wounded or injured but had not admitted it to the rest of the crew. With the

exception of the captain and myself the crew left the aircraft by parachute without difficulty at which time I checked the crew positions to ensure that all were out while the captain held the aircraft steady. I jumped through the forward escape hatch at which time Flight Sergeant James was still at the controls and signalling to me to get out. I expected that he would follow me immediately.

Near the ground my parachute suspended completely over the top of a large pine tree, and after some difficulty I managed to extricate myself from the harness and get onto the tree trunk. In attempting to climb down the tree I fell and a branch on which I was resting sheared off and I was unable to hold my weight with my hands on a branch above owing to the fact that they were frozen during my descent. I was knocked unconscious on hitting the ground and, later, on regaining consciousness, discovered I was in severe pain from injuries along my side and back, and so decided to remain quietly on the ground until dawn in order that I would not aggravate my injuries by moving around in the dark. When daylight came I left the area and found I was able to walk with great difficulty. I later learned that this was approximately ten miles west of Mainz, a rural district. I endeavoured to locate some of the other members of the crew but was unsuccessful, and towards noon of that day, as I was suffering periods of self-consciousness, I made my way to an isolated farm house and gave myself up to the residents.

The residents of the farm house (an elderly man, a woman and a small boy) were most considerate of my welfare and gave me most courteous treatment during my few hours there. The farmer informed the military police of my arrival by telephone and they arrived in approximately two hours' time to take charge of me. I was taken to a nearby party headquarters in a small town (name unknown) and then transferred into a closed Luftwaffe truck which drove for many miles picking up other prisoners of war before it arrived at a gaol which, I believe, to have been on a military station. The following day with three other prisoners I was taken to Dulag Luft, and after the usual formalities was placed in a military cell. I was at Dulag Luft approximately five to six days at which time I was transferred to Stalag Luft III by train.

Camps in Which Held:

(a) Dulag Luft - March 19th 1944 to March 24th, 1944 (approximately). The 24th March to the 29th March - on route by train.

(b) Stalag Luft III - East Compound - 29th March to 10th June. North Compound - 10th June 1944 to the 29th January 1945. The 29th January to the 5th February - on route marches and in freight trains.

(c) Milag-Marlog-Oflog (German naval prison camp) near Tarmstedt - 5th February until 1st April; and from the 1st April to the 2nd May - on route marches until liberated near Lubeck on the 2nd May 1945.

Attempted Escapes:

In my capacity as second senior in the camp, and later as the senior British officer, I assisted in the organisation for escapes but did not carry out any attempts personally.

Escape Activities:

In my capacity as stated above I was involved in the organisation of escape activities throughout the time I was a prisoner. The complete report of these escape activities has been submitted to M.I.9 in England by the Escape Committee of the camp organisation.

Liberation:

At the time of liberation the group of which I was the SBO consisted of approximately 2,000 men - 75 % of which had come from the north compound of Stalag Luft III and 25 % from the east compound of Stalag Luft III. We were quartered at the time in the barns of an estate apparently ten miles south of Lubeck. We were liberated by the Second British Army on May 2nd, 1945. The P.W.I. Organization of the Second British Army moved us from this area on the 5th May by various steps to an aerodrome approximately 200 miles away. We were flown from this aerodrome to Brussels, and then flown from Brussels to England, reaching England the 9th May 1945.

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WRAY, F/O Theodore Donald (J89989) - **Distinguished Flying Cross** - No.158 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 20 February 1945 and AFRO 563/45 dated 29 March 1945. Born 29 July 1915. Home in Eatonia, Saskatchewan. Enlisted in Saskatoon, 1 June 1942. To No.2 Manning Depot, 22 September 1942. To No.11 SFTS (guard), 23 September 1942. To No.2 ITS, 10 October 1942. Promoted LAC, 19 December 1942 but not posted to No.19 EFTS until 23 January 1943. To No.17 SFTS, 3 April 1943. Promoted Sergeant,

23 July 1943. To "Y" Depot, 6 August 1943. To United Kingdom, 25 August 1943. Commissioned 4 September 1944. Repatriated 7 February 1945. Promoted Flying Officer, 4 March 1945. Retired 26 March 1945. Award presented 27 May 1950.

Flying Officer Wray has proved himself to be a determined and courageous pilot and captain of aircraft. His fine airmanship, fortitude and devotion to duty have set an outstanding example to all. In October 1944 his aircraft was detailed to attack Duisburg in daylight. As he approached the heavily defended area intense anti-aircraft fire was encountered. In the run in all the instruments and wireless equipment was shattered and other severe damage was sustained. Despite these hazardous circumstances Flying Officer Wray completed his bombing run and by masterly airmanship he flew his damaged aircraft back to this country.

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WRIGHT, WO (now P/O) Alexander Robert Gordon (R118117/J89004) - **Mention in Despatches** - No.1 Air Despatch Unit - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born in Brandon, Manitoba, 11 December 1918. Home in Vancouver (graduated from Lord Byng High School in that city); enlisted there 15 July 1941 and posted to No.2 Manning Depot. To No.15 SFTS (guard), 9 September 1941. To No.3 WS, 26 October 1941; promoted LAC, 27 November 1941; graduated 11 April 1942 when posted to No.8 BGS; graduated and promoted Sergeant, 11 May 1942. To No.31 OTU, 4 June 1942. To "Y" Depot, 29 August 1942. To RAF overseas, 26 October 1942. Service in the Middle East. Promoted Flight Sergeant, 11 November 1942. Promoted WO2, 11 May 1943. Promoted WO1, 11 November 1943. Commissioned 21 July 1944. Repatriated, 7 October 1944. To No.8 Release Centre, 9 January 1945. Promoted Flying Officer, 21 January 1945. Retired 13 February 1945. Died in Nanaimo, British Columbia, 27 March 2004 as per **Legion Magazine** of September 2004. No citation.

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WRIGHT, F/L David James (J4523) - **Mention in Despatches** - Overseas - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 232/43 dated 12 February 1943. Born 23 September 1910. Home in Edmonton, Alberta; enlisted there 29 June 1940. To No.1 ITS, 22 July 1940. Graduated and promoted LAC, 30 September 1940 when posted to No.2 AOS; to No.4 BGS, 22 December 1940; graduated and promoted Sergeant, 2 February 1941; posted that date to No.1 ANS; graduated and commissioned 5 March 1941. Posted to Embarkation Depot, 13 March 1941; to RAF overseas, 6 April 1941. Promoted Flying Officer, 5 March 1942. Promoted Flight Lieutenant, 18 May 1942. Repatriated 16 October 1942 via No.31 Personnel Depot. To No.31 ANS, 30 October 1942. To No.33 ANS, 5 March 1943. To Northwest Air

Command, 16 August 1944. To No.7 Release Centre, 14 June 1945. Retired 15 June 1945.

RCAF Press Release No. 807 dated 30 September 1942 reads:

Flight Lieutenant Dave Wright of Edmonton is going home to thank personally his former students who have been sending him cigarettes these past months while he has been flying with a Royal Air Force Coastal Command squadron as a navigator. And the picture that Dave is taking home, engraved in his memory as the highlight of his long tour of operations, is one of Germans flopping off the deck of a submarine as his aircraft attacked with guns and explosives.

Dave, who lives at 11832 – 86th Street, came over more than a year ago and has combined the literary life with the busy career of a navigator seeking out the under-water craft of the Reich. As navigation officer, he has edited a little mimeographed paper called the Cock(eyed) Hat. If you know anything about navigation, you will recognize the name of the paper as a trade name for something navigators have to deal with every day. In the little paper, Dave has provided his fellow navigators with a clearing house for ideas and wisecracks and 'gen' of all kinds.

Mostly the Hat deals with the serious and important problems of navigating the Bay of Biscay but there is room for verses like:

"There was a young P/O named Murray
Who set course one day in a hurry
He flew east'stead of west
Made a land fall at Brest
And he scrambled out of there in a hurry."

One of Dave's hottest days in the squadron was when he and his crew broke cloud right over a flak ship. The second pilot was wounded, not badly, and the hydraulics were wrecked, but they got home all right from their brush with the enemy.

Dave has a superstition. It centres in a ring he wears on the third finger of his left hand. It is a gift from his wife. When the going gets tough, Dave takes his ring off turns it around and replaces it.

"Let 'em laugh", says Dave. "It works."

The deeply tanned westerner is going home to take a course which will give him his 'Long N' which is the Phi Beta Kappa of the slide rule.

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WRIGHT, Sergeant Duane Harris (R207740, later J19353) - **Distinguished Flying Medal** - No.432 Squadron - Award effective 9 June 1944 as per **London Gazette** of that date and AFRO 1660/44 dated 4 August 1944. Born 18 June 1922. Home in Ottawa; enlisted there 19 January 1943 and posted to No.5 Manning Depot. To No.2 SFTS (guard), 18 March 1943. To No.9 Pre-Aircrew Education Detachment, 16 May 1943. To No.1 Air Gunner Ground Training School, 11 June 1943. Promoted LAC and posted to No.9 BGS 24 July 1943; graduated and promoted Sergeant, 3 September 1943. To "Y" Depot, 17 September 1943. Taken on strength of No.3 PRC, Bournemouth, 8 October 1943. Commissioned 15 July 1944. Promoted Flying Officer, 15 January 1945. Repatriated 22 January 1945. To No.1 Air Command, 2 February 1945. To No.3 Release Centre, 10 March 1945. Retired 7 April 1945. Living in Ottawa in 1950. Photo PL-32382 shows him. Photo PL-29935 shows him with Sergeant D.H. Wright being interrogated after a raid on Bourg Leopold; PL-35080 is a homecoming picture with P/O Wright, posed with Ziomko's mother (all in front row); behind are Mrs. M. Parkin, Olga Savicz and a Mrs. Panasuk (all apparently sisters of Ziomko). Cited with Sergeant W.J. Ziomko. Invested with award by King George, 11 August 1944.

These airmen were rear and mid-upper gunners respectively of an aircraft detailed to attack a target in Belgium one night in February 1944. On the outward flight the aircraft was hit by anti-aircraft fire and sustained damage but this did not deter the pilot from continuing his mission. Whilst over the target area the bomber was attacked by an enemy aircraft. Sergeants Wright and Ziomko used their guns to great effect, however, and the attacker was seen to fall towards the ground and is believed to have been destroyed. A little later, these resolute gunners fought off three more fighters, whilst their skilful directions to their pilot enabled him to evade yet another fighter. Sergeants Wright and Ziomko proved themselves to be fearless members of aircraft crew and defended their aircraft with great skill and determination.

RCAF file 181.009 D.5557 (RG.24 Volume 20668) has original recommendation by W/C W.A. McKay for an immediate award, drafted 6 May 1944, when he had flown one and on-third sorties (seven hours 55 minutes):

This Non-Commissioned Officer was rear gunner on an aircraft detailed to attack Montzen on the night of 27/28 April 1944. The Halifax was damaged by flak crossing the Belgian coast, necessitating a second run over the target to manually release the bombs. This evidently attracted the attention of enemy

fighters, and an Me.110 attacked with machine and cannon fire. This gunner, together with the mid-upper, probably destroyed the enemy aircraft which was seen going down in a steep dive with the bullets still pouring into it. On leaving the target, three more fighters in quick succession attacked the Halifax, and this Non-Commissioned Officer scored hits on two of them, and by his skilful directions to the pilot helped to successfully evade them. A fourth fighter which trailed the now crippled aircraft was also evaded by the careful watch of the two gunners.

