

IDE, F/O Floyd Ivan (J86472) - **Distinguished Flying Cross** - No.156 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 508/45 dated 23 March 1945. Born in Saskatoon, 5 December 1922; home in New Westminster. Enlisted in Saskatoon, 26 May 1941 as Aero Engine Mechanic. To Technical Training School, 27 June 1941. To Trenton, 3 November 1941. To No.9 BGS, 28 June 1942. Remustered to aircrew, training at same unit until graduation and promotion to Sergeant, 19 March 1943. To "Y" Depot, 4 April 1943; to RAF overseas, 3 May 1943. Disembarked in United Kingdom, 11 May 1943. To No.26 OTU, 25 May 1943. To No.1656 Conversion Unit, 17 August 1943. Promoted Flight Sergeant, 19 September 1943. To No.103 Squadron, 22 October 1943. To No.156 Squadron 15 March 1944. Attached to Night Training Unit, 15 March 1944 to uncertain date. Promoted WO2, 19 March 1944. To No.22 OTU, 10 January 1945. Attached to No.91 Group Headquarters, 25 January to 10 February 1945. Commissioned 8 March 1945. Repatriated via Scoudouc, 30 July 1945. To No.8 Release Centre, 23 September 1945. Retired 5 October 1945. Died in Vancouver, 21 July 1975 as per British Columbia Vital Statistics. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/9039 has recommendation dated 24 October 1944 when he had flown 47 sorties (264 hours 41 minutes).

10 November 1943 - Modane
22 November 1943 - Berlin
26 November 1943 - Berlin
16 December 1943 - Berlin
20 December 1943 - Frankfurt
23 December 1943 - Berlin
29 December 1943 - Berlin
1 January 1944 - Berlin
2 January 1944 - Berlin
4 January 1944 - Brunswick
20 January 1944 - Berlin
21 January 1944 - Magdeburg
27 January 1944 - Berlin
24 February 1944 - Schweinfurt
25 February 1944 - Augsburg
11 April 1944 - Aachen
22 April 1944 - Dusseldorf
24 April 1944 - Karlsruhe
26 April 1944 - Essen
27 April 1944 - Freidrichshafen
12 May 1944 - Louvain
19 May 1944 - Mont Couple
22 May 1944 - Dortmund
27 May 1944 - Rennes
28 May 1944 - Mardyck
31 May 1944 - Mont Couple
5 June 1944 - Longes
7 June 1944 - Foret de Cerisy

8 June 1944 - Bourges
14 June 1944 - St.Pol
17 June 1944 - Montdidier
2 July 1944 - Oisemont
7 July 1944 - Vaires
10 July 1944 - Nucourt
11 July 1944 - Gapennes
12 July 1944 - Tours
18 July 1944 - Wesseling
24 July 1944 - Stuttgart
25 July 1944 - Stuttgart
28 July 1944 - Hamburg
1 August 1944 - Prouville
4 August 1944 - Paulliac
25 August 1944 - Russelheim
26 August 1944 - Kiel
29 August 1944 - Stettin
12 September 1944 - Frankfurt
15 September 1944 - Kiel

Pilot Officer Ide has completed 47 operational sorties, 32 of which have been with the Pathfinder Force. Included in the many German targets attacked are such heavily defended areas as Berlin, Schweinfurt and Essen.

This officer is a keen and determined Gunner who has given a good account of himself during his operational career. He is efficient and reliable, and always on the alert. His teamwork and correct directions has resulted in many successful evasions of enemy aircraft.

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

Notes: Course at No.26 OTU was 25 May to 29 July 1943. Flew in Wellingtons (53.05 day, 25.50 night); previous flying had been 20 hours five minutes. Fired 600 rounds on 25-yard range, five exercises with drogues (2,500 rounds), also 2,000 Harker rounds (whatever they are), exposed five films. Took part in two fighter affiliation exercises. Assessed in Range Estimation, Aircraft Recognition, Running Commentary, Practical Harmonisation, Gun Cleaning and Maintenance. Considered "Average to good" but lacked discipline for commission.

Assessed 10 January 1945 on posting from No.156 Squadron. Noted as having flown 611 hours (160 in previous six months). "A good operational air gunner but does not possess the qualities of a good officer" (W/C F.E. Ison)

Assessed 28 April 1945 at No.22 OTU as “An officer of good bearing who with more experience should become a capable leader.”

Assessed 4 July 1945 at No.22 OTU as “An average officer who could possess a greater sense of responsibility but at his job has worked well.” On 8 July 1945, G/C F.E. Nuttall wrote more highly and noted, “Recommended for Ginnery Leader Post.”

Application for Operational Wing dated 16 January 1945 stated he had flown 56 sorties (two and one-half tours), 301 hours 58 minutes, 22 October 1943 to 6 December 1944.

On repatriation he signed a form dated 8 July 1945 stating he had flown 56 sorties (303 hours), the last on 6 December 1944. He had also flown 280 non-operational hours. Logged 87 hours on Wellingtons and 496 hours on Lancasters.

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IDLER, P/O David Richard (J88255) - **Distinguished Flying Cross** - No.12 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 17 April 1945 and AFRO 918/45 dated 1 June 1945. Born in Winnipeg, 13 March 1923; home in Vancouver; educated at General Gordon School (1930-1936), Bayview Junior High School (1936-1939) and Kitselano High School (1939-1942). Enlisted in Vancouver, 4 August 1942. To No.3 Manning Depot, Edmonton, 23 August 1942. To No.7 SFTS McLeod, Alberta (guard), 12 November 1942. To No.7 ITS, Saskatoon, 9 January 1943; graduated and promoted LAC, 19 March 1943 but not posted to No.2 AOS, Edmonton, until 3 April 1943; graduated and promoted Sergeant, 20 August 1943. To “Y” Depot, 3 September 1943. Embarked from Halifax, 10 September 1943. Disembarked in Britain, 19 September 1943. To No.1 (Observer) AFU, 9 November 1943. To No.83 OTU, 18 January 1944. To No.11 Base, 25 April 1944. To No.166 Squadron, 13 June 1944. Commissioned 21 July 1944. To No.12 Squadron, 28 August 1944. Promoted Flying Officer, 21 January 1945. Repatriated 28 March 1945. To Western Air Command, 3 April 1945. To No.5 OTU, 10 May 1945. To No.122 (Communications) Squadron, 11 June 1945. Retired 20 October 1945. Bachelor, of Science, University of British Columbia, Vancouver, 1949. Master of Arts, University of British Columbia, Vancouver, 1950. Doctor of Philosophy, University Wisconsin, 1953. Doctor of Science (honorary), University Guelph, 1987. With Fisheries Research Board of Canada, 1953-1971. Director, investigator in charge of steroid biochemistry, Halifax (Nova Scotia) Laboratory, 1961-1969, Atlantic regional director research Halifax, 1969-1971. Director Marine Science Research Laboratory. Director, professor biochemistry Memorial University Newfoundland, St. John's, 1971-1987, J.L. Paton research professor, professor biochemistry, 1987-1995, research professor, from 1995. Member editorial board Steroids, since 1963, General and Comparative Endocrinology, 1966-1992, Endocrine Research Communications, since 1974, Canada Journal Zoology, 1979-1982. Member, board correspondent editors Journal Steroid Biochemistry, 1981-1992. Member Fisheries Reserve Board Canada, 1972-1975, Canada National Sportsman's Fund Grants Committee, 1981-1984. Chairman board directors Bay

d'Espor Salmon Hatchery Ltd., 1984-1989. Member Fisheries License Appeals Board, Newfoundland, since 1994. Died 21 December 1996. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost courage and devotion to duty". Public Records Office Air 2/9060 has recommendation dated 10 January 1945 when he had flown 27 sorties (147 hours 34 minutes), 22 June to 21 December 1944.

22 June 1944 - Marquise Mimoyeque

23 June 1944 - Saintes

24 June 1944 - Fleures

28 June 1944 - Domleger

2 July 1944 - Domleger

12 July 1944 - Revigny

16 July 1944 - Sannerville

20 July 1944 - Wizernes

24 July 1944 - Stuttgart

29 July 1944 - Caumont

2 August 1944 - Le Havre

4 August 1944 - Paulliac

7 August 1944 - Caen

12 August 1944 - Brunswick

8 September 1944 - Le Havre

19 September 1944 - Rheine-Hopstein

20 September 1944 - Calais

5 October 1944 - Saarbrucken

19 October 1944 - Stuttgart

29 October 1944 - Domberg

30 October 1944 - Cologne

6 November 1944 - Gelsenkirchen

9 November 1944 - Wanne Eickel

11 November 1944 - Dortmund

4 December 1944 - Karlsruhe

14 December 1944 - Kattegat

21 December 1944 - Bonn

Pilot Officer Idler, a Canadian, has completed twenty-seven most successful operations against the enemy, including many on heavily defended targets in Germany such as Stuttgart, Brunswick, Saarbrucken, Cologne, Gelsenkirchen, Dortmund, Karlsruhe and Bonn.