For his remarkable coolness in the face of fire, his exceptional ability as a gunner, and for his devotion to duty, this Non-Commissioned Officer is strongly recommended for an immediate award of the Distinguished Flying Medal.

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WRIGHT, F/O Frederick Foster (J93453) - **Distinguished Flying Cross** - No.100 Squadron - Award effective 24 April 1945 as per **London Gazette** of that date and AFRO 918/45 dated 1 June 1945. Born 4 February 1924. Home in Peterborough, Ontario; enlisted in Toronto, 23 June 1942. To No.1 Manning Depot, 30 July 1942. To No.4 Manning Depot, 17 September 1942. To No.5 ITS, 5 December 1942; graduated and promoted LAC, 20 February 1943; posted that date to No.10 EFTS; (graduated 17 April 1943 when posted to No.2 SFTS; graduated and promoted Sergeant, 13 October 1943. To "Y" Depot, 17 November 1943. Taken on strength of No.3 PRC, Bournemouth, 23 November 1943. Commissioned 9 January 1945. Promoted Flying Officer, 9 July 1945. Repatriated 15 February 1946. Retired 4 April 1946. Invested with award by King George, 13 July 1945. RCAF photo PL-46399 (ex UK-23868 dated 27 December 1945) is captioned as follows: "Following completion of a tour of operations with a British bomber squadron, F/L Fred Wright, DFC of Peterborough is serving with the Bison Squadron at Leeming, England. The Bison and the Lion Squadrons, both at Leeming, are the only two Canadian bomber squadrons serving with the Occupational Air Force. Wright came overseas in May 1943 as a pilot. One of his gunners shot down an enemy plane on their trip and Wright won the DFC for bringing back his plane when it was badly damaged after an attack."

One night in March 1945 this officer was the pilot and captain of an aircraft detailed to attack Kassel. Shortly after the bombs had been released the aircraft sustained severe damage. The fuselage, mainplane, tail unit and the mid-upper and rear gun turrets were all affected. The elevators jammed and the aircraft dived out of control. Several thousand feet in height were lost before Flying Officer Wright succeeded in levelling out. With great difficulty he retained control and flew on to reach base where he landed the badly damaged aircraft safely. This officer displayed a high degree of courage and coolness in the face of

great danger.

Application for Operational Wing dated 28 June 1945 stated he had flown 29 sorties (195 hours), 15 December 1944 to 2 May 1945.

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WRIGHT, F/L George Gordon (J10614) - **Air Force Cross** - No.112 Wing - Award effective 1 September 1944 as per **London Gazette** of that date and AFRO 2637/44 dated 8 December 1944. Born in Tisdale, Saskatchewan, 18 March 1919; enlisted in Saskatoon, 12 July 1941. Trained at No.2 ITS (graduated 20 September 1941), No.19 EFTS (graduated 21 November 1941) and No.12 SFTS (graduated 13 March 1942). Assigned to Ferry Command, then to No.168 Squadron to assist in conversion to Liberators and to conduct VIP flights. Made 70 Atlantic and six Pacific crossings. See Directorate of History and Heritage 84/44-3 (Ferry Command crew cards). See Directorate of History and Heritage 84/44-3 (Ferry Command crew cards). His first delivery involved Ventura AE723 (departed Montreal 9 April 1942, proceeding to Goose Bay that day, to Reykjavik on 27 May 1942, to United Kingdom on 29 May 1942). He proceeded to North Bay for training in June 1942 and resumed deliveries with Ventura AE894 (departed Montreal 21 July 1942 and arriving United Kingdom 26 July 1942). The many aircraft he delivered included Baltimore, Dakota, Hudson, Mitchell and Liberator machines. The barest details of some flights are tantalizing. For example, on 26 October 1944 he departed Montreal in Liberator AL504 and proceeded to San Diego and then San Francisco. He left the latter on 1 November 1944 for Honolulu. The route dates thereafter are vague, but he proceeded to Canton, then to Fiji, and then to Auckland. He was obviously moving quickly, for he left Auckland on 4 November for Sydney, flew back to Wellington on 5 November, proceeded again to Fiji on 12 November and Canton on 13 November before proceeding back by way of Hickham Field and San Diego (14-15 November 1944). He was no sooner back in Canada than he left again on 21 November 1944 for another trip (Liberator EW619) to Canton, Australia and New Zealand.. Award presented 1 December 1948. Remained in postwar RCAF (19679) until 13 October 1968. Photo PL-37276 (D, E and F) shows him in wartime; PL-38534 shows him with G/C A. Gibbs; PL-39575 taken in 1949. No citation found in Canada. Public Records Office Air 2/9019 has recommendation drafted when he had flown 1,020 hours, 155 in previous six months.

This officer who was one of the first ex-Service Flying Training School graduates of North Bay training establishment has now completed 21 deliveries. He has proved to be an exceptionally good ferry pilot and has been a great asset to the group.

WRIGHT, S/L George Gordon, AFC (J10614) - **Medal of Merit, First Class (Czechoslovakia)** -

No.12 Communications Squadron - Awarded as per **Canada Gazette** dated 2 November 1946 and AFRO 1075/46 dated 15 November 1946.

Photo PL-37275 (2) taken about July 1945 has the following caption:

Here is F/L George Wright, AFC, Tisdale, Saskatchewan and the 11-foot "short snorter" bill he has built in his four-continent travels as one of the top pilots of the Royal Canadian Air Force Transport squadrons. Helping him hold this real assortment of cash, signed by many notables, is Corporal Ristock, Edmonton, Alberta. Wright is the pilot who without incident landed a Liberator at Greenwood, Nova Scotia, aerodrome last Sunday from under a 700-foot cloud base. Aboard the plane were Colonel the Honorable Colin Gibson, Minister of National Defence for Air, and the Honorable Paul Martin, Secretary of State. Weather had prevented them from landing at Dartmouth, the usual base for the Liberators. A mishap to the lighting system at Greenwood delayed the landing a few minutes. "There was a ceiling of 700 feet and we stogged around two or three times after the lights went out to give them a chance to set flares", he said. "It was a routine trip and a routine landing and nothing to get excited about."

Not many pilots in RCAF Transport Group, which did such yeoman service during the war and is continuing to do it in peace, can boast of more than 65 Atlantic crossings that Wright has made. He was the pilot for the Air Officer Commanding-in-Chief overseas for a while and since his return to Canada has flown Prime Minister W.L. Mackenzie King. On his 11-foot "short snorter" are bills from India, South Africa, Italy, Malta, Tripolitania, Iraq, Landsbanki Islands, Gibraltar, Palestine, Portugal, Bermuda, Trinidad, British Guiana, West Africa, Bahamas, Brazil, England, France, Holland, Germany, United States and Canada.

RCAF Press Release 7255 issued 16 September 1947 read as follows:

From Tokyo to a desk at Rockcliffe Airport, near Ottawa, is a long way but that is the type of trip to be taken by one of the top-flight Transport Command pilots of the RCAF when F/L G.G. Wright, AFC, assumes his duties as Operations Officer at Rockcliffe this week. Having set up one of the finest records in RCAF Transport work, F/L Wright will take over the job of planning the trips instead of flying them.

A native of Tisdale, Saskatchewan, F/L Wright joined the RCAF in 1941. After completing training as a pilot in Canada he was assigned to RAF Ferry Command at Dorval, near Montreal, and flew aircraft to all parts of the world. He has flown 23 different types of aircraft, made 70 Atlantic crossings and six trips across the

Pacific. One of the fastest trips F/L Wright made was a trip to England and return in a matter of 50 hours. The total time flown by this RCAF world traveller is 3,300 hours, more than half a year in the air

After a tour of duty with Ferry Command, F/L Wright was transferred to Rockcliffe where he was assigned the task of instructing other pilots in the handling of Liberator aircraft, and helping form the famous 168 RCAF "Mail Can" Squadron. This was the squadron that flew the mail to Canada's Forces Overseas. He himself made many of these mail runs. When speaking of this during an interview, F/L Wright said, "This was one of the finest jobs in the Service. It didn't matter how black the old Atlantic looked, we realized our work of getting the mail through was important to a lot of fellows and girls a long way from home."

The last trip F/L Wright made was the flight to Tokyo with General Crerar. This trip took 142 hours of flying and covered 24,000 miles.

F/L Wright is now about to hang up his flying gear for a while and study and help plan future RCAF transport flights. When asked how the idea of planning operations sounded to him, F/L Wright said, "I like to fly, but I also want to get to know the other man's job. In the peace time Air Force one must and does get training in all phases of the job. I'm starting one of those phases now, and then it's back to flying."

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WRIGHT, W/C Harry Leslie (C2758) - **Member, Order of the British Empire** - RCAF Overseas Headquarters - Award effective 26 May 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944. Born 13 May 1901 in Hamilton, Ontario; educated there and University of Toronto. Lawyer; enlisted in Toronto, 13 September 1939 in Administration Branch. Promoted Flight Lieutenant, 15 May 1941. To RAF overseas, 5 September 1941. To RCAF Overseas Headquarters, 3 October 1941. Promoted Squadron Leader, 15 July 1942. May have spent some time in Canada about May 1943 before returning overseas. Promoted Wing Commander, 1 November 1943. Promoted Group Captain, 18 August 1944. Repatriated 16 December 1945. Retired 18 December 1946. Living in Kingston, 1950. Award presented at uncertain date. Photo PL-45007 shows him. Photo PL-44884 (ex UK-22467 taken 6 July 1945) taken following investiture, with his bothers, W/C J.E. Wright (possibly the other Wright MBE) and Captain A.P. Wright (Royal Canadian Army Medical Corps). RCAF photo PL-45007 (ex UK-22442 dated 5 July 1945) shows him alone in courtyard of Buckingham Palace. Photo PL-45442 (ex UK-24013 dated 3 August 1945) at Bournemouth, Hon. Ian Mackenzie (Minister of Veterans

Affairs) with (left to right) G/C K.L.B. Hodson, OBE, DFC, G/L H.L. Wright, MBE (Director of Personnel, RCAF Overseas Headquarters) and S/L J.A. Sutherland (Ottawa).

For over two years this officer has been continuously employed on personnel services at Royal Canadian Air Force Headquarters, Overseas. His energy and persistent good will displayed in all his associations have won for him the deep regard of all those with whom he comes in contact. This officer's untiring efforts and devotion to duty have been an immeasurable contribution to the morale of the Royal Canadian Air Force. His services have been outstanding.

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WRIGHT, LAC Horace Dorling (R71150) - **Commended for Valuable Services in the Air** - No.2 Bombing and Gunnery School - Award effective 26 February 1943 as per **London Gazette** of that date, **Canada Gazette** of 2 March 1943 and AFRO 513/43 dated 26 March 1943. Born 12 April 1908. Home in Toronto; enlisted in Winnipeg, 16 September 1940 as Master Mechanic Motor Transport. To No.2 BGS, 26 October 1940. Promoted AC1, 16 December 1940. Promoted LAC, 1 July 1941. To No.1 BGS, 18 April 1942. To No.10 SFTS, 9 May 1944. To No.1 Training Command, 1 June 1944. Discharged 12 June 1944. Died in Toronto, 1982.