His navigational skill has not only made his attacks most effective but has undoubtedly contributed very largely to the safety of his aircraft and crew. On many of his attacks he has had to navigate under most difficult conditions of high

and unpredictable winds and frequently in the face of strong enemy opposition. He has always mastered his difficulties magnificently and instilled the utmost confidence in his crew.

Pilot Officer Idler's exceptional ability coupled with magnificent fortitude and courage would receive fitting recognition in the award of the Distinguished Flying Cross.

Training: Course at No.7 ITS was 11 January to 19 March 1943. Courses in Mathematics (88/100), Armament (88/100), Signals (135/150), Navigation (130/150), Airmanship, Theory of Flight, Engines (81/100), Drill (81/100), Law and Discipline (93/100), Meteorology (34/50), Aircraft Recognition (73/100) and Anti-Gas (41/50). Placed 75th in a class of 103. "Big, husky chap, good natured, pleasant and active for size. Mature but sluggish in movements. Course has had a steadying influence and further training should turn out desirable material."

Course at No.2 AOS was 5 April to 10 August 1943. Anson aircraft - 33.45 as first navigator by day, 32.10 as second navigator by day, 21.50 as first navigator by night, 18.50 as second navigator by night, 6.10 other flying. Air work assessed as follows - Air Navigation, Day (238/350), Air Navigation, Night (136/200), Log Keeping (140/200), Reconnaissance (70/100), Photography (88/100), Meteorological Observations (27/50). Ground School grades in Air Navigation Elements (147/200), Air Navigation Theory (161/200), Air Navigation Exercises (114/200), Meteorology (60/100), Signals, Practical (100/100), Aircraft Recognition (40/50), Photography (41/50) and Armament (39/50). "This man needs to be watched closely, Has poor aircrew spirit but is thought with further training will develop into good navigation. Mentally alert but lacks organization."

Notes: On repatriation form dated 7 March 1945 he stated he had flown 30 sorties (195 operational hours, the last on 1 February 1945) plus 235 non-operational hours, Types experienced were Anson (110 hours), Wellington (100 hours) and Lancaster (220 hours). From RAF Command sources it appears that he did fly the following:

2 February 1945 - Wiesbaden (with S/L Huggins) in NN741.

3 February 1945 - Bottrop (with W/C Stockdale) in NN741.

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*ILLINGHAM, Sergeant Arthur Francis (R4020) - **Mention in Despatches** - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 232/43 dated 12 February 1943. Born 14 February 1912. Died in Qu'appelle, Saskatchewan, 21 December 1999. File not found at DHist (17 December 1990).

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IMRIE, F/L Allister Andrew Thomas (J3525) - **Distinguished Flying Cross** - No.10 (BR) Squadron - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born in Toronto, 26 November 1911 (RCAF press release 2659 announcing award). Educated at Western Avenue School, Toronto (1917-1922), Victoria Public School, Kitchener (1923-1925), Kitchener-Waterloo Collegiate Institute (1925-1929). Obtained Bachelor of Science Degree, McMaster University and became a teacher; Principal, Superior School, Pioneer Mines, British Columbia, 1933-1936. Enlisted in Hamilton, 24 June 1940. To No.2 ITS, 30 June 1940; graduated and promoted LAC, 15 August 1940; to No.2 EFTS, 17 August 1940; to No.2 SFTS, 20 October 1940; graduated and commissioned, 5 January 1941. To No.1 SFTS, 3 March 1941; Promoted Flying Officer, 15 December 1941. To No.1 ANS, 21 May 1942. To Eastern Air Command, 5 July 1942. To No.10 (BR) Squadron, 10 July 1942. Promoted Flight Lieutenant, 1 January 1943 Promoted Squadron Leader, 1 December 1943. To "Y" Depot, 21 September 1944. Taken on strength of No.3 PRC, 4 October 1944, disembarking in Britain 10 October 1944. To Overseas Headquarters, 8 November 1944. Attached School of Air Transport, Netheravon, 26 November to 16 December 1944. To Empire Air Navigation School, 5 February 1945; attached Southeast Asia, 29 March 1945. Repatriated 5 September 1945. Retired 23 October 1945, hoping to become a TCA pilot. Died in Winnipeg, 14 March 1989 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of September 1989.

Flight Lieutenant Imrie has shown exceptional zeal in the manner in which he carries out his operational sorties. Last winter, when practically all aircraft were grounded due to weather conditions, he located and escorted to safety large and heavily laden troop transports which were proceeding through mid-ocean patrol when the aircraft and equipment were still largely experimental and when weather conditions were invariably adverse over the Atlantic. This officer has a record of unbroken series of tasks well done and has been an inspiration to all members of his squadron.

Recommendation raised 24 August 1943 by S/L J.M. Young, No.10 (BR) Squadron, when he had flown 2,004 hours (450 in previous six months). These included 1,008 training hours (70 in previous six months) and 725 operational hours (77 sorties).

Flight Lieutenant Imrie came to this Squadron in mid-1942 with an extensive record as an instructor in the CTE. The zeal with which he took up his operational studies was exemplary and the manner in which he carried out his operational sorties has been model. During the winter of 1942-43 when the Squadron was still equipped with twin engine aircraft, he made several notable and two outstanding flights, both of which, with practically all other aircraft in the area grounded due to weather conditions, he reached, found and escorted to PLE [Prudent Limit of Endurance] large heavily laden troop transports, under severe icing conditions and low visibility conditions, which were proceeding through zones of probability of U-Boat attack. When the unit was equipped with VLR

aircraft this spring, he was one of the first six captains which carried the burden of mid-ocean patrols during the critical period of one month when the remaining crews were still training and while the endurance and performance of the aircraft and its equipment were still largely experimental under VLR conditions. During this period, while weather over the Atlantic was almost invariably adverse, he was one of the pioneer key logs in the successful campaign that has resulted. He is a model and an inspiration to his comrades and on this merit has recently been elevated to the post of chief flying instructor in the Squadron in addition to carrying out his other duties,

On 26 August 1943, G/C C.L. Annis added his remarks:

I consider this officer one of the finest operational captains in the RCAF. His record is an unbroken series of tasks well done. I consider him well worthy for decorating with the Distinguished Flying Cross.

This was endorsed by A/V/M G.O. Johnson (Air Officer Commanding, Eastern Air Command) on 10 September 1943, by G/C McKell at AFHQ on 11 October 1943, and approved by Air Marshal Lloyd Breadner, Chief of the Air Staff, on 12 October 1943.

RCAF Press Release 2912 issued 4 April 1944 tells of his crash on Saturday, 19 February 1944 (Liberator 586) and subsequent rescue. For full text see entry for G.R. Harland (later awarded a DFC).

Notes: On repatriation form dated 21 August 1945 he stated he had flown 100 sorties (the last in June 1944), had 1,300 operational hours and 795 non-operational. Types flown and approximate hours were Liberator (1,100), Halifax (50), Lancaster (225), Wellington (20) and Digby (700).

Selected Assessments: "This officer has been employed as a Navigation Instructor for approximately the past six months, He has performed the duties assigned to him in a satisfactory manner at all times and is a conscientious and willing type of officer. He is popular with his fellow officers and enjoys the respect of the pupils under his instruction. It is anticipated that, with additional service experience, Pilot Officer Imrie will develop into a well qualified type of officer." (G/C R.S. Grandy, No.1 SFTS, 28 August 1941).

"This officer has been carrying out his duties as Navigation Instructor in a capable and efficient manner since posting to this unit. His bearing and deportment is high satisfactory. His promotion to Temporary Flying Officer is well merited." (S/L J. McCulloch, No.1 SFTS, 21 January 1942).

"This officer has only been with this unit a few months but in that time has proved himself fully capable of being a Captain Operational; as such in the last few weeks he did a good job." (S/L J.M. Young, Newfoundland, 5 November 1942).

“Of the 52 pilots on strength of this squadron, this officer stands out as an unusually level-headed, dependable captain. Will be suitable for stall duties on conclusion of his tour with this squadron. Retention in present acting rank recommended.” (W/C C.L. Annis, No.10 Squadron, 21 June 1943).

“This officer is an outstanding pilot and as Chief Squadron Flying Instructor is doing an excellent job. Recommended for promotion to the rank of Acting Squadron Leader.” (W/C M.P. Martyn, Gander, 30 November 1943).

Training: Interviewed 21 May 1940 in Hamilton; noted that he had played for Victoria Blue Ribbons (Dominion basketball champions, 1932-1933), member of Calgary Broncs and Hamilton Tigers in football. “Imrie is an outstanding candidate in all respects. Has a reputation as athlete, playing on a Dominion Championship Basketball team and also on two of Canada’s finest Rugby Teams. His educational record shows initiative, ability and a desire to be a success. Further he is keenly interested in aviation and the RCAF. Highly recommend him for selection as Aircrew Pilot.”

Course at No.2 ITS was 1-27 July 1940. Courses in Mathematics (94/100), Armament, practical and oral (66/100), Drill (80/100) and Law and Discipline (97/100). Placed 43rd in a class of 216. “Excellent material - good appearance - keen and alert - potential officer.”

Course at No.2 EFTS was 18 August to 19 October 1940. Tiger Moth aircraft - 32 hours 50 minutes 32 hours 25 minutes solo. Also logged five hours in Link. “More practice on landings, forced landings, turns and aerobatics. Also side-slipping. Conscientious type and should come along well.”

Courses in Airmanship (177/200), Airframes (164/200), Aero Engines (36/200), Signals, practical (46.7/50), Theory of Flight (89/100), Air Navigation (140/200), Armament, oral (132/200). Assessed 175/200 in Qualities as an Officer. Placed 20th in a class of 24. “Suitable.”

Intermediate training at No.2 SFTS was 28 October to 7 December 1940. Flew in Yale (13.15 day dual, 15.40 day solo, 1.00 night dual, 45 minutes night solo) and Harvard aircraft - 26.55 day dual, 44.55 day solo, 1.00 night dual, 3.55 night solo. Logged 17.05 in Link. “An average pilot with no outstanding faults.” Ground courses in Airmanship (153/200), Armament, written (63/100), Armament, practical (75/100), Air Navigation (150/200) and Signals, written (49/50). “Athletic type. Excellent personality. Officer material. Fighter pilot type.” Placed 20th in a class of 42. Advanced training at No.2 SFTS was 9-29 December 1940.

Short course at No.1 ANS was 6 January to 1 March 1941. Anson aircraft - 39.15 day and 1.00 night. Graded in DR Navigation (268/450), Magnetism and Compasses (171/200), DF and WT (85/100), Instruments (105/150), Mathematics (105/150), Maps and Charts (98/150), Meteorology (126/200) and Reconnaissance (77/100). Placed 13th in a class of 16. “Average - a reasonably good student.”

Advanced course at No.1 ANS was 25 May to 3 July 1942. Anson aircraft - 29 hours 45 minutes. Courses in Astro Plotting (103/150), Night and Theory (50/100) and Air Work (163/250). "Below average in his ground work."

Crash of Liberator 586, 18 February 1944.

The accident occurred at 2045 hours GMT, about 15 miles southeast of Goose Bay, Labrador. Aboard were J3525 S/L A.A. Imrie (uninjured) , J23067 F/O J.D.L. Campbell (uninjured), J9316 F/L G.R. Harland (uninjured) J36686 P/O M.J. Gilmour (slightly injured), R69281 Warrant Officer I. Johns, A.C. (slightly injured) and F/O David Griffin, Public Relations Officer (killed). Imrie's flying times were listed as Moth, Norseman, Harvard, Yale and Anson (1,055.40), Digby (615), Liberator and Mitchell (930). The following are from the Accident Investigation Report:

REMARKS OF INVESTIGATING OFFICER

1. Liberator aircraft No. 586, known as A/10, took off from Reykjavik, Iceland, at 0856Z with S/L A.A. Imrie (J3525) as captain, F/O J.D.L. Campbell (J23067) as 1st pilot, F/L G.R. Harland (J9316) as Navigator, P/O M.J. Gilmour (J36686) as Wireless Operator, R69281 Warrant Officer I. Johns, A.C. as Wireless Operator and F/O David Griffin, Public Relations Officer as passenger.
2. A Flight Authorization Plan gave an ETA of 1935Z at Gander but did not state the frequency of 6500 kcs. which was to be used with 6666 as an alternative. 6666 was not used at any time except when static became too great (shortly before the crash) and then not successfully used. Hourly weather reports were good until approximately 1815Z when the first indication of bad weather was made known to the Liberator 586. At approximately 1845Z, Lib 586 set course for Goose as a diversion with an approximate ETA of 2055Z. Radio communication was out due to severe static. The A.S.G. was u/s and the Loran was not functioning.
3. None of the usual indications of ice formation such as might appear on the leading edges, windscreen or aerals were apparent. Ice was showing on the prop governor of each of the four engines, underneath the wings, back of the boots, and there was also slush on the underside of the engine cowlings. At 1905Z, an attempt had been made to climb above the weather with no success. The engines were vibrating badly and the turbos were smoking. Propeller pitch was changed from high to low and back again several times. The de-icer boots were tried several times with no apparent result.
4. At approximately 2015Z, No. 4 engine was feathered. No. 1 and No. 2 engines appeared to be burning. When No. 3 engine caused trouble, a 360 degree turn was made. This engine was feathered at approximately 2036Z. Height was not maintained although 50 inches and 47 inches was kept on engines Nos. 2 and 1 respectively. Full turbos and r.p.m.s were then used to keep the aircraft airborne. No. 1 engine quit and the aircraft crashed at approximately 2045Z.

5. Snow static was so bad that the range was of no value at 15 miles. Before the diversion, the aircraft flew from Reykjavik to a point about 100 miles from Gander at 16,000 feet; after the diversion the aircraft flew at 6,000 feet. The tops of the clouds were about 14,000 feet, from Reykjavik to point of diversion, and the temperature was approximately -41 degrees. At 1840, the aircraft received a weather report of zero zero, 1/8th of a mile at Gander. The aircraft crashed about 13 miles south-east of R.C.A.F. Station, Goose Bay, and did not burn although there remained in the aircraft between 700 and 800 gallons of fuel.
6. The load was between 57,000 and 58,000 pounds. The aircraft was not bombed up. Confusion was caused in R.C.A.F. Control partly because of the fact that the flight plan did not state the 6500 kc. frequency (the Ferry Command Trans-Atlantic Frequency), and partly because of the lack of identification in that a call sign was given, "HFLB", whereas the letter of the aircraft was "A". In other words, the last letter of the call sign did not end in "A" as might have been expected by R.C.A.F. Control. The custom at R.A.F.T.C., Reykjavik, Iceland is to give the aircraft a letter of the alphabet in the order in which the aircraft is briefed, for instance, the 1st aircraft to be briefed on a certain day would be "A", second one would be "B". Lib 586 was the 2nd aircraft to be briefed and therefore the call sign ended in "B", which is not the custom followed by our R.C.A.F. procedure.
7. Liberator 586 crashed on track about 13 miles from the R.C.A.F. Station, Goose Bay, so close that the search aircraft overlooked it. Although the aircraft crashed at 2045Z on the 18th of February, 1944, it was not found until Mr. Jim Goudie, of Mud Lake, Labrador (Trapper) found the survivors and the wreckage at about 1330Z on the 21st of February, 1944.

Para 13. Cause:

That ice had accumulated on the wings back of the boots and abnormal icing conditions choked the engines.

Para 14:

Recommendations:

1. It is recommended that in future, the frequency to be used by aircraft (R.C.A.F.) from Reykjavik, Iceland should be mentioned in the Flight Plan.
2. That definite aircraft identification should be established.
3. It is suggested that some recognition should be given to Mr. Jim Goudie of Mud Lake, Labrador for the great assistance and courageous effort put forward in rescuing and bringing comfort to the survivors of Lib 586. He represents a group of very courageous, conscientious trappers who have undertaken herculean tasks in order to save the lives of occupants of crashed aircraft.

4. It is further noted that S/L Imrie, who gave his evidence in a very modest and straight-forward manner and F/O Campbell battled a Labrador blizzard with a temperature running down to 55 degrees below zero to rescue their other crew members, F/L Harland, P/O Gilmour and WO.I Johns. They all behaved in an exemplary manner over a long period from the 18th of February, 1944 at 2045Z until 1330Z on the 21st of February, 1944, when first discovered by Mr. Jim Goudie.
5. Full emergency supplies should be carried such as snow shoes, round mouthed shovel, axe, shotgun, etc.

Flying Officer David Griffin was on active service carrying out airforce duties when, as an occupant, he was killed at 2045 hours G.M.T. 18 February 1944 in a crash of Liberator 586.10/A at a point 13 miles south east of R.C.A.F. station, Goose, Labrador.