A Fairey Battle aircraft while on fire, made a forced landing on its home aerodrome about one hundred yards from the control tower. LAC Wright, who was in charge of the ambulance at the control tower, immediately dashed to the scene of the accident, and, regardless of any danger to himself, assisted one of the uninjured members of the crew, a gunner, to pull the pilot, who had been knocked unconscious, out of the burning aircraft. He then returned to the aircraft and assisted in rescuing the other gunner.

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WRIGHT, F/O Howard Richard (J37353) - **Distinguished Flying Cross** - No.10 (BR) Squadron - Award effective 3 November 1944 as per **London Gazette** of that date and AFRO 2479/44 dated 17 November 1944. Born 16 February 1921. Home in Kinilworth, Ontario; enlisted in Hamilton, 16 October 1940. Trained at No.2 ITS (graduated 23 December 1940), No.10 EFTS (ceased training), No.1 AOS (graduated 25 May 1941), and No.5 BGS (graduated 19 January 1942). NOTE: Seems like a long time between AOS and BGS. Served in postwar RCAF (25551). Retired 28 September 1968 when in Colorado Springs. Award sent by registered mail 20 April 1949. When recommended he had flown 1,871 hours 40 minutes, of which 1,612 hours 55 minutes were on operations (153 sorties).

This officer has completed very many operational sorties entailing hundreds of operational flying hours. Throughout this long tour of duty he has displayed courage and devotion to duty of a high order. The quality of his work as first wireless operator air gunner has been exceptional, on several occasions playing an important part in the safe return of his aircraft under extremely adverse weather conditions. At all times he has shown remarkable cheerfulness and devotion to duty, which have been an inspiration to all members of his squadron.

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WRIGHT, F/O James Davidson (J24659) - **Distinguished Flying Cross** - No.418 Squadron - Award effective 1 September 1944 as per **London Gazette** of that date and AFRO 2231/44 dated 13 October 1944. Born 28 August 1921 on a Saskatchewan farm. Home in Rossthern, Saskatchewan where he was educated, 1927 to 1939. Worked as a Carpenter's Assistant at Madson Red Lake Gold Mine' carpenter and solution operator in Michipicotin Iron Mines in Josephine, Ontario, 1940 to 1942. Enlisted in Saskatoon, 7 May 1942. At No.5 BGS, Dafoe (guard), 19 July to 12 September 1943. Stationed at No.7 ITS, Saskatoon, 13 September to 21 November 1942 (graduated and promoted LAC, 6 November 1942). At No.7 AOS, Portage la Prairie, 22 November 1942 to 3 April 1943 although he had graduated first in a class of 19 on 19 March 1943; commissioned that date. To "Y" Depot, 3 April 1943. Promoted Flying Officer, 19 September 1943 and Flight Lieutenant, 2 November 1944. Overseas trained at No.3 (Observer) AFU, 24 August to 28 September 1943 and No.60 OTU, 28 September to 7 December 1943. Flew 40 sorties, 7 December 1943 to 15 July 1944 (153 operational hours). At No.60 OTU for non-operational tour, 27 July to 25 September 1944. With No.29 Squadron, 25 September to 1 November 1944. With No.406 Squadron, 1 November 1944 to 14 February 1945. Granted special leave in Canada, February to April 1945. Departed Canada, 14 April 1945, arriving in Britain, 22 April 1945. With No.406 Squadron, 9 May to 9 September 1945. Repatriated 10 September 1945. Retired 26 October 1945. Postwar he served with No.406 (Auxiliary) Squadron to 1949 (120817) while pursuing a Chemical Engineering degree at the University of Saskatchewan. Subsequently spent most of his working career in mining, including managing mines for Placer Dome at Endako and Williams Lake, British Columbia. Died in Vancouver, 29 May 2010. PMR shows him with F/L James Harper. Award presented 23 April 1949.

As observer, Flying Officer Wright has participated in a large number of sorties. He is a most devoted and courageous member of aircraft crew whose exceptional ability has contributed materially to the successes obtained.

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WRIGHT, W/C James Edward (C1951) - **Member, Order of the British Empire** - No.2 SFTS - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 12 March 1904. Home in Guelph; enlisted in Hamilton, 23 April 1940 in Administration Branch. To No.2 SFTS, 28 February 1942. Promoted Flight Lieutenant, 1 July 1941. Promoted Squadron Leader, 1 July 1942. Promoted Wing Commander, 1 July 1943. To "Y" Depot, 19 September 1943. Taken on strength of No.3 PRC, Bournemouth, 13 October 1943. Repatriated 8 October 1945. To No.4 Release Centre, 17 October 1945. Retired 21 November 1945. Rejoined in rank of Squadron Leader, 15 October 1949 (130391) in Special List (Education) Branch with Queen's University, Kingston. Promoted Wing Commander, 1 December 1952. Retired 31 May 1960. MBE award sent by registered mail. Awarded Queen's Coronation Medal, 23 September 1953 when he was a Wing Commander in charge of URTP at Queen's University. RCAF photo PL-40002 (ex UK-16504 dated 15 November 1944) shows (left to right) F/L W.A. Murray (Leaside), W/C J.E. Wright (Hamilton) and Corporal W.F. Myers (Dauphin, Manitoba) taken at Personnel Reception Centre, Britain, on conclusion of a Victory Loan campaign at the unit which sold \$ 610,000 in bonds. PL-45587 (ex UK-24098) shows the Mayor of Torquay addressing officers; S/L Keillor on his left; G/C J.A. Hutchison next, and Mrs. Phillips; beyond the Mayor is W/C J.E. Wright, Station Administrative Officer. Photo PL-45586 (ex UK-24097 dated 25 August 1945) taken at VJ celebrations, Repatriation Depot, Torquay where the Mayor (Mr. Denys Phillips) was guest of honour in Officers' Mess - the Mayor addressing a group of officers; S/L H.G. "Cub" Keillor on his left; next to Keillor is G/C J.A. Hutchison, next Mrs. Phillips; on the extreme right is Flight Officer Lillian Simons (OC, Women's Division at Repatriation Depot); on the right of the Mayor, W/C J.E. Wright.

This officer has served in Administrative capacities in various units in the Royal Canadian Air Force for a long period of time. His periods of service at these units were during the initial steps of the Schools' opening and, under most difficult conditions, he has always displayed outstanding initiative and resourcefulness. His keen devotion to duty has contributed materially to the success with which these Schools have been developed.

Notwithstanding the AFRO entry concerning his unit (where he was most likely stationed at the time of the award), DHH file 181.009 D.2614 (Library and Archives RG.24 Volume 20627) has a lengthy recommendation for an OBE dated 20 June 1945 and raised by G/C J.A. Hutchison, RCAF Repatriation Depot, Torquay. Wright's position was stated as being Station Administrative Officer at the depot:

This Canadian officer entered the service of the Royal Canadian Air Force in April 1940; prior to that he had for many years been an Officer in a Militia unit in Canada. He served with the RCAF in Canada from the time of appointment to commission up to October 1943, and in this period has, as Administrative Officer,

occupied a number of important posts.

In October 1943 he was posted to the United Kingdom to be employed as Station Administrative Officer at a very large Personnel Reception Centre where all Canadian aircrew and groundcrew were received in the United Kingdom, processed, held for posting and eventually despatched. This Station was located in a large built-up area on the South Coast, and composed entirely of requisitioned buildings. Cramped conditions were common at all times. The unit was staffed in almost equal parts by RCAF, RAF and WAAF personnel.

Prior to D Day it became necessary to move the entire Unit with a large and complicated Aircrew Training Wing, to a new location some hundred miles distant, and in the fall of the year to move the Unit again to its former location. Later, due to large intakes, it became necessary to open a detached Wing holding several thousand groundcrew on a Station approximately one hundred miles from the parent unit.

In May this year he was taken on the strength of "R" Depot and employed in organising and equipping a Station on the South coast to which "R" Depot eventually commenced to move in June. The circumstances of this Station is again one of a large number of requisitioned buildings, widely dispersed over an area of approximately five miles in length. A vast amount of work required to fit the buildings for "R" Depot purposes has largely fallen on the shoulders of this Officer, and again his services have been of an outstanding nature. He is an organizer of exceptional ability, possesses sound ideas and a splendid service spirit.

Throughout the period of No.3 RCAF Personnel Reception Centre or at the "R" Depot, his example and tact in matters of administration and discipline has secured a fine reaction. Throughout his employment he has met with a great variety of administrative problems and has provided services of an outstanding nature.

His loyalty and devotion to duty have been beyond praise.

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WRIGHT, F/L James Roderick (J10273) - **Commended for Valuable Services in the Air** - No.1 SFTS - Award effective 21 April 1945 as per **Canada Gazette** of that date and AFRO 802/45 dated 11 May 1945. Born 19 July 1916. Home in Riversdale, Colchester County, Nova Scotia;

enlisted in Halifax, 3 May 1941 and posted to No.4A Manning Depot. To No.31 OTU, 31 June 1941. To No.3 ITS, 27 July 1941; graduated and promoted LAC, 31 August 1941; posted that date to No.21 EFTS; graduated 25 October 1941 when posted to No.9 SFTS; graduated and commissioned 6 February 1942; to Trenton, 27 February 1942 for instructor course; to No.1 SFTS, 7 May 1942. Promoted Flying Officer, 15 November 1942. Promoted Flight Lieutenant, 1 November 1943. Promoted Squadron Leader, 1 February 1945. To No.8 OTU, 2 March 1945. To "Y" Depot, 17 May 1945. Taken on strength of No.3 PRC, Bournemouth, 24 May 1945. Repatriated 7 August 1945. To No.1 Release Centre, 14 August 1945. Retired 20 October 1945.

This officer has well over 1,100 hours as a flying instructor. His work has always been of the highest quality and he has produced excellent results. On several occasions he has filled senior positions showing an exceptional grasp of service requirements and he has at all times provided an excellent example to the younger officers in his squadron.

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WRIGHT, P/O Jerauld George (J15195) - **Distinguished Flying Cross** - No.240 Squadron - Award effective 24 April 1942 as per **London Gazette** of that date and AFRO 649/42 dated 1 May 1942. Born in Liverpool, Nova Scotia, 31 August 1917; educated there. Enlisted in Halifax, 10 May 1940. To No.1 ITS, 27 May 1940; graduated and promoted LAC, 22 June 1940 when posted to No.1 AOS; to No.1 BGS, 15 September 1940; graduated 25 October 1940; promoted Sergeant and posted to Trenton, 28 October 1940; to No.1 ANS, 21 November 1940. To No.3 Manning Depot, 10 December 1940. To RAF overseas, 14 December 1940. Commissioned 4 February 1942. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 14 January 1943. Flew two tours (1,200 hours) in No.240 Squadron plus special duties work in the Mediterranean, India and Burma, developing special techniques of celestial navigation while landing agents at night in small bays along the Burmese coast. Repatriated 25 October 1944. To RAF overseas again, date uncertain. Attended Empire Navigation School in 1945. Engaged in postwar RCAF (19796) retaining rank of Flight Lieutenant. In 1946 he went to the RCAF Test and Development Establishment working on compass problems. Named Head of Test and Development Section, Air Navigation School, Summerside to develop navigation techniques in the Arctic. There he worked out the prototype of the Synchronous Astro Compass for navigation at all latitudes. Promoted Squadron Leader, 1 January 1949 while still at Summerside. As of 1949-1950 sent to AFHQ, taking charge of Navigation Instrument Development Branch, Air Member for Technical Services Division. Further inventions came, notably the R Theta Computer and the Position and Homing Indicator Mark 3. The former was designed to fit into the instrument panel of a fighter. McKee Trophy winner, 1953, he ultimately had 30 navigational patents. Promoted to Wing Commander, 1 January 1954. Retired 1966. Member, Canadian Aviation Hall of Fame, 1966. Died in Ottawa, 14 September

2016.