(G.A.P. Brickenden) S/L
Investigating Officer
16 April 1944

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IMRIE, S/L Brainard Shield (J4425) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 17 November 1944 as per **London Gazette** of that date and AFRO 1/45 dated 5 January 1945. Name also rendered as "Brainard Shields". Born in Toronto, 4 December 1913; educated there, 1919-1923; educated in Kitchener, 1923-1930; Western Consolidated Collegiate (Calgary), 1930-1931, University of Alberta (1932-1935) and engineering at Queens University (1939-1940 where also enrolled in COTC). Home in Sudbury, Ontario (moning). Enlisted in Sudbury, 20 July 1940. To Eastern Air Command, 16 August 1940. To No.1 ITS, 19 September 1940; graduated and promoted LAC, 4 November 1940; posted next day to No.7 EFTS; graduated 23 December 1940 when posted to No.6 SFTS; graduated and promoted Sergeant, 5 March 1941. Commissioned 6 March 1941. To No.1 ANS, 9 March 1941. Promoted Flying Officer, 6 March 1942. To No.1 OTU, 29 August 1942. Promoted Flight Lieutenant, 1 October 1942. To "Y" Depot, 12 July 1943. Embarked for United Kingdom, 3 August 1943; disembarked 11 August 1943. To No.3 (Pilots) AFU, 24 August 1943 (Oxford, 60 hours). Attached to No.1531 Beam Approach Training Flight, 21-28 August 1943 (Oxford, ten hours). To No.24 OTU, 14 December 1943 (Whitley aircraft, 90 hours). To No.61 Base, 19 March 1944. Attached to Dalton Battle School, 19 March to 12 April 1944. Attached to No.1664 Conversion Unit, 12 April to 9 May 1944 (Halifax, 25 hours). To No.434 Squadron, 9 May 1944 (Halifax. 200 hours). Promoted Acting Squadron Leader, 27 July 1944. Severely injured (skull fracture) 13 September 1944 when his bicycle collided with another on a blacked-out road. Repatriated 3 November 1944. To No.4 BGS, Fingal, 4 January 1945. To Mountain View, 6 February 1945.

To "Y" Depot, Lachine, 27 June 1945; to United Kingdom, 29 June 1945. To Empire Air Navigation School, 13 July 1945. Repatriated 3 December 1945. Retired 21 January 1946. Died 15 February 1998 in Vancouver as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of September/October 1998. Photo PL-34102 shows him with S/L M.J.C. Hebert, DFC.

This officer has completed numerous sorties against the enemy, including attacks on such heavily defended targets as Emden, Brunswick, Stuttgart and Arras. In September 1944, when he was attacking Castrop Rauxel, his aircraft was hit by anti-aircraft fire before and during the bombing run, resulting in the cessation of oil to the starboard outer engine and damage to the main fuel supply to the starboard inner engine. Both engines ceased to function. The aircraft lost height and was repeatedly hit by anti-aircraft fire. Nevertheless, Squadron Leader Imrie maintained complete control of his aircraft and his task was successfully completed. Leaving the target area the aircraft was again hit and the elevator control rod was partly severed. Shortly afterward the starboard inner engine became serviceable and height was regained. Squadron Leader Imrie reached base safely, where on inspection forty-two holes were found in the aircraft. Squadron Leader Imrie has shown outstanding courage and leadership and a fine fighting spirit, pressing home his attacks against the enemy whatever the opposition.

Notes: On 14 April 1943 he wrote to the Commanding Officer, No.1 OTU, requesting overseas posting. He listed Short Navigation Course (March-May 1941), Astro Extension Course (May-June 1941), work at instructing in astro navigation (June 1941 to August 1942) and duty as Navigation Officer at No.1 OTU, August 1942 to present. He had flown 850 hours (450 on twin-engine aircraft) and 225 hours at night. He preferred twin- or multi-engined aircraft, but was especially anxious to fly night fighters. On 16 April 1943, the Commanding Officer, W/C E.M. Reyno, concurred - "Flight Lieutenant Imrie is the Navigation Instructor at this Unit and since his arrival some eight months ago he has proved a valuable asset to the instructional staff here. As stated in the attached application this Officer has approximately 225 hours night flying on twin-engined aircraft and in addition 100 hours as navigator, both day and night. This practical experience, together with knowledge he has gained at this day fighter OTU, make him an excellent prospect for operational night fighting operations."

On repatriation form dated 14 October 1944 he stated he had flown 30 sorties (175 hours), the last on 11 September 1944; also 218 non-operational hours.

Application for Operational Wing dated 7 November 1944 claimed 29 sorties (175 hours), May 1944 to September 1944.

Selected Assessments: “He has given continuous satisfaction during the past six months as an Instruct of Air Observation in Astronomical Navigation.” (S/L A.H.S. Gillson, No.1 ANS, 15 December 1941).

“This officer has done an excellent job as Navigation Officer at this OTU. His devotion to duty, often in adverse flying weather has been exceptional.” (W/C E.M. Reyno, No.1 OTU, 16 March 1943).

“An exceptional officer possessing outstanding qualifications and the highest degree of leadership.” (G/C R.F. Gibb, No.1 Air Command Headquarters, 16 April 1945).

Training: Interviewed in Kingston, 13 April 1940 by F/O A.A. Harcourt Vernon. “Slender build but athletic. Very intelligent. Excellent appearance and manner. Would make a good officer. Recommended for pilot.”

Attended No.1 ITS, 14 October to 3 November 1940. Course in Mathematics (98/100), Armament, practical and oral (81/100), Visual Link (82/100), Drill (85/100) and Law and Discipline (95/100). Placed 32nd in a class of 224. “Excellent type. Should make first class pilot. Recommend commission.”

Attended No.7 EFTS, 5 November to 23 December 1940. Finch II aircraft - 23.35 dual and 25.40 solo. Logged five hours in Link. “No confidence, tries hard. Very good forced landings. 50-hour test mark only an estimate as unfavourable weather prevented testing,” (E.C. Vassar). Ground courses in Airmanship (195/200), Airframes (150/200), Engines (170/200), Signals, practical (50/50), Theory of Flight (77/100), Air Navigation (161/200) and Armament, oral (170/200). Graded 130/200 in Qualities as Officer. Placed ninth in a class of 27. “Ability average. Conduct fair.

Attended No.6 SFTS, 23 December 1940 to 5 March 1941. Yale aircraft (9.15 day dual, 17.55 day solo) and Harvard aircraft (21.20 day dual, 23.30 day solo, 2.50 night dual, 2.55 night solo). Logged two hours in Link. “An outstanding pupil. Should prove an excellent pilot.” Ground training in Maintenance (38/50), Airmanship (134/150), Armament, written (77/100), Armament, practical (79/100), Air Navigation (145/200) and Signals, practical (40/50). Placed second in a class of 44.

Course at No.1 ANS, Rivers was 11 March to 3 May 1941. Anson aircraft - 18.10 as first navigator by day, 14.25 as second navigator by day, two hours as first navigator by night, 2.55 as second navigator by night. “Good practical navigator.” (F/O R.F. Logie). Ground subjects were DR Theory and Plotting (307/450), Compasses (158/200), Instruments (117/150), Maps and Charts (119/150), Mathematics (150/150), Reconnaissance (74/100), Meteorology (135/200) and DF and WT (75/100). Placed tenth in a class of 21 “Intelligent student, could do better, make a good instructor.” (F/O M.C. Pryce).

Attended No.3 (Pilots) AFU, 2 September to 14 December 1943. Oxford aircraft - 3.10 day dual to first day solo, 23.40 total day dual, 30.10 solo, 1.45 night dual to first night solo, 9.00 total night dual, 11.05 night solo. Was 4.25 in formation, 11.00 on instruments. Logged 7.30 in Link. Flying tests in General Flying (285/400), Applied Flying (180/200), Instrument Flying (180/250), Night Flying (66/100) and Link (30/50). "An above average pupil. Very reliable and should do well."

Attended No.24 OTU, 15 December 1943 to 11 March 1944. Whitley V aircraft - 2.30 day dual to first day solo, total 7.45 day dual, 11.45 at controls by day with a captain, 25.30 by day as sole captain, 1.00 night dual to first night solo, 1.55 total night dual, 7.25 night at controls with a captain, 30.50 night as sole captain. Was one hour on instruments. Logged 16.40 in Link. "An experienced ex-AFU pilot of above average ability. Has completed four day and four night cross-countries and one Bullseye exercise at an average height of 13,000 feet. Also day and night fighter affiliation exercises, and self tow details." Flying tests in General Flying (330/400), Applied Flying (155/200), Instrument Flying (180/250), Night Flying (65/100) and Link (38/50). Ground examinations in Airmanship (252/300) and Signals (68/100).

Attended No.1664 Conversion Unit, 13 April to 7 May 1944. Crew were J4425 F/L B.S. Imrie (captain, awarded DFC), J27474 F/O N.C. Holbeche (navigator), J28265 P/O L.S. Cruickshank (bomb aimer), R183917 Sergeant J.W. Bond, WOP), 1825708 Sergeant R. Napier (flight engineer). R66271 Sergeant A.C. Pepperall (mid-uppergunner) and Can 3004 Sergeant P.A. Hache (rear gunner). He was assessed as "An above average pilot and had no trouble converting to Halifax."