As captain of aircraft and navigator respectively, Flight Lieutenant Hawkins and Pilot Officer Wright recently carried out an extremely important mission. The flight, which was one of twenty-four and three-quarter hours' duration, necessitated flying more than 2,000 miles across the sea. That completion was achieved despite adverse weather and intense cold can be attributed to the skilful piloting of Flight Lieutenant Hawkins, combined with the brilliant navigation of Pilot Officer Wright. Throughout, both these officers showed great powers of endurance and their outstanding performance is worthy of the highest praise.

WRIGHT, F/L Jerauld George, DFC (J15195) - **Mention in Despatches** - No.240 Squadron - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944.

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WRIGHT, F/O John Garn (J7233) - **Distinguished Flying Cross** - No.112 Squadron - Award effective 10 May 1943 as per **London Gazette** dated 25 May 1943 and AFRO 1294/43 dated 9 July 1943. Born 4 August 1922 in Ottawa. Home in Ottawa; enlisted there 10 December 1940 and posted to No.1 Manning Depot. To No.1 Training Command, 7 January 1941. To No.3 ITS, date uncertain; graduated and promoted LAC, 4 May 1941 when posted to No.13 EFTS; graduated 20 June 1941 when posted to No.9 SFTS; graduated and commissioned 30 August 1941. To Embarkation Depot, 2 September 1941; to RAFoverseas, 18 September 1941. Further trained at No.57 OTU. Posted to No.401 Squadron, January 1942. To Middle East, April 1942, attending No.1 Conversion School, El Ballah, converting to Tomahawks and Kittyhawks before posting to No.112 Squadron. Shot down once by flak when at 400 feet; regained our lines which were nearby. To No.73 OTU, Abu Sueir, June 1943. Promoted Flying Officer, 1 September 1942. Promoted Flight Lieutenant, 1 September 1943 and posted to Middle East Gunnery School, El Ballah. In December 1943 to No.21 Pilots Training Centre before being returned to England. Leave in Canada, February to April 1944 before return to Britain and service with No.442 Squadron. Work with them included attacks on midget submarines, Seine Estuary, 8 July 1944. Repatriated 12 September 1944. Joined the staff of No.2 SFTS, 15 October 1944. To No.1 FIS, 3 November 1944. Returned to No.2 SFTS, 28 January 1945; to No.1 Composite Training School, 22 March 1945; to No.5 Radio School, 23 April 1945. To No.14 SFTS, 14 May 1945. To No.1 Air Command, 8 September 1945; to Trenton, 7 September 1945; to No.1 SFTS, 15 September 1945. To No.3 Release Centre, 25 October 1945. Released, 13 November 1945. Joined Royal Canadian Navy, taking courses in Britain (including a Meteor conversion course). Served as Air Gunnery Officer on HMCS **Magnificent**. Appointed Lieutenant-Commander

(Flying) at Shearwater, September 1950). Retired March 1968, having flown 2,712 hours including 64 deck landings. Award forwarded to him via the Royal Canadian Navy. Died 17 August 1980. Chris Shores, **Those Other Eagles** (Grub Street, London, 2004) provides a victory list as follows (all with No.112 Squadron): **24 July 1942**: one Bf.109F destroyed, El Daba (Kittyhawk AK995); **1 October 1942**: one Bf.109F damaged, El Taqa (Kittyhawk EV318); **26 October 1942**: one Bf.109F destroyed, north of El Alamein (Kittyhawk FR275; he pursued this victim over the lines, was hit by flak, and was knocked unconscious when he crash-landed; retrieved by South African troops); **19 November 1942**: one Me.210 probably destroyed, Gazala area (Kittyhawk FR264); **27 February 1943**: one Bf.109F/G probably destroyed, El Hamma (Kittyhawk FR413); **22 March 1943**: one Bf.109G destroyed (Kittyhawk FR276); **20 April 1943**: one Ju.88 destroyed south of Cap Bon (Kittyhawk FR276, shared among twelve pilots).

This officer has taken part in a large number of sorties including numerous fighter bomber attacks against enemy airfields and mechanized transport. In air combat he has destroyed at least three enemy aircraft. Flying Officer Wright has displayed great keenness, skill and determination.

RCAF Press Release dated 30 January 1943 from F/O MacGillivray read:

Flying Officer John Gary Wright of 18 Tormie Street, Ottawa, Canada, former student of Lisgar Collegiate who deserted his studies to enter the RCAF in December of 1940, has put in 115 hours of operational flying in the desert since being posted to the Middle East last year, and has chalked up a record of two enemy aircraft destroyed and one probable. Both destroyed were Me109's.

Wright had a narrow escape in one of the scraps, for, immediately after shooting down the 109 behind its own lines, he was hit by enemy ack-ack, and his engine quit while he was at only 400 feet. The British lines, however, were not far away, and the Ottawa pilot managed a successful crash-landing among our troops. He struck his head on a projection in his cockpit and suffered a gash requiring four stitches.

His other destroyed he secured when about to bomb an enemy 'drome. Spotting two Hun fighters, the Kittyhawk pilots jettisoned their bombs and went into the attack, Wright shooting down one of the Messerschmitts. His probable was a German aircraft rarely encountered in the Middle East --- an Me210 --- which he set on fire after a battle in and out of cloud. The Hun's tail-gunner secured hits in Wright's tail-plane, but no controls were damaged.

Another RCAF graduate who left school for the air is F/S Herbert Snelgrove of

14A Woodycrest Avenue, Toronto, Ontario, former student of Riverdale Collegiate and Central "Tech", who is also flying Kittyhawks in the desert after a short time on Spitfires in England. His operational hours now total 75, and he has come unscathed through aerial encounters with Me109's, Ju88's, and Macchi 202's.

His operational career delayed by a term of ferrying aircraft across Africa, and a resultant bout of malaria, P/O Rae D. Guess --- known on the squadron as "The Goose" --- of 443 Strathcona Avenue, Westmount, Montreal, has just finished his first three "ops", on the first of which he was attacked by an Me109, but shook it off. Guess, a former McGill University student, previously lived in Toronto, where he attended North Toronto Collegiate.

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WRIGHT, F/O Lloyd William (J25937) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 25 May 1945 and AFRO 1291/45 dated 10 August 1945. Born 16 January 1922. Home in Toronto; enlisted there 6 May 1942. Trained at No.5 ITS (graduated 26 September 1942), No.13 EFTS (graduated 18 December 1942) and No.16 SFTS (graduated 30 April 1943). Released 14 September 1945. Award presented in Toronto, 30 November 1949. After the war he earned a Bachelor of Science (Civil Engineering) degree at the University of Toronto. RCAF again, 2 June 1952 (206655); retired 10 December 1971. Thereafter worked for thirteen years as a civil engineer, Department of National Defence, Training Systems. Involved in recovery and restoration of Halifax NA337, Canadian Air Force Museum. Died in Trenton, 11 May 2010. Photo PL-33627 (ex-UK-15996, 26 October 1944) shows him examining a Halifax propellor. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2610 (RG.24 Vol.20627) has recommendation by W/C C.W. Marshall dated 22 January 1945 when he had flown 31 sorties (179 hours five minutes), 14 August 1944 to 12 January 1945. Medals and logbook displayed in RCAF Memorial Museum, Trenton, Ontario.

Flying Officer Wright has completed 30 operational sorties against some of the [most ?] heavily defended enemy targets. Throughout his tour he has consistently displayed a high degree of courage and crew leadership worthy of the highest praise.

His dependability to carry out the most difficult tasks and his cheerfulness and willingness on all occasions have gained him the confidence of all.

Flying Officer Wright is an outstanding young officer and I strongly recommend him for the award of the Distinguished Flying Cross.

The sortie list was as follows:

14 August 1944 - Falaise, day (second pilot, 4.55)
16 August 1944 - Kiel (second pilot, 5.20)
27 August 1944 - Minoyecioues (3.45)
28 August 1944 - Bois de St. Remi (3.30)
6 September 1944 - Emden (4.45)
17 September 1944 - Boulogne (4.10)
20 September 1944 - Cap Gris Nez (5.10)
25 September 1944 - Calais (3.40)
27 September 1944 - Sterkrade (5.05)
28 September 1944 - Cap Gris Nez (4.20)
4 October 1944 - Bergen (6.30)
6 October 1944 - Dortmund (7.20)
14 October 1944 - Duisburg (5.55)
23 October 1944 - Essen (6.55)
4 November 1944 - Gelsenkirchen (5.10)
6 November 1944 - Julich (4.45)
18 November 1944 - Munster (7.35)
27 November 1944 - Neuss (6.15)
30 November 1944 - Duisburg (6.15)
2 December 1944 - Hagen (6.40)
4 December 1944 - Karlsruhe (7.25)
5 December 1944 - Soest (6.25)
17 December 1944 - Duisburg (5.50)
24 December 1944 - Oslo, mining (6.45)
27 December 1944 - Oslo, mining (7.10)
29 December 1944 - Oberlar (6.35)
2 January 1945 - Ludwigshaven (7.30)
5 January 1945 - Hanover (5.40)
6 January 1945 - Hanau (7.00)
12 January 1945 - Flensburg, mining (5.50)

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WRIGHT, Corporal Norman Archibald (R132409) - **British Empire Medal** - No.162 (BR) Squadron (AFRO shows unit only as "Overseas") - Award effective 1 January 1946 as per **London Gazette**

of that date and AFRO 155/46 dated 15 February 1946. Born in London, Ontario, 1 January 1918. Home in Dysart, Saskatchewan; occupation was electrician. Previous militia service with Second Battalion, Lake Superior Regiment (November-December 1940). Enlisted in Regina, 31 October 1941 as "Tradesman" and posted to No.1 Manning Depot. Classified as Electrician, 19 December 1941 and posted next day to Technical Training School, St. Thomas. Promoted AC1, 9 May 1942; to No.4 SFTS, Saskatoon, 14 May 1942. Promoted LAC, 1 October 1942. To Station Dartmouth, 23 June 1943. To Station Sydney, 2 August 1943. To Torbay, 30 August 1943. Promoted Corporal, 1 November 1943. To Gander, 6 April 1944. To Dartmouth, 5 May 1944. To No.162 Squadron, 2 June 1944; via Sydney, 8 June 1945 and released 2 August 1945. Award presented 30 October 1948. Died in Marathon, Ontario, 19 March 1987 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of October 1987. Undated recommendation by W/C J.K. Sully, No.162 (BR) Squadron noted that he was in Reykjavik and read as follows:

Corporal Wright has for the past two years been working on secret devices of a highly explosive nature and has at all times displayed exceptional devotion to duty. His keenness, enthusiasm and good nature have been an outstanding example to all his associates. He is strongly recommended for award of the British Empire Medal.