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INCHES, F/L Donald James (J20146) - **Distinguished Flying Cross** - No.609 Squadron - Award effective 20 June 1945 as per **London Gazette** dated 29 June 1945 and AFRO 1453/45 dated 14 September 1945. Born 1 March 1921 in St.Stephen, New Brunswick; home there. Enlisted there 15 September 1939 as Airframe Mechanic. To Technical Training School, St. Thomas, 11 November 1939. Promoted AC1, 1 April 1940. To No.8 (BR) Squadron, 2 May 1940. Promoted LAC, 1 January 1941. Remustered to aircrew and posted to No.3 ITS, 17 January 1942, reverting to AC2; graduated and promoted LAC, 28 March 1942 but not posted to No.14 EFTS until 11 April 1942; graduated 3 July 1942 when posted to No. 2 SFTS; graduated and commissioned, 23 October 1942. To "Y" Depot, 6 November 1942. To RAF Trainee Pool, 19 November 1942. Promoted Flying Officer, 23 April 1943. Promoted Flight Lieutenant, 23 October 1944. Repatriated 5 August 1945. Retired 9 October 1945. Rejoined RCAF, Winnipeg, 18 November 1948 (14098). To No.111 Flight, 11 December 1948. To No.12 Group, 31 October 1949. To Chatham, 20 September 1950. Resigned commission, 12 March 1951. Subsequently he worked in investment. Died in Saint John, New Brunswick, 14 November 2004.

Since January 1944, Flight Lieutenant Inches has taken part in a large number of attacks against a wide variety of targets. He has led his flight and on occasion the squadron on many successful sorties against heavily defended targets. He took part in the crossing of the Rhine when he led his flight on two sorties against anti-aircraft positions which were engaged on our airborne forces. A brilliant leader, this officer has always pressed home his attacks with courage, skill and great determination.

RCAF Press Release No. 8311 dated 25 January 1945 from "MacKay/Dunbar" reads:

AN RAF AIRFIELD IN HOLLAND: -- A 23-year-old Canadian, James Donald Inches, of St. Stephen, N.B., (Mark St.), who started as an airframe mechanic in the RCAF exactly three years ago, has been promoted to the rank of flight lieutenant. F/L Inches is now a pilot with the famous west riding squadron of rocket-firing Typhoons with RAF 2nd TAF in Holland.

Last December, they said he'd never fly again. "I was in hospital for three months after a motor cycle smash," said Inches, "but I insisted on getting back". In a squadron well known for its camaraderie, Jimmy is "Inches" to everyone. When you see him – all six feet plus of him – you realize that his surname is most appropriate.

Educated at St. Stephen High School where he played baseball for the school, F/L Inches joined the RCAF in 1939. He fought in the Falaise Gap, knocking out German tanks and radar stations. The work of his squadron is chiefly to give close support to ground troops by destroying gun posts and strong points that hold up our advancing army. "Flak is our main worry", said Inches. "I've never once seen an enemy aircraft when I've been on ops – not even a flying bomb."

F/L Inches' father is a station agent with the Canadian Pacific Railway at St. Stephen. His sister is doing war work with the Red Cross.

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INGALLS, F/L Bruce Johnston (J17096) - **Distinguished Flying Cross** - No.72 Squadron - Award effective 15 May 1944 as per **London Gazette** dated 23 May 1944 and AFRO 1380/44 dated 30 June 1944. Born in Danville, Quebec, 29 June 1921; home in Sayabec. Educated in Danville, Quebec. Served with 7/11 Hussars Armoury Guard, 13 October 1939 to 30 April 1940. He virtually deserted the army to enlist in the RCAF, which led to some later complications, although it was generally accepted that he either misunderstood the Army recruiting officer or was misled into believing that he could seek easy discharge to join the RCAF. Enlisted in Montreal, 11 July 1941 and sent to No.1 Manning Depot. To No.6 BGS, Mountain View, 9 August 1941 (guard duty). To No.5 ITS, Belleville, 2 September 1941;

graduated and promoted LAC on 26 October 1941; taken on strength of No.13 EFTS. St. Eugene, 27 October 1941; taken on strength of No.13 SFTS, St. Hunert, 21 December 1941; graduated as a Sergeant Pilot, 10 April 1942. At "Y" Depot, Halifax, 12-30 April 1942. Arrived in UK, 12 May 1941. At No.5 (P) AFU, 23 June to 14 July 1942 and No.61 OTU, 14 July to 6 October 1942. With No.402 Squadron 6 October 1942 to 5 May 1943; left Britain on 17 May 1943, arriving in North Africa on 27 May 1943. With No.72 Squadron, 12 May 1943 to 4 March 1944. Had been promoted to Flight Sergeant, 10 October 1942; commissioned 29 January 1943; promoted to Flying Officer, 29 July 1943 and to Flight Lieutenant, 4 March 1944. With No.417 Squadron 4 March 1944 to 16 June 1944. Killed in action (flak). DFC presented 12 December 1944 by the Governor General; RCAF photo PL-34547 taken at the time; Mrs. J.F. Ingalls (widow) and S/L R.B. Ingalls (brother). Chris Shores, **Aces High** (2nd edition) lists following victories: **12 July 1943**, one Ju.52 destroyed plus one Bf.109 damaged (Spitfire EN358); **12 September 1943**, one Bf.109 destroyed plus one damaged (MA637); **27 January 1944**, one FW.190 destroyed (MA637); **7 February 1944**, one FW.190 destroyed (MH562, possible shared with another pilot); **16 February 1944**, one FW.190 destroyed (identity of his aircraft uncertain); **20 February 1944**, one FW.190 destroyed (MH699); **16 March 1944**, one FW.190 destroyed (JG173, "E"); **19 March 1944**, one Bf.109 destroyed (JF956 "B"). Photo is PL-27173.

Flight Lieutenant Ingalls joined this squadron in Malta and flew many sorties during the invasion of Sicily, subsequently he took part in the Salerno operations and has been flying with the squadron on all occasions during the Italian campaign. On many occasions it has been due to this officer's accurate reporting of the presence of enemy aircraft that his squadron has been able to engage them. He has destroyed at least five enemy aircraft and damaged others.

At No.61 OTU he was assessed on 6 October 1942 as "Above Average" in the following: Natural Aptitude, Skill in Landing, Airmanship, Aerobatics, Formation Flying and Flying for Bombing. He was graded "Average" in Cockpit Drill, Instrument Flying and Map Reading. At the OTU he flew 1.50 day dual, 63.30 day solo, of which 6.05 was instrument flying and 20.30 was formation flying; he also did 11 hours 50 minutes in Link. He fired 4,800 rounds (air-to-air) and 800 rounds (air-to-sea). He was described as "A keen pilot of above average ability and a good NCO. Should do well in a Squadron".

An assessment of his shooting, dated 28 September 1942 noted four film exercises and six on drogue. The assessing officer wrote, "His scores on the drogue show he has a good knowledge of deflection and can apply it practically. Poor visibility was responsible for the low scores on his third and fourth shoot." The overall assessment, "This pupil is keen and intelligent. Should prove a good marksman in combat."

The now-defunct website flyingforyourlife is the source of the following story, dated-lined "With the RCAF in Italy, November 5, 1943 (CP)":

One of the first concrete prizes to come into Allied hands after the capitulation of Italy was a three-motored Savoia medium bomber which surrendered in mid-flight to a single Allied fighter. The machine was seen over the sea north of Sicily and an RAF Spitfire squadron, with which P/O Bruce A. Ingalls of Danville, Quebec was flying, was warned to be on the lookout. "When the Spitfires did find the Italian aircraft," Ingalls said, a Grumman Martlet fighter already was shepherding it toward Sicily. "We were on the way home after a patrol over the assault beaches," said Ingalls, "when we got the message to watch for the Eytie machine. When we found it, the Grumman already had it in tow, so to speak, so we just flew along with them for a while. It finally landed at a field close to our own. We didn't see the surrender, but we heard afterward that the crew waved handkerchiefs from every window in the kite as soon as she appeared."

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INGALLS, F/O Ross Baxter (J4771) - **Distinguished Flying Cross** - No.142 Squadron - Award effective 4 August 1942 as per **London Gazette** dated 11 August 1942 and AFRO 1371/42 dated 28 August 1942. Born in Danville, Quebec, 23 July 1914. Educated at Brantford and Bishop's University. Enlisted in Quebec, 19 July 1940. To Trenton, 12 August 1940. To No.2 ITS, 31 August 1940; graduated and promoted LAC, 12 October 1940; posted to No.3 AOS on 14 October 1940; graduated 6 January 1941 when posted to No.2 BGS; graduated 16 February 1941 when promoted Sergeant and posted to No.1 ANS; graduated and commissioned 15 March 1941. To Embarkation Depot, 26 March 1941. Proceeded overseas, 21 May 1941 in crew of Liberator AM922, arriving Britain 22 May 1941. Injured 5 August 1941 in crash of Wellington N2828, No.20 OTU. Aircraft had been engaged in air-to-air firing and returned to base in high winds and rain, which seriously reduced visibility. Aircraft was heading for trees when pilot took avoiding action, stalled and crashed. Three in crew killed and three (including Ingalls) injured. Promoted Flight Lieutenant and Squadron Leader, 1 November 1942. Repatriated 7 July 1944. To War Staff College, 9 September 1944. To AFHQ, 15 November 1944. Promoted Wing Commander, 1 October 1945. Appointed executive assistant to Chief of Air Staff. Reverted to Squadron Leader, 1 October 1946 (19981 in postwar RCAF). Promoted Wing Commander, 1 June 1947 and posted to Royal Roads, 1947. To London, England, 1949. To staff of RCAF Staff College, Toronto, 1951. Commanding Officer Station, Winnipeg, January 1953, having been promoted Group Captain, 1 January 1953. To AFHQ (Director of Air Intelligence), August 1955. To attend National Defence College, Kingston, 1959. To Sweden as Air Attache, December 1960. Later at Northern NORAD Headquarters, North Bay. Awarded Queen's Coronation Medal, 23 October 1953 (Group Captain). Died in Ottawa, 29 October 2006. RCAF photo PL-34547 taken 12 December 1944 when Governor General presented DFC awarded to B.J. Ingalls to Mrs. J.F. Ingalls (widow); S/L R.B. Ingalls (brother) also on hand.

As air observer Flying Officer Ingalls has participated in numerous operational sorties over enemy occupied territory. His coolness in the face of the heaviest defences has contributed materially to the successes obtained. Whatever the

circumstances, he shows the greatest determination to locate and bomb his objective. He always endeavours to impart his knowledge to those of less experience.

NOTE: Public Record Office Air 2/9595 has an earlier draft of this citation, compiled when he had flown 25 sorties (141 operational hours).

As air observer Flying Officer Ingalls has participated in numerous operational sorties over enemy and enemy occupied territory. His coolness in the face of the heaviest defences has contributed materially to the successes obtained. Unperturbed whatever the circumstances, he shows the greatest determination to locate and bomb his objective. He always endeavours to impart his knowledge to those with less experience.

INGALLS, S/L Ross Baxter, DFC (J4771) - **Distinguished Service Order** - No.582 Squadron - Award effective 14 July 1944 as per **London Gazette** of that date and AFRO 1861/44 dated 25 August 1944.

Since being awarded the Distinguished Flying Cross this officer has completed very many sorties, involving attacks on a wide range of important and well defended targets. His navigational ability has been of a high order throughout and he has played a good part in the successes obtained. He has at all times displayed a high degree of courage and determination and his example has impressed all.

NOTE: Public Record Office Air 2/9157 has recommendation drafted 18 May 1944 when he had flown 52 sorties (310 operational hours) of which 26 sorties (163 hours) had been since his previous award. He then held the position of Squadron Navigation Officer. Sortie list and submission as follows:

12 October 1941 - Boulogne
21 October 1941 - Bremen
31 October 1941 - Hamburg
7 November 1941 - Mannheim
8 November 1941 - Ruhr
30 November 1941 - Sylt
6 January 1942 - Brest
8 January 1942 - Brest
17 January 1942 - Bremen
20 January 1942 - Emden
27 February 1942 - Kiel
3 March 1942 - Paris, Renault Works
8 March 1942 - Essen
5 April 1942 - Cologne

8 April 1942 - Hamburg
10 April 1942 - Essen
12 April 1942 - Essen
14 April 1942 - Dortmund
24 April 1942 - Rostock
26 April 1942 - Rostock
27 April 1942 - Cologne
19 May 1942 - Mannheim
29 May 1942 - Paris
30 May 1942 - Cologne
1 June 1942 - Essen
13 July 1942 - Duisburg
22 September 1943 - Hanover
23 September 1943 - Mannheim
27 September 1943 - Hanover
2 October 1943 - Munchen
4 October 1943 - Frankfurt
18 October 1943 - Hanover
20 October 1943 - Leipzig
22 October 1943 - Kassel
2 December 1943 - Essen
3 December 1943 - Leipzig
16 December 1943 - Berlin
20 December 1943 - Frankfurt
29 December 1943 - Berlin
20 January 1944 - Berlin
28 January 1944 - Berlin
30 January 1944 - Berlin
15 February 1944 - Berlin
19 February 1944 - Leipzig
29 February 1944 - Stuttgart
15 March 1944 - Stuttgart
18 March 1944 - Frankfurt
24 March 1944 - Berlin
18 April 1944 - Noisy-le-Sec
24 April 1944 - Karlsruhe
27 April 1944 - Aulnoye
7 May 1944 - Nantes

This officer has taken part in 52 attacks on mostly heavily defended German targets. His aircraft has on many occasions been the target for enemy defences which have frequently rendered his navigational aids unserviceable. The successful completion of many operational flights was due to his resourcefulness,

initiative and skilful navigation. He is an outstanding example of accuracy and cheerfulness when the odds are against him.

Squadron Leader Ingalls has an unconquerable spirit of determination to achieve his objective, and a fine offensive spirit. He is a navigator of a very successful marking crew. He is recommended for the award of the Distinguished Service Order.

This was supported by the Officer Commanding, Station Little Rissington (20 May 1944) and by the Air Officer Commanding, No.8 Group (30 May 1944) before approval by Air Chief Marshal Sir Arthur Harris, Air Officer Commanding-in-Chief, Bomber Command, on 22 June 1944.

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INGLES, W/C Charles Leycester (C3286) - **Member, Order of the British Empire** - Eastern Air Command Headquarters - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 24 June 1910 in Thorold, Ontario; educated at Queen's University (civil engineering). Enlisted in Halifax, 1 September 1940 in Works and Buildings Branch, although he trained as a pilot (employed in engineering). Wing Commander as of 1 May 1941. To No.1 ITS, 26 November 1943. Reverted to Squadron Leader, 17 March 1944. To No.7 EFTS, 18 March 1944; to War Staff College, 16 June 1944; to No.1 Training Command, 25 August 1944. To No.16 SFTS, 1 September 1944. To No.2 Air Command, 29 April 1945. To "Y" Depot, 16 July 1945. To United Kingdom, 18 July 1945. Wing Commander again, 6 September 1945. Repatriated to Canada that date. Retained rank of Wing Commander in postwar RCAF. Promoted Group Captain, 1 September 1951. Received Queen's Coronation Medal, 21 October 1953 on strength of AFHQ; retired as a Group Captain in early 1960s. Invested with MBE, 14 November 1950 at Government House, Ottawa; photo PL-50460 shows him with his mother and wife just after investiture.

This officer served first with the Royal Canadian Engineers, transferring in 1940 to the Royal Canadian Air Force. From the commencement of hostilities he has been responsible for the construction of aerodromes, bases and other works and buildings projects required by the tremendous expansion. His skill and devotion to duty overcame almost unsurmountable difficulties and the provision of facilities, upon which the defence plan depended, was in no small way due to his untiring efforts.

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INGLEBY, P/O William George (J86461) - **Distinguished Flying Cross** - No.578 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 17 October 1944 and AFRO 2637/44 dated 8 December 1944. Born in Toronto, 27 June 1922; home there. Enlisted in Toronto, 6 February 1942. Granted Leave Without Pay until 15 March 1942 when posted to

No.1 Manning Depot. To No.1 Training Command, 22 May 1942. To No.5 ITS, 20 June 1942; graduated and promoted LAC, 29 August 1942; to No.10 EFTS, 26 September 1942; ceased training and posted to No.1 Composite Training School, 16 October 1942; to No.5 BGS, 23 October 1942; may have graduated 16 December 1942 but not posted to No.1 CNS until 27 December 1942; graduated and promoted Sergeant, 8 February 1943. To "Y" Depot, 22 February 1943. To RAF overseas, 8 March 1943. Promoted Flight Sergeant, 8 August 1943. Commissioned 25 April 1944. Repatriated 25 September 1944. Promoted Flying Officer, 25 October 1944. To No.5 OTU, 28 October 1944. To No.4 Release Centre, 2 March 1945. Retired 19 March 1945. Died in Mississauga, Ontario, 30 November 2010. Shown in RCAF photo PL-28969 (ex UK-9909 dated 21 April 1944) with bicycle. 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 17 July 1944 when he had flown 37 sorties (181 hours 15 minutes), 20 January to 6 July 1944.