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WRIGHT, FS Reuben William (R75288) - **Distinguished Flying Medal** - No.49 Squadron - Award effective 3 February 1943 as per AFRO 373/43 dated 5 March 1943. Born in Lydden, Saskatchewan, 17 December 1919. Home in Saskatoon; enlisted there 13 November 1940. To No.1 Manning Depot, 16 November 1940. To No.1A Manning Depot, Picton, 10 December 1940. To Station Rockcliffe, 3 January 1941. To No.1 ITS, 7 April 1941; graduated and promoted LAC, 15 May 1941; posted to No.1 Manning Depot until 8 June 1941 when taken on strength of No.3 WS, Winnipeg; to No.8 BGS, Lethbridge, 27 October 1941; graduated and promoted Sergeant, 24 November 1941. To "Y" Depot, 26 November 1941. To RAF Trainee Pool, 12 December 1941. Taken on strength of No.3 PRC, 26 December 1941. To No.2 Signal School, 20 January 1942. To No.19 OTU, 2 March 1942. Promoted Flight Sergeant, 24 May 1942. To No.49 Squadron, 3 June 1942. Promoted WO2, 24 November 1942. To No.29 OTU, 14 March 1943. Invested with award by King George, 18 May 1943. Promoted WO1, 24 May 1943. Commissioned 9 July 1943 and posted to RCAF Overseas Headquarters. To Canada, 13 July 1943 to be in crew of first Canadian-built Lancaster delivered overseas. Returned to Britain and posted to Overseas Headquarters, September 1943. To No.29 OTU, 31 October 1943. To No.405 Squadron, 30 November 1943. Promoted Flight Lieutenant, 17 May 1944. Embarked for Canada, 6 August 1944 via Rockcliffe. To No.5 BGS, Dafoe, 18 September 1944. To No.7 BGS, Paulson, 6 February 1945. To No.2 Air Command Headquarters, Winnipeg, 15 June 1945. Retained in postwar RCAF (20106), retaining rank of Flight Lieutenant. To Station Winnipeg, 1

March 1947. To Joint Air Training Centre, Rivers, 2 April 1947. To Institute of Aviation Medicine, Toronto, 21 August 1947. To Clinton, 13 September 1947. To Air Armament School, Trenton, 25 May 1948. To No.111 Composite Flight, Winnipeg, 21 September 1949. To Northwest Air Command, 16 September 1949. To Air Armament School, Trenton, 20 June 1950. Promoted Squadron Leader, 1 January 1952. To Staff College, Toronto, 1 September 1952. To Tactical Air Group Headquarters, Edmonton, 11 May 1953. To Station Edmonton, 2 September 1954. To Station Namao, 1 October 1955. To No.31 Aircraft Control and Warning Squadron, Edgar, 29 November 1955. To Station Foymount, 5 April 1956. To Support Unit, Metz, 30 June 1957. Promoted Wing Commander, 15 May 1960. To No.2 Northern Norad District, St. Margarets, 27 July 1961. To Norad Sector, North Bay, 16 September 1962. To Sydney, 3 July 1966. Retired 8 April 1970. RCAF photo PL-15931 (ex UK-3942 dated 20 May 1943) taken after investiture. Photo PL-15934 (ex UK-3945) with two British uncles after investiture. RCAF photo PL-15935 (ex UK-3946 dated 20 May 1943) shows crew of No.405 Squadron - FS G. Bellamy (RAF), Sergeant J. Gibbs (Bowmanville, later DFC), F/L J.R. McDonald, DFC (Saskatoon), FS R.W. Wright, DFM (Saskatoon), FS J.D. Routledge (Mission, British Columbia, later DFC) and Sergeant K.F. Stouffer (Fort Erie, Ontario). Photo PL-21668 is a wartime portrait. RCAF wartime photo PL-25522R (right) shows him on repatriation to Canada. Died in Calgary, 12 February 1991 as per **Legion Magazine** of June 1991.

Flight Sergeant Wright has participated in many bombing raids including daylight attacks on Le Creusot and Milan. During the latter sortie the target was attacked from a height of 2,000 feet. As bomb aimer Flight Sergeant Wright has done his utmost to locate and bomb the correct objective with precision. He possesses confidence and determination which have been valuable assets not only to his own crew but to the squadron in general.

NOTE: Public Records Office Air 2/8934 has recommendation dated 26 December 1942 when he had flown 23 sorties (151 hours ten minutes).

11 August 1942 - Vichy (7.25) - Nickel raid; leaflets dropped on ERA from 11,000 feet.
15 August 1942 - GARDENING (4.00) - Frisians Islands; mines dropped in allotted area from 2,500 feet.
20 August 1942 - GARDENING (7.25) - Arkona - successful.
27 August 1942 - Kassel (4.55) - Attacked primary.
28 August 1942 - Nuremburg (6.40) - Photo fires and flak; no ground detail.
6 September 1942 - Duisburg (4.00) - Primary attacked.
8 September 1942 - Frankfurt (6.25) - Primary attacked from 9,500 feet.
10 September 1942 - Dusseldorf (4.20) - Attacked primary from 9,000 feet.
13 September 1942 - Bremen (4.10) - Photo of village and primary 6 ½ miles south of Bremen. Target attacked believed Bremen from 12,500 feet.

14 September 1942 - Wilhelmshaven (4.10) - Photo of Main Munition Depot. Target seen in sights. Bombed from 13,000 feet.

16 September 1942 - Essen (4.55) - Krupps - Photo cloud, slight ground detail; attacked alternative; very hazy.

18 September 1942 - Pillau (9.45) - Photo, village of Tenkitten; mines dropped 10 miles from Pillau from 500 feet.

23 September 1942 - Munich (6.35) - Unable to locate primary; weather bad.

24 September 1942 - Pillau (7.25) - Mines dropped on alternative - Kullen, 6 miles out, from 700 feet.

1 October 1942 - Wismar (6.35) - Attacked aerodrome north of Wismar from 6,000 feet.

13 October 1942 - Kiel (5.30) - Attacked primary from 16,000 feet.

15 October 1942 - Cologne (4.30) - Attacked primary from 6,000 feet.

17 October 1942 - Le Creusot (10.15) - Attacked primary from 6,000 feet.

22 October 1942 - Genoa (9.25) - Photo - town, 1,000 yards east of aiming point. Primary attacked from 11,000 feet.

24 October 1942 - Milan (9.35) - Primary attacked from 2,000 feet; identified visually; buildings seen to be hit and on fire.

15 November 1942 - Genoa (8.15) - Attacked primary from 10,000 feet. Bombs seen to fall over aiming point; photo of aiming point.

28 November 1942 - Turin (8.40) - Attacked from 9,000 feet; aiming point seen.

8 December 1942 - Turin (3.10) - Returned early owing to hydraulic failure.

Sergeant Wright has completed 23 operational sorties, totalling 151.10 hours flying, as Air Bomber to Flying Officer McDonald. His work and his enthusiasm have been of the highest order and he, as the Air Bomber of his crew, has produced evidence of having done his utmost to bomb the correct target accurately.

He took part in the daylight attack on Le Creusot and, seven days later, carried out a daylight attack on Milan, when the target was bombed from 2,000 feet.

His quiet confidence and his determination to carry out his orders to the letter, and the influence that he has with the remainder of his crew, have been an invaluable asset, not only to his crew but to the squadron and I have no hesitation in recommending him for the award of the Distinguished Flying Medal.

WRIGHT, F/L Reuben William, DFM (J19820) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 15 September 1944 and AFRO 2373/44 dated 3 November 1944. Award sent by registered mail 18 October 1949.

This officer has completed two tours of operations during which he participated in attacks against a wide range of enemy targets. He is an air bomber of high merit and has rendered invaluable service.

Note: For Combat Reports relating to his career see entries for R.M. Griffiths and J.D. Routledge.

An interesting letter dated 13 July 1943 (RCAF Overseas Headquarters to Department of National Defence for Air) confirmed that a crew of tour-expired RCAF personnel were being sent to Canada to bring the first Lancaster X back - S/L R.. Lane, DSO, DFC (pilot), P/O S. Boczar (pilot), P/O J. Carrere (navigator), Sergeant R.S. Webb (WO/AG), FS R.K. Burgar (Mid-Upper Gunner), Sergeant G.W. Bownell (Air Gunner), FS .W. Wright, DFM (Air Bomber) and Sergeant I. Baczinsky (flight engineer). Overseas Headquarters requested being informed of the tour in Canada. They then made some curious comment about public relations and KB700 once it got overseas:

As stated in our Signal O.416 dated 8-7-43, there will be no difficulty in arranging to have part of the motion picture shot on the operational unit to which the aircraft is assigned, and as a further step in aid of production in Canada, it is suggested that after a number of operations, the aircraft should be flown back to Canada for a tour of the country. May your reaction to this suggestion be made known to this H.Q. by signal in order that the necessary arrangements may be completed with the Air Ministry.

On Repatriation, 30 June 1944 he stated he had flown in the following aircraft: Whitley (98.00), Dominie and Proctor (6.30), Anson (15.30), Oxford (3.30), Liberator (17.55), Manchester (65.35), Lancaster (485.20), Lodestar and others (21.20). He had flown two tours (62 sorties or 364 operational hours, with his last sortie on 12 June 1944).

Selected Assessments: "This officer's work on operations has been exceptional. His keen and aggressive spirit, with a willingness to help others, has been an inspiration to those with less experience. He bears himself well and is neat in appearance. Should be a very good instructor." (S/L G.A. Sweany, 28 June 1944).

"Neat in appearance and bearing. Cooperative, dependable, mentally alert with good power of expression. Is capable of providing good leadership. When given a task to do, gets at it immediately." W/C G.R.F. Cross, Air Armament School, Trenton, 17 August 1948).

"Flight Lieutenant Wright assumed command of the Recruiting Unit, Winnipeg, in September

1949. He quickly demonstrated his ability to absorb the requirements of his responsibility. His thinking was always service minded. Flight Lieutenant Wright possesses a pleasing personality and he does not permit small irritating problems to concern him unduly. He has no known weaknesses and his family and social affairs are above reproach. He would be a very suitable Squadron Leader." (S/L D.C. Skene, Northwest Air Command Headquarters, 30 October 1950)

"This officer has carried out his duties of Command Radio Officer in a commendable manner. He recently devised a RO classification system for this Command which is extremely promising. He has handled the often difficult duty of Mess Secretary of the Joint Command Army/Air Mess in a skilful and diplomatic fashion. He possesses character above reproach. Since S/L Wright is medically 'grounded', recommend continued employment in administrative duties." (W/C H. Malkin, Tactical Air Command, 1 September 1954)

"An aggressive, confident, dependable officer who functions well with the international staff of this NATO Headquarters. He is responsible for developing the procedures which integrate seven national Air Defence systems into one effective integrated Central European system. His performance of official duties has been excellent. He exhibits fine poise, is a good mixer and appears at ease during all social affairs. He has a keen interest in athletic activities. He often functions as Chief, Current Operations Division during the absence of his superior. His performance in this capacity clearly indicates that he is fully capable of functioning as the Officer-in-Charge of the Current Operations Division should this post become a Canadian responsibility. His conduct at all times reflects a credit to the RCAF." (Lieutenant-Colonel C.W. Kelley, Air Division, 1 March 1958).