* daylight sortie

20 January 1944 - Berlin (7.30)
21 January 1944 - Magdeburg (6.15)
28 January 1944 - Berlin (7.47)
30 January 1944 - Berlin (7.02)
15 February 1944 - Berlin (6.48)
19 February 1944 - Leipzig (6.57)
7 March 1944 - Le Mans (4.44)
13 March 1944 - Le Mans (5.21)
15 March 1944 - Stuttgart (8.08)
18 March 1944 - Frankfurt (5.31)
22 March 1944 - Frankfurt (5.57)
24 March 1944 - Berlin (7.19)
26 March 1944 - Essen (4.36)
9 April 1944 - Lille (4.16)
10 April 1944 - Tergnier (4.58)
18 April 1944 - Tergnier (4.18)
20 April 1944 - Ottignes (3.56)
22 April 1944 - Dusseldorf (4.36)
26 April 1944 - Villeneuve (5.04)
10 May 1944 - Lens (3.38)
11 May 1944 - Trouville (3.38)
24 May 1944 - Boulogne (3.15)
27 May 1944 - Bourg Leopold (3.48)
31 May 1944 - Trappes (5.41)
2 June 1944 - Haringzelles (2.59)
4 June 1944 - Boulogne (3.26)

5 June 1944 - Mont Fleury (4.24)
15 June 1944 - Fouillard (5.17)
17 June 1944 - St.Martin l'Hortier (3.54)
22 June 1944 - Siracourt (3.52)*
24 June 1944 - Le Grand Rossignol (3.39)*
27 June 1944 - Marquise Mimoyecques (3.47)*
28 June 1944 - Wizernes (3.00)*
30 June 1944 - Villers Bocage (4.40)*
1 July 1944 - Oisemont (3.37)*
5 July 1944 - St.Martin l'Hortier (3.57)*
6 July 1944 - Croixdale (3.40)*

Pilot Officer Ingleby has carried out 37 operations totalling 181.15 hours upon targets situated in such heavily defended areas as Berlin (five times), Leipzig, Frankfurt, Essen and Dusseldorf.

This outstanding Canadian Air Bomber has taken part in a large number of extremely successful raids against many of the most hard to find objectives, including strategic and tactical targets, in enemy territory. With keen perception he has sought out every target and with uncanny accuracy he has obtained many exceptionally fine photographic conformations of his expert aiming.

In addition his calm acceptance of the heaviest defences and his well-judged advice to his Captain during bombing runs have constituted indispensable factors in the completion of many operations. It is strongly recommended that he should receive the award of the Distinguished Flying Cross.

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INGRAM, W/C George Lew (C1285) - **Air Force Cross** - No. 16 SFTS - Award effective 21 April 1945 as per **London Gazette** dated 24 April 1945 and AFRO 802/45 dated 11 May 1945. Enlisted at Prince Albert, 3 October 1939. As of 1 December 1941 he was a Flight Lieutenant at Trenton. Promoted Squadron Leader, 1 April 1942. Promoted Wing Commander, 1 July 1943. To No.14 SFTS, 26 August 1943. To No.3 SFTS, 11 April 1944. To No.16 SFTS, 20 August 1944. To No.4 Release Centre, 17 August 1945. Retired 20 August 1945. No citation in AFRO. When recommended he had flown 1,787 hours of which 900 were instructing (40 hours in past six months). Governor General's Records (RG.7 Group 26, Vol.58, file 190-I, dossier 6) has citation.

This officer has been actively engaged in pilot training since the beginning of the war. As an instructor he showed outstanding ability and a great deal of human understanding. He has held many key flying positions and did commendable work in organizing ferry crews for the Royal Air Force Ferry Command. His

sincerity, ability and personality have inspired all aircrew who have trained under him and he has contributed very effectively to the Air Training Plan.

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INGRAM, F/O Kenneth Edgar (J13372) - **Distinguished Flying Cross** - No.467 Squadron - Award effective 30 November 1943 as per **London Gazette** dated 7 December 1943 and AFRO 166/44 dated 28 January 1944. Born 6 November 1922. Home in Sault Ste. Marie. Enlisted in North Bay, 25 November 1941 and posted to No.1 Manning Depot. To No.14 SFTS (guard), 7 December 1941. To No.5 ITS, 14 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. To RAF overseas, 5 September 1942. Promoted Flying Officer, 12 February 1943. Promoted Flight Lieutenant, 14 August 1944. Repatriated 18 December 1944. Retired 12 February 1945.

Flying Officer Ingram has successfully navigated his aircraft to most of the major targets in Germany and Italy. In July 1943 he was navigator of an aircraft detailed to attack Essen. While over the target an anti-aircraft shell burst directly under the fuselage rendering one engine unserviceable and setting another on fire. Another shell caused the aircraft to fall into a spin. Whilst illuminated by searchlights, undismayed by the extensive damage caused, Flying Officer Ingram navigated the aircraft safely to base. Its successful return was largely due to his skill and ability. This officer has frequently proved himself an outstanding member of aircraft crew.

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INGRAMS, F/O Reginald Ross (J5907) - **Air Force Cross** - No.10 Squadron (Canada) - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 55/43 dated 15 January 1943. Born in Fairfield Island, B.C., 6 October 1915. Home in Saint John, New Brunswick. Enlisted at Montreal, 6 September 1940. To No.1 Training Command, 10 October 1940. To No.5 SFTS (guard), 5 November 1940. To No.1 ITS, 10 December 1940; graduated and promoted LAC, 15 January 1941 when posted to No.1 Manning Depot; to No.14 EFTS, 20 January 1941; graduated 17 March 1941 when posted to No.2 Manning Depot; to No.3 SFTS, 9 April 1941; graduated and promoted Sergeant, 3 July 1941. Commissioned 4 July 1941. To Eastern Air Command, 4 July 1941. Promoted Flying Officer, 4 July 1942. Promoted Squadron Leader, 1 March 1944. Promoted Wing Commander, 1 March 1945. Remained in postwar RCAF (19990). A postwar press release said he had flown 600 hours (82 sorties) as of AFC. The following citation found in Governor General's Records, RG.7 Group 26, Volume 57, file for 1943. Applied for first operational wings 4 April 1944; approved 20 April 1944; second operational wing approved January 1951.

This officer's devotion to duty and exceptional ability as a pilot have gained him the confidence of his aircrew when acting as a captain of aircraft and have been an inspiration to other members of the squadron. He has 601 flying hours to his credit, covering 82 operational sorties, a great deal of which were flown under adverse weather conditions.

INGRAMS, S/L Reginald Ross, AFC (J5907) - **Distinguished Flying Cross** - No.145 (Bomber Reconnaissance) Squadron - Award effective 3 March 1945 as per **Canada Gazette** of that date and AFRO 563/45 dated 29 March 1945. No citation in AFRO other than "in recognition of valuable services in the air." Remained in postwar RCAF, rising to Wing Commander and retiring 1964. As of recommendation he had flown 2,100 hours, of which 1,325 were on operations (140 sorties). Governor General's Records (RG.7 Group 26, Vol.58, file 190-I, dossier 6) has citation.

This officer has completed hundreds of hours of operational flying in the North Atlantic area. As captain and pilot of aircraft he has maintained an exceptionally high standard of skill and efficiency. As a flight commander he has been an able leader, whose enthusiasm, courage and devotion to duty have been an inspiring example to those serving under him.

The following is from the diary of Station Gander:

14 June 1942 - "Digby 739 (F/O Ingrams) sighted two small boats, apparently lifeboats, with 11 men all told, apparently in distress. A supply of flares and fruit juice, with a note promising that help would be sent, were dropped in a parachute bag, with a Mae West life jacket for buoyancy."

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INGS, W/C Ralph Royden (C27599) - **Mention in Despatches** - Eastern Air Command Headquarters (deceased) - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944. Born 3 September 1900 in Charlottetown; educated in Lausanne, Switzerland (1910-1913), St. Nazaire, France (1913-1914), Rothsay, New Brunswick (1915-1918) and Ontario Agricultural College (1918-1920). Militia service with Prince Edward Island Light Horse, 1 January 1926 to 5 May 1940, advancing from Second Lieutenant to Major. Attended Royal School of Cavalry in St. Jean, Quebec (Lieutenant's course and Captain's course), Militia Staff Course in Ottawa (1934) and Army Liaison Officer course at Camp Borden (1936). Farming before the war (Dewdney, British Columbia, 1921-1925 and Port Hill, Prince Edward Island, 1925-1940), he joined the army as a Liaison Officer (6 May 1940) in Militia District No.6 and served in Headquarters, Atlantic Command, 11 April 1941 to 21 September 1942. In this period he served a tour of duty in the United Kingdom with Coastal Command, apparently flying 250 hours, June to September 1942. Moved within Headquarters, Atlantic Command to be GSO2 (Combined Operations), 21 September 1942 to transfer to RCAF in

Halifax, 25 June 1943 in rank of Squadron Leader. Promoted Wing Commander, 1 August 1943. Killed in air crash, 3 November 1943 (No.116 Squadron, Canso 9834, Botwood Bay).

This officer was associated with Eastern Air Command from the beginning of the war, first as Army Liaison Officer and, later, after transferring to the Royal Canadian Air Force, as Command Intelligence Officer, which appointment he held when he was killed in a flying accident. Throughout his service in this Command he displayed initiative, energy and devotion far beyond the normal course of duty. The loss of his service to this Command was a tragedy.

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INMAN, F/L Derek Arnold (J16149) - **Mention in Despatches** - No.24 OTU - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. Born in Comereroal, Yorkshire, 20 February 1910. Educated in England; naval cadet on HMS **Conway**, 1925-1927; merchant seaman, two years with Cunard and thereafter an odd career as a Concert Artist Manager (eight years) and a special correspondent for newspapers. Home in Toronto. Enlisted in Montreal, 9 January 1941 and posted to No.1 Manning Depot. To No.1 ITS, 17 March 1941; graduated and promoted LAC, 28 April 1941 when posted to No.1 AOS; graduated 20 July 1941 when posted to No.1 BGS; graduated and promoted Sergeant, 30 August 1941 when posted to No.2 ANS. To Embarkation Depot, 30 September 1941; to RAF overseas, 19 October 1941. Posted from No.3 PRC to No.23 OTU, 16 December 1941. Appears to have been briefly attached to No.419 Squadron in April 1942. To No.57 Squadron, 2 May 1942. To No.23 OTU, 9 September 1942. Commissioned 16 October 1942. Promoted Flying Officer, 16 April 1943. Promoted Flight Lieutenant, 16 August 1943. To No.24 OTU, 15 March 1944. Promoted Squadron Leader, 25 May 1944. Attached to Night Training Unit, Warboys, 11-15 January 1945. Repatriated 13 August 1945. Retired 26 September 1945. Served as Education Officer with No.103 Air Cadet Squadron, 15 June 1952 to 30 July 1960; during this time he was an Honorary Aide-de-Camp to the Lieutenant-Governor, 12 October 1955 to 12 October 1960. Retired from business in 1977. Appointed Member, Order of Canada, 22 June 1981 for civic work including Air Cadets. Died in West Vancouver, 10 July 1983 as per British Columbia Vital Statistics.

INMAN, S/L Derek Arnold (J16149) - **Mention in Despatches** - Overseas - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945.

INMAN, S/L Derek Arnold (J16149) - **Mention in Despatches** - Overseas - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 322/46 dated 29 March 1946.

Notes: He appears to have flown 408 hours before being posted as a screened instructor to ground instructional duties.

On repatriation to Canada he stated he had flown 21 sorties overseas (94 hours 25 minutes), the last with No.57 Squadron being 28 August 1942. He further described his non-operational flying overseas as 189 hours 25 minutes.

Training: Course at No.1 ITS was 17 March to 22 April 1941. Courses and marks as follows: Mathematics (50/100), Armament, practical and oral (98/100), Signals (95/100), Drill (75/100), Law and Discipline (91/100). Placed fifth in a class of five Observers. "Recommended for commission. Considerably above average. Mature with sound judgement. Very enthusiastic, Very dependable and stable. Serious, hard working, clear-thinking airman. Considerable navigation experience."

Course at No.1 AOS was 28 May to 20 July 1941. Flew in Anson aircraft (34.10 as first navigator by day, 25.50 as second navigator by day, 6.40 first navigator by night, 9.35 as second navigator by night). "Average. 22nd out of 38. Fairly consistent in the air. Needs to gain confidence in his work." Ground training in DR Plotting (102/150), DR and DF written tests (106/200), Compasses and Instruments (96/150), Signals (90/100), Maps and Charts (63/100), Meteorology (56/100), Photography (69/100), Reconnaissance (66/100). "Slightly below average. 36th out of 38 [ground school]. A good student in class. Slow and accurate. Fell down in the examinations...Inclined to worry about his work resulting in poor examination results. Would have been recommended for commission except for poor results. He should make a good officer and observer when he gains confidence." (F/L E.R. Pounder, Chief Instructor).

Course at No.1 BGS was 21 July to 1 September 1941. Flew in Battle aircraft (17.50 in bombing, 6.05 in gunnery). Tied for 36th place in a class of 46.

Course at No.2 ANS was 1-28 September 1941. Flew 6.10 hours by day as first navigator, 6.00 by day as second navigator, 5.55 by night as first navigator, 12.55 by night as second navigator. Placed 9th in a class of 38 in air work. Ground courses in Astro Navigation (Plotting), marked 93/150, and Astro Navigation (Written), marked 97/100. Placed 20th in class (ground work).

Assessments: On 19 October 1942 (before his commission had been gazetted), W/C J.A. Roncoroni, Training Wing, No.23 OTU wrote, "Flight Sergeant Inman was a pupil at this OTU and returned here two months ago, having completed an operational tour. He is an exceptional navigator and a very capable instructor. He possesses powers of leadership and can control subordinates well. It is thought that Flight Sergeant Inman will make a first-class officer, and he is strongly recommended for a commission."

On 20 July 1944 W/C C.S.P. Russell, No.24 OTU, wrote, "This officer is very much above the average in initiative and drive. He works hard and shows great keenness in all he does." To this, G/C G.V. Lane added, "He takes the greatest possible interest in all forms of station life. Can be relied upon to complete the most difficult tasks. A most loyal and trustworthy officer."

On 24 February 1945, W/C H.H.J. Miller wrote, "Is quite outstanding. He has colossal initiative and drive which he uses to good advantage both in and out of his own particular section." To this, G/C G.V. Lane added, "I fully concur. He has done a tremendous amount of work. The bigger the task the better he does it. He is outstanding in every way."

On 23 July 1945, G/C G.V. Lane wrote, "The most energetic and competent officer I have ever served with. He is absolutely outstanding."

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INNES, F/L Bruce Evans (J16925) - **Distinguished Flying Cross** - No.402 Squadron - Award effective 3 September 1945 as per **London Gazette** dated 14 September 1945 and AFRO 1672/45 dated 2 November 1945. Born 26 January 1921 at Battleford, Saskatchewan. Private and Lance Corporal in Prince Albert and Battleford Volunteers. Enlisted in Saskatoon, 16 October 1940. At No.1 Manning Depot, Toronto, 16 October to 9 November 1940. Assigned to guard duty at No.2 SFTS, Ottawa, 9 November 1940. To No.1 ITS, 3 January 1941; graduated and promoted LAC, 8 February 1941 when posted to No.3 EFTS; graduated 10 April 1941 when posted to No.1 Manning Depot; to No.9 SFTS, Summerside, 2 May 1941. Involved in accident, 12 May 1941 in Harvard 2856 with F/O R.B. Edwards. "Pupil pilot swung after landing and instructor corrected but got flying boot jammed making it impossible to correct swing in other direction and aircraft nosed up" Attributed to "misapplication of rudder and brake after landing." Graduated and promoted Sergeant, 15 July 1941. To Embarkation Depot, 16 July 1941. To RAF, 15 August 1941, although he only arrived in UK, 15 September 1941. To No.55 OTU, 29 September 1941. To No.402 Squadron, 11 November 1941. Promoted Flight Sergeant, 15 January 1942. Commissioned 5 May 1942. Survived being shot down over Channel, 17 May 1942 (Spitfire BM150, ten miles off Cap Gris Nez, leg fractured). To Station Kenley that day (non-effective, sick). To RCAF Overseas Headquarters, 14 June 1942. Promoted Flying Officer, 5 November 1942. To Station Kenley, 16 January 1943 and assigned to No.402 Squadron the same day. Attached to No.1489 Flight, 11-16 May 1943. Attached to No.11 School of Technical Training, 4-5 August 1943. Attached to Hawkinge, 24 October to 1 November 1943. Attached to No.14 Armament Practice Camp, 19 December 1943 to 2 January 1944. To No.2 Flying Instructor School, 11 February 1944. Temporary Duty in London, 3-7 March 1944. To No.11 Air Gunner School, 13 March 1944. Promoted Flight Lieutenant, 5 May 1944. Attached to ACOS (whatever that is), Hertford, 29 June to 1 August 1944. To No.4 Air Gunner School, 1 September 1944. Attached to Beam Approach School, 30 October to 17 November 1944. To No.83 GSU, 20 November 1944. To No.402 Squadron, 2 December 1944 (attending No.17 Armament Practice Camp, 14 January to 2 February 1945). To No.411 Squadron, 30 June 1945. Promoted Squadron Leader, 1 July 1945. To Central Fighter Establishment, 15 July 1945. To No.411 Squadron, 17 September 1945. To Topcliffe, 15 March 1946. Repatriated to Canada, 8 May 1946; released 2 July 1946. Combat claims as follows: **20 June 1943**, one barge damaged; **29 September 1943**, one FW.190 probably destroyed (shared one another pilot); **25 February 1945**, one Me.262 damaged (shared with another pilot); **31 March 1945**, one FW.190 destroyed, Oldenburg; **26 April 1945**, one He.115 destroyed at

moorings, Pulnitz; **30 April 1956**, one FW.190 destroyed on ground, one FW.190 damaged on ground (latter shared with eight others); **3 May 1945**, three Fi.156 damaged (shared with F/L Peck). Died in Maple Ridge, British Columbia, 23 April 1982 as per **Legion Magazine** of August 1982. See