"Wing Commander Wright is an exceptional officer with an outstanding ability to function effectively in an international environment. As a NATO staff officer with responsibilities in the area of Air Defence, he quickly gained the respect of his multi-national associates through the application of mature judgement, proper consideration of the variations in national thinking and methods of operation and timely recognition of the political implications which influence the unique association of NATO nations. He tempered his pursuit of objectives in the light of these factors and utilized his sound knowledge and varied experience with tact and finesse in striving for positions of acceptable compromise to difficult problems. In carrying out his responsibilities he has achieved commendations from his superiors - French, Netherlands, and German General Officers, and the praise of the subordinate allied and national staff personnel with whom he daily interacts. It is no less significant that his direction and supervision of inter-allied subordinates have earned for him their loyalty, respect and confidence. With Air Defence a national responsibility in peace time within NATO, the weight of this officer's personality, knowledge of Air Defence systems and dedication to duty have contributed greatly to the progress that has been made in coordinating national activities to produce a NATO regional capability. His continued exceptional performance of duty over the past years has produced

many accomplishments - accomplishments which have prepared NATO's Central Europe Region for the orderly assumption of Air Defence responsibility in peace and war on 1st July 1961. This officer has brought great credit upon himself and the RCAF during his tour of duty with Allied Air Forces Central Europe. Wing Commander Wright is recommended without reservation for immediate promotion to the permanent rank of Wing Commander." (Lieutenant-Colonel W.J, Collins, AAFCE, 26 May 1961. RCAF officers such as Air Commodore F.W. Ball were appreciative but not so effusive in their opinions, considering that the above contained some flattery, although there was no doubt that Wright had "performed his duties satisfactorily."

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WRIGHT, F/O Stanley Grover (J26104) - **Distinguished Flying Cross** - No.514 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 25 May 1945 and AFRO 1291/45 dated 10 August 1945. Born 6 July 1922. Home in Vancouver; enlisted in Calgary, 25 May 1942 and posted to No.3 Manning Depot. To No.4 ITS, 15 August 1942; graduated and promoted LAC, 9 October 1942 but not posted to No.5 EFTS until 7 November 1942; may have graduated 30 December 1942 but not posted to No.3 SFTS until 9 January 1943; graduated and commissioned 30 April 1943. To "Y" Depot, 31 July 1943. To United Kingdom, 3 September 1943. Promoted Flying Officer, 30 October 1943. Repatriated 9 February 1945. To Western Air Command, 26 February 1945. Promoted Flight Lieutenant, 30 April 1945. To No.8 Release Centre, 2 May 1945. Retired 11 May 1945. Commissioned in RAF, 31 August 1947 (59558) with seniority as Flight Lieutenant from 8 August 1946. Retired 7 July 1955. Medal sent to him while serving with the RAF, April 1952.

This officer has completed a large number of attacks against heavily defended targets in Germany. He is a skilful pilot who has always displayed great courage and determination in the face of the enemy and who has never let either adverse weather or enemy opposition deter him from completing his allotted task. On one occasion in January 1945, Flying Officer Wright was detailed for a daylight attack against Ludwigshafen. Whilst en route to the target several of his flying instruments became unserviceable and while over the target his aircraft was severely damaged by heavy anti-aircraft fire. Despite this, Flying Officer Wright pressed home a telling attack and afterwards flew his damaged bomber safely back to base.

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WRIGHT, F/O Thomas Smith (J22840) - **Distinguished Flying Cross** - No.578 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 17 November 1944 and AFRO 239/45 dated 9 February 1945. Born 15 October 1911. Home in Vancouver; enlisted there 12 January

1942. To No.3 Manning Depot, 15 February 1942. To No.10 Repair Depot, 1 April 1942. To No.4 ITS, 23 May 1942; graduated and promoted LAC, 17 July 1942 but not posted to No.8 BGS until 15 August 1942; graduated 4 December 1942 and posted next day to No.2 AOS; graduated and commissioned 22 January 1943. To "Y" Depot, 5 February 1943. To RAF overseas, 8 March 1943. Promoted Flying Officer, 22 July 1943. Repatriated 3 November 1944. To No.2 Equipment Depot, 4 December 1944. To Western Air Command, 13 December 1944. Promoted Flight Lieutenant, 22 January 1945. To No.8 Release Centre, 8 August 1945. Retired 9 August 1945. Died in Penticton, 25 September 1988 as per British Columbia Vital Statistics. Award presented in Vancouver, 22 October 1949. Photographs PL-31808 and PL-31809 show F/L T.S. Wright, F/L Russ Baer and F/O Ken Reid. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8823 has recommendation dated 21 August 1944 when he had flown 39 sorties (160 hours 44 minutes) as follows:

* denotes daylight sortie

9 April 1944 - Lille (4.35)
10 April 1944 - Tergnier (5.01)
18 April 1944 - Tergnier (4.48)
20 April 1944 - Ottignies (4.07)
22 April 1944 - Dusseldorf (4.59)
24 April 1944 - Karlsruhe (6.33)
26 April 1944 - Essen (4.20)
27 April 1944 - Aulnoye (4.09)
30 April 1944 - Acheres (4.25)
8 May 1944 - Berneval (3.47)
10 May 1944 - Lens (3.13)
22 May 1944 - Orleans (4.46)
24 May 1944 - Aachen (4.06)
27 May 1944 - Bourg Leopold (3.59)
2 June 1944 - Harinzeles (3.19)
4 June 1944 - Boulogne (3.28)
5 June 1944 - Mont Fleury (4.16)
6 June 1944 - Chateaudun (5.49)
8 June 1944 - Alencon (5.30)
17 June 1944 - St.Martin l'Hortier (3.46)
22 June 1944 - Siracourt (3.47)*
23 June 1944 - Oisemont (3.58)
24 June 1944 - Le Grand Rossignol (3.25)

27 June 1944 - Marquis Mimoycques (3.25)*
30 June 1944 - Villers Bocage (3.41)*
18 July 1944 - Caen (3.35)*
20 July 1944 - Bottrop (4.09)
23 July 1944 - Kiel (5.11)
28 July 1944 - Foret de Nieppe (3.32)*
30 July 1944 - Battle area (4.12)*
1 August 1944 - Anderbelke (2.34)*
2 August 1944 - Le Nieppe (3.24)*
3 August 1944 - Foret de Nieppe (3.06)*
6 August 1944 - Hazelbrouck (3.02)*
9 August 1944 - Foret de Mormal (3.38)*
11 August 1944 - Somain (4.18)*
12 August 1944 - Russelsheim (5.35)
14 August 1944 - TRACTABLE (3.35)*
15 August 1944 - Tirlemont (3.31)*

Flying Officer Wright has carried out 39 operations totalling 160.44 hours during which he has attacked many important targets which have included those situated in such well known areas as Dusseldorf, Essen, Aachen, Kiel, and Russelsheim.

This outstanding Canadian Air Bomber has taken part in a large number of extremely successful raids against many of the most difficult objectives which with his keen perception he has sought out and bombed with outstanding consistency.

In addition his calm acceptance of the heaviest defences and his well judged advice to his captain during bombing runs have contributed indispensable factors in the completion of many operations.

It is recommended that he should receive the award of the Distinguished Flying Cross.

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WRIGHT, WO Warren Jackson (R131874) - **Air Force Cross** - No.6 Ferry Unit (Transport Command) - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1219/45 dated 27 July 1945. Born in Grand Forks, British Columbia, 2 November 1920 (RCAF press release announcing award); home there. Enlisted in Calgary, 7 October 1941. To No.3

Manning Depot, 7 November 1941. To No.2 WS, 24 February 1942; promoted LAC, 30 April 1942; graduated 9 October 1942 and posted next day to No.2 BGS; graduated and promoted Sergeant, 9 November 1942. To "Y" Depot, 23 November 1942. To RAF Ferry Command, 25 November 1942. Promoted Flight Sergeant, 9 May 1943. Promoted WO2, 9 November 1943. Promoted WO1, 9 May 1944. See Directorate of History and Heritage 84/44-3 (Ferry Command crew cards). He was first engaged in a Ferry Command deliver in March 1943 (Baltimore FA390, Nassau to the Middle East). The various types with which he was associated included Ventura, Dakota, Boston, Liberator and Lancaster aircraft. One example of his trips was delivery of Boston BZ553 (departed Montreal on 2 July 1944; departed Goose Bay on 4 July; departed Greenland on 5 July; departed Iceland on 5 July, arriving in the United Kingdom on the 6th. He then left Britain on 10 July 1944 by "Clipper" flying boat for Baltimore, and returned to Montreal as an air passenger on the 11th. As of 31 July 1944 he was off again, this time in Liberator KG946 for a delivery to North Africa. He was engaged in the delivery of Lancaster KB855 (departed Montreal 3 November 1944; departed Goose Bay 4 November 1944 for direct flight to UK). To Western Air Command, 20 July 1945. To No.2 Release Centre, 29 August 1945. Retired 4 October 1945. Award sent by registered mail 29 November 1945. No citation in Canadian sources. Public Records Office Air 2/8771 has citation drafted when he had flown 755 hours (155 hours in previous six months).

This officer has served with 45 Group as Wireless Operator for over two years. During this period he has completed 22 trans-oceanic delivery flights on both the North and South Atlantic routes. He has shown great keenness and aptitude and has also officially qualified as a navigator. His flights have included seven long range deliveries as Radio Operator/Navigator, on which he and the pilot were the sole occupants of the aircraft. **WRIGHT, WO Warren Jackson (R131874) - Air Force Cross - No.6 Ferry Unit (Transport Command) - Award effective 14 June 1945 as per London Gazette of that date and AFRO 1219/45 dated 27 July 1945.** Born in Grand Forks, British Columbia, 2 November 1920 (RCAF press release announcing award); home there. Enlisted in Calgary, 7 October 1941. To No.3 Manning Depot, 7 November 1941. To No.2 WS, 24 February 1942; promoted LAC, 30 April 1942; graduated 9 October 1942 and posted next day to No.2 BGS; graduated and promoted Sergeant, 9 November 1942. To "Y" Depot, 23 November 1942. To RAF Ferry Command, 25 November 1942. Promoted Flight Sergeant, 9 May 1943. Promoted WO2, 9 November 1943. Promoted WO1, 9 May 1944. See Directorate of History and Heritage 84/44-3 (Ferry Command crew cards). He was first engaged in a Ferry Command deliver in March 1943 (Baltimore FA390, Nassau to the Middle East). The various types with which he was associated included Ventura, Dakota, Boston, Liberator and Lancaster aircraft. One example of his trips was delivery of Boston BZ553 (departed Montreal on 2 July 1944; departed Goose Bay on 4 July; departed Greenland on

5 July; departed Iceland on 5 July, arriving in the United Kingdom on the 6th. He then left Britain on 10 July 1944 by "Clipper" flying boat for Baltimore, and returned to Montreal as an air passenger on the 11th. As of 31 July 1944 he was off again, this time in Liberator KG946 for a delivery to North Africa. He was engaged in the delivery of Lancaster KB855 (departed Montreal 3 November 1944; departed Goose Bay 4 November 1944 for direct flight to UK). To Western Air Command, 20 July 1945. To No.2 Release Centre, 29 August 1945. Retired 4 October 1945. Award sent by registered mail 29 November 1945. No citation in Canadian sources. Public Records Office Air 2/8771 has citation drafted when he had flown 755 hours (155 hours in previous six months).

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WRIGHT, F/O William Gordon (J26746) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 293/45 dated 16 February 1945. Born 5 October 1923. Home in New Westminster; enlisted in Vancouver, 10 April 1942 and posted to No.3 Manning Depot. To Calgary, 5 June 1942. To No.4 ITS, 1 August 1942; graduated and promoted LAC, 25 September 1942 but not posted to No.5 EFTS until 24 October 1942; graduated 9 January 1943 when posted to No.3 SFTS; graduated and commissioned 28 May 1943. To "Y" Depot, 7 June 1943; to RAF overseas, 22 June 1943. Promoted Flying Officer, 28 November 1943. Repatriated 18 June 1945. To No.6 OTU, 19 June 1945. To Greenwood, 31 July 1945. To Halifax, 6 September 1945. Retired 11 September 1945. Died in Kamloops, 7 August 1982 as per British Columbia Vital Statistics. Award presented in Vancouver, 22 October 1949. RCAF photo PL-31960 (ex UK-14214 dated 24 August 1944) shows three members of No.434 Squadron comparing notes after raid on Kiel - P/O J.C. Lees (Rossland, British Columbia, left), F/O B.I.R. Warr (Saint John, New Brunswick, centre) and F/L W.G. Wright (New Westminster, right).

As captain of aircraft this officer has taken part in a large number of operational sorties. On two occasions his aircraft has been attacked by enemy fighters but the fine airmanship evinced by this captain of aircraft enabled his crew to destroy one of the hostile aircraft and damage the other. Throughout a tour of operational duty Flying Officer Wright has constantly displayed skill, gallantry and resolution of a high order.

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WRIGHT, P/O William Henry (J86486) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 3 October 1944 as per **London Gazette** of that date and AFRO 2534/44 dated 24 November 1944. Born 26 July 1917 in Comrie, Scotland. Home in Toronto where he was educated including one year of commercial college. Secretary for three years. Enlisted in Toronto, 26 November 1941. To No.1 Manning Depot, Toronto, 29 December 1941. To No.5 ITS, Belleville, 29 March 1942; graduated and promoted LAC, 6 June 1942 but not taken on strength of No.13 EFTS. St. Eugene until 19 July 1942; to No.16 SFTS, Hagersville, 13 September 1942; graduated and promoted Sergeant, 30 December 1942. To "Y" Depot, 14 January 1943. Embarked from Halifax, 25 January 1943. Disembarked in United Kingdom, 4 February 1943 and taken on strength of No.3 PRC, Bournemouth. Attached to No.51 Group Pool, 16-29 April 1943. To No.14 (P) AFU, 4 May 1943. Attached to No.1518 Beam Approach Training Flight, 18-23 May 1943. To Station Banff, 23 May 1943. Promoted Flight Sergeant, 30 June 1943. To Pershore, 22 June 1943. To No.61 Base, 14 October 1943. To No.1659 Conversion Unit, 14 November 1943. To No.433 Squadron, 13 December 1943. Promoted WO2, 30 December 1943. Commissioned 7 May 1944. To No.86 OTU, 12 August 1944. On 14 August 1944 he applied for Operational Wings, stating that he had flown 177 hours 55 minutes on operations (34 sorties), 23 December 1943 to 20 July 1944. To No.18 OTU, 15 October 1944. Killed in flying accident, 24 October 1944 (Wellington LP844, No.18 OTU); buried in England. Award presented to next of kin, 8 April 1948.

This officer has completed a large number of sorties including attacks against Berlin, Essen, Frankfurt, Stuttgart and Nuremburg. On one occasion he was captain of an aircraft detailed to attack Berlin. When in the target area the aircraft was attacked four times by a Focke Wulfe 190. Pilot Officer Wright, displaying great skill and coolness, successfully evaded the enemy and pressed home his attack. This officer has at all times shown exceptional qualities of leadership and skill and has set a fine example to his crew.

DHH file 181.009 D.2909 (Library and Archives Canada RG.24 Volume 20633) has recommendation drafted 6 August 1944 when he had flown 34 sorties (177 hours 55 minutes) as follows:

20 January 1944 - Berlin (7.35)
28 January 1944 - Berlin (7.45)
15 February 1944 - Berlin (6.25)
2 March 1944 - Le Mans (5.45)
6 March 1944 - Trappes (5.05)
15 March 1944 - Stuttgart (7.25)

18 March 1944 - Frankfurt (6.05)
22 March 1944 - Gardening (6.55)
24 March 1944 - Berlin (7.15)
26 March 1944 - Essen (5.40)
30 March 1944 - Nuremburg (7.20)
18 April 1944 - Noisy-le-Sec (5.50)
24 April 1944 - Karlsruhe (7.15)
26 April 1944 - Essen (5.40)
27 April 1944 - Alnoye (4.05)
30 April 1944 - Somain (4.40)
3 May 1944 - Brest (5.25)
31 May 1944 - Au Fevre (5.15)
2 June 1944 - Dunkirk (3.40)
3 June 1944 - Dunkirk (2.20)
6 June 1944 - Conde-sur-Noireau (5.35)
7 June 1944 - Acheres (4.50)
9 June 1944 - Le Havre (4.15)
12 June 1944 - Arras (4.50)
14 June 1944 - Cambrai (4.25)
24 June 1944 - Bonnetot (4.15)
25 June 1944 - Gorenflos (4.00)
27 June 1944 - Wizernes (3.50)
28 June 1944 - Lorient (5.15)
12 July 1944 - Acquet (4.10)
18 July 1944 - Caen (4.05)
19 July 1944 - Heligoland (4.15)
20 July 1944 - Ferme-de-Forestal (4.20)

This officer has, since February 1944, completed 34 operational sorties, including some of the most heavily defended targets over Germany, such as Berlin (4), Essen (2), Frankfurt, Stuttgart and Nuremburg.

On the 19th of March 1944, when detailed to attack Berlin, his first trip with his crew, the aircraft in which this officer was captain was attacked four times by a Focke Wulfe 190 when in the target area. Pilot Officer Wright displayed exceptional skill and coolness in extricating his aircraft from a most perilous situation and with grim determination pressed home his attack successfully.

The successful completion of these operations has been due to the initiative, resourcefulness and skilful airmanship of this officer. He has at all times displayed exceptional qualities of leadership and coolness, thereby setting a fine

example to his crew. I consider that this officer in every way fully merits the immediate award of the Distinguished Flying Cross.

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WUORI, F/O Charles Oliver (J27473) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 19 January 1945 and AFRO 508/45 dated 23 March 1945. Born in Finland. Home in Kapaskasing; enlisted in North Bay, 21 May 1942. To No.1 Manning Depot, 17 August 1942. To No.6 ITS, 7 November 1942; graduated and promoted LAC, 22 January 1943 but not posted to No.5 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 5 August 1945. To No.4 Release Centre, 9 August 1945. Retired 19 September 1945. Award sent by registered mail 20 April 1949. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2609 (RG.24 Vol.20627) has recommendation from W/C A.J. Lewington dated 20 October 1944 when he had flown 32 sorties (161 hours 55 minutes) between 10 May and 14 October 1944.

This officer, navigator of the crew captained by Flight Lieutenant Orendorf, has now completed thirty-two trips over enemy territory including several long distance targets which called for a high degree of navigational ability.

Flying Officer Wuori has at all times displayed courage and coolness of a very high order and his exceptional skill and devotion to duty has contributed much to the successful completion of his many operational flights. He has also taken a very keen interest in the working of his section where his experience and advice has done much to improve the efficiency of the junior members of the Navigation Section.

I consider that this officer, by his co-operative and unselfish example, plus his splendid record of achievement, fully merits the award of the Distinguished Flying Cross (Non-Immediate).

The sortie list was as follows:

10 May 1944 - Ghent Marshalling Yards (4.20)
15 May 1944 - Kattegat (5.55)
19 May 1944 - Le Calipon (3.35)
22 May 1944 - Le Mans (4.50)

24 May 1944 - Aachen (5.05)
27 May 1944 - Le Havre (3.45)
31 May 1944 - Auevre (4.40)
2 June 1944 - Dunkirk (3.05)
5 June 1944 - Houlgate (5.35)
7 June 1944 - Acheres (4.35)
16 June 1944 - Sautrecourt (4.55)
17 June 1944 - Oisemont au Neuville (4.10)
27 June 1944 - Wizernes (3.50)
28 June 1944 - Metz (7.25)
4 July 1944 - Villeneuve St. George (6.10)
6 July 1944 - Sautrecourt (4.05)
10 July 1944 - Frisians (4.00)
14 July 1944 - Aucherbelch (4.05)
18 July 1944 - Caen (4.25)
18 July 1944 - Wesseling (5.45)
20 July 1944 - Ferme de Forrestel (4.05)
25 July 1944 - Stuttgart (8.20)
5 August 1944 - Lue Desserent (3.55)
12 August 1944 - Mont Richard (5.10)
14 August 1944 - Bons Tissaly (4.25)
16 August 1944 - Kiel (5.25)
18 August 1944 - Connaitre (6.25)
24 August 1944 - La Rochell (6.35)
26 August 1944 - La Rochelle (6.00)
27 September 1944 - Duisburg (5.35)
6 October 1944 - Dortmund (6.00)
14 October 1944 - Duisburg (5.45)

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WURTELE, G/C Edgar Louis (C87575) - **Mention in Despatches** - Station Dishforth (AFRO gives unit as No.61 Base) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. Born in Saint John, New Brunswick, 26 October 1913. Educated at Lower Canada College. Enlisted in RAF, 16 April 1935 (37220); served in No.1 Squadron and Fleet Air Arm. Commanded No.415 Squadron in 1941-42. To Canada via No.31 Personnel Depot, 5 September 1942. To No.32 OTU, Patricia Bay, to command, 8 September 1942. Promoted Group Captain, 27 July 1943. To No.31 Personnel Depot, 30 January 1944 and reverted to Wing Commander; to United Kingdom, 15 February 1944. Transferred to RCAF, 1 June 1944 in rank of Group Captain. Repatriated 27 November 1944. To Lachine, 6 January

1945. To Patricia Bay, 11 August 1945. To Western Air Command Headquarters, 18 August 1946. To RCAF Staff College, 29 August 1946. Postwar RCAF service (20452). Died in Acton Vale, Quebec, 13 May 1960. RCAF photo PL-4722 (ex UK-465) shows him soon after taking command of No.415 Squadron; caption state he had spent 5 ½ years with RAF including two years with Fleet Air Arm in the Mediterranean on HMS **Glorious**. Photo PL-35078 taken on return to Canada shows P/O Gordon Reid, DFC, G/C E.L. Wurtele (CO of Lachine), Mrs. H. Smith (mother of Hector Smith), F/L Hector Smith, DFC, and Captain L.B. Davies (Canadian Legion War Services). RCAF photo PL-28794 and PL-28795 (ex UK-9790 and UK-9791) dated 18 April 1944 is captioned as follows: "With ten years of service in the Royal Air Force to his credit, G/C E.L. Wurtele of Montreal recently assumed command of one of the stations of the RCAF Bomber Group. After forming the first Canadian torpedo bombing squadron in Great Britain, he spent a considerable period in Canada as chief instructor, and later commanding officer of the RAF station at Patricia Bay, Vancouver Island. Recently returned to Great Britain, the 30-year old Group Captain has been given an important command in the Canadian Bomber Group." DHist file 181.009 D.2993 (RG.24 Vol.20634) has recommendation for MiD.

Group Captain Wurtele served for a number of years in several theatres of operations with the Royal Air Force prior to applying in the spring of 1944 for transfer to the Royal Canadian Air Force. He served for two years with the Mediterranean Fleet, being a member of 823 Squadron which operated with the aircraft carrier **Glorious**.

Following his long service on operations, he was posted to Canada where he took over command of a large combined Operational and Training Station at Patricia Bay on the west coast where he remained until the end of 1943.

Shortly after his return to England, Group Captain Wurtele was placed in command of RCAF Station Dishforth and due largely to his extensive service background and profound knowledge of aerial warfare, has developed No.1664 Heavy Conversion Unit to an enviable state of efficiency. By his foresight and spirited determination he has improved the general condition of his Station immeasurably and has inculcated all personnel within his command with a strong sense of devotion to duty.

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WYATT, S/L (now W/C) Cecil Clifford (C2439) - **Member, Order of the British Empire** - No.1 Training Command - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born in Plumstead Great, England, 20 September 1898 (RCAF Press Release 2659 announcing award). Enlisted at Kingston, Ontario, 15 August 1940 in

Administrative Branch, apparently posted to AFHQ. Promoted Flight Lieutenant, 1 March 1941. Promoted Squadron Leader, 4 March 1942. To No.1 Training Command, 18 June 1943. Promoted Wing Commander, 7 November 1943. To AFHQ, 5 December 1943. To No.1 Training Command again, 6 February 1944. To AFHQ, 3 March 1944. To "Y" Depot, 18 May 1944. To RCAF Overseas Headquarters, 27 May 1944. Promoted Group Captain, 1 May 1945. Repatriated 29 August 1945. To No.3 Release Centre, 7 September 1945. Retired 6 October 1945. . Award presented 28 April 1944. RCAF photo PL-44211 (ex UK-21760 dated 29 May 1945) shows arrival in Britain of A/V/M Adelard Raymond, AOC No.1 Training Command on inspection tour, greeted by G/C C.C. Wyatt, MBE of Kingston, Ontario.

This officer's services in the conduct of duties of the Air Attache' office, Washington, has been singularly outstanding and of an unusually high standard. His work has been principally with the United States authorities and has his recognized integrity and genial manner has inspired complete confidence and assisted very materially in strengthening the esteem with which RCAF personnel are held by Americans.

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WYERS, Sergeant (now F/O) John Thomas (R223500/J92517) - **Mention in Despatches** - No.432 Squadron - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. Born 5 September 1914. Home in Toronto; enlisted there 3 March 1943 and posted to No.3 Manning Depot. To No.7 SFTS (guard), 21 April 1943. To No.4 WS, 27 June 1943. To No.1 Air Gunner Ground Training School, 23 July 1943. Promoted LAC and posted to No.5 Manning Depot, 4 September 1943. To "A", 12 September 1943. To No.1 WS, 17 October 1943. To No.9 BGS, 29 October 1943; graduated and promoted Sergeant, 28 January 1944. To No.3 Aircrew Graduate Training School, 11 February 1944. To "Y" Depot, 16 March 1944. Taken on strength of No.3 PRC, Bournemouth, 25 March 1944. Commissioned 17 October 1944. Repatriated 14 April 1945. Promoted Flying Officer, 17 April 1945. To No.4 Release Centre, 27 April 1945. Retired 30 April 1945. Air Gunner. Unit identified in AFRO only as "Overseas"; proper unit identified in DHist file 181.009 D.1725 (PAC RG.24 Box 2067). DHist file 181.009 D.1722 (PAC RG.24 Vol.20606) has recommendation drafted by W/C J.K. MacDonald (CO, No.432 Squadron) dated 2 October 1944 for Marcus, Ranson, Stokx, Walker, Wyers, and 1890323 FS Eric Arthur Slaughter (RAF Flight Engineer). See FS Norman Marcus for recommendation text.

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WYGLE, F/O Brian Singleton (J36252) - **Distinguished Flying Cross** - No.436 Squadron - Award effective 15 January 1946 as per **London Gazette** dated 29 January 1946 and AFRO 322/46

dated 29 March 1946. Born 23 August 1924. Home in Crossfield, Alberta; enlisted in Calgary, 5 October 1942. To No.3 Manning Depot, 22 October 1942. To No.15 SFTS (guard), 28 October 1942. To No.4 ITS, 6 February 1943; graduated and promoted LAC, 16 April 1943; posted next day to No.5 EFTS; graduated 12 June 1943 when posted to No.12 SFTS; graduated and commissioned, 1 October 1943. To No.1 GRS, 8 October 1943. To No.31 OTU, 14 January 1944. Promoted Flying Officer, 1 April 1944. To "Y" Depot, 22 April 1944. To RAF overseas, 29 April 1944. Promoted Flight Lieutenant, 1 January 1946. Repatriated 2 April 1946. To No.5 Release Centre, 13 May 1946. Retired 18 June 1946. Rejoined 18 January 1947 (120180) as Flying Officer with No.442 (Auxiliary) Squadron. Resigned 15 September 1948. Re-engaged with No.442 Squadron, 23 October 1949. Resigned 17 May 1951. Award presented in Vancouver, 22 October 1949.

Flying Officer Wygle joined his present squadron at the time of its formation. He has served with great distinction as a pilot and captain throughout a tour of operational duty. He has been repeatedly called upon to fly on missions involving great hazards in delivering vital supplies to advance elements of the 14th Army. Despite enemy opposition and extremely adverse weather he has never failed to deliver his load. By his splendid example, ability and outstanding devotion to duty, Flying Officer Wygle has made a valuable contribution to the success of his squadron in giving close support to the Army in Burma.

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WYMAN, F/O Lewis Benjamin (J10613) - **Commended for Valuable Services** - Overseas - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born 26 April 1922 in Sexsmith, Alberta (RCAF press release 4910 announcing AFC). Home in Edmonton; enlisted there, 10 July 1941 and posted to No.2 Manning Depot. To No.2 ITS, date uncertain; graduated and promoted LAC, 24 September 1941 when posted to No.19 EFTS; graduated 21 November 1941 and posted next day to No.12 SFTS; graduated and commissioned 13 March 1942. To "Y" Depot, 14 March 1942. To No.31 OTU, 8 April 1942. To RAF, 9 June 1942. To RAF Ferry Command, 30 June 1942. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 13 March 1944. Repatriated 17 January 1946. To Northwest Air Command, 27 January 1946. Retired 30 March 1946. Postwar with TCA. No citation.

WYMAN, F/L Lewis Benjamin (J10613) - **Commended for Valuable Services** - No.112 Wing Overseas - Award effective 1 September 1944 as per **London Gazette** of that date and AFRO 2637/44 dated 8 December 1944. No citation in Canadian sources. Public Records Office Air 2/9019 has recommendation (originally for an AFC) drafted when he had flown 1,200 hours.

This officer was one of the first ex-Service Flying Training School graduates of

North Bay Ferry Training Unit, and was originally engaged in glider development work. He has completed 19 delivery flights. His thrust and enthusiasm have made him a very valuable captain of aircraft.

WYMAN, F/L Lewis Benjamin (J10613) - **Air Force Cross** - No.45 Group - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 132/45 dated 26 January 1945. Enlisted in Edmonton, 10 July 1941. Award presented at Government House, 24 January 1956. No citation in Canadian sources. Public Records Office Air 2/9036 has recommended citation, drafted when he had flown 1,150 hours, 277 in previous six months.

This officer has been employed in Transport Command ferrying duties since April 1942. He was one of the first graduates of the North Bay Ferry Training Unit and was at one time engaged on glider development. He is at present attached to No.231 Squadron, Flying Officer Wyman has consistently shown great enthusiasm in his work and an exemplary degree of leadership. He is a very valuable captain of aircraft.

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WYMAN, S/L Sydney Russell (C8330) - **Mention in Despatches** - No.62 Base - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. Born 27 July 1918. Home in Hebron, Yarmouth County; enlisted in Halifax, 14 September 1940 for aircrew. To Sydney Detachment, 8 October 1940. To No.1 ITS, 14 November 1940. Graduated and promoted LAC, 22 December 1940 when posted to No.7 EFTS. Ceased training and posted to No.1 Manning Depot, 21 January 1941. To No.4 AOS, 12 May 1941. To No.4 BGS, 4 August 1941. To Trenton, 23 August 1941. To No.2 ANS, 28 September 1941. Remustered to Flying Control, 8 October 1941 and commissioned that date. To RAF overseas, 12 November 1941. Attained rank of Flight Lieutenant, 23 August 1943. Promoted Squadron Leader, 29 July 1944. Repatriated 2 August 1945. To "Y" Depot, 10 August 1945. To United Kingdom again, 12 September 1945. Repatriated again, 17 June 1946. To No.1 Release Centre, 22 June 1946. Retired 26 July 1946. Living in Yarmouth, 1950. AFRO gives unit only as "Overseas"; DHist file 181.009 D.1725 (PAC RG.24 Vol.20607) has list of MiDs this date with unit. MiD again, 1 January 1946. DHist file 181.009 D.1722 (PAC RG.24 Vol.20606) has recommendation from A/C J.L. Hurley for an OBE; this seems to have been the basis for at least one of his MiDs. He was then Senior Flying Control Officer at No.62 Base.

Squadron Leader Wyman enlisted in the RCAF in September 1940 as an AC2 for aircrew training, but after a years training in aircrew stations throughout Canada was declared medically unfit for flying duties and remustered to Flying Control.

He was commissioned and posted to England in November 1941 where he served in turn at Kinloss, Watchfield, and Lossiemouth. In March 1943 he was posted to No.6 (RCAF) Group Headquarters where he served until his posting to No.62 (RCAF) Base as Senior Flying Control Officer in July 1944.

Squadron Leader Wyman has shown keenness and organizing ability of a high order. He has been instrumental in introducing a number of improvements into the Flying Control organization of this Base which exemplify his initiative and mental capacity. Through his persistent but nevertheless tactful manner he bears credit for a smooth functioning Base Flying Control organization. He has imbued his staff with his spirit of co-operation and determination that ensure the successful operation of his section.

In view of Squadron Leader Wyman's loyal, faithful and efficient services over a long period, I have the honour to recommend him for the award of the O.B.E.

WYMAN, S/L Sydney Russell (C8330) - **Mention in Despatches** - No.62 Base - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 322/46 dated 29 March 1946. AFRO gives unit only as "Overseas"; unit found in McEwen Papers list of recommendations for MiD.

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WYNNE, F/O John (J40475) - **Distinguished Flying Cross** - No.415 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 8 September 1921. Home in Toronto; enlisted there 4 September 1942. To No.1 Manning Depot, 3 December 1942. To No.8 Manning Depot, 5 January 1943. To No.5 BGS, 7 March 1943 (guard). To No.2 ITS, 15 May 1943; graduated and promoted LAC, 23 July 1943 but not posted to No.5 AOS until 21 August 1943; graduated and commissioned, 14 January 1944. To "Y" Depot, 28 January 1944. Taken on strength of No.3 PRC, Bournemouth, 30 March 1944. Promoted Flying Officer, 14 July 1944. Repatriated 30 August 1945. To No.5 Release Centre, 9 August 1945. Retired 10 August 1945. Award presented 22 November 1948.

Flying Officer Wynne has displayed outstanding qualities as a navigator. On two recent occasions he has been navigator on the leading aircraft during particularly heavy attacks on Mannheim and Dorsten. On both these flights his brilliant navigation resulted in very heavy concentrations of aircraft with devastating results to the enemy. His coolness and efficiency on all his missions have set a fine example to the squadron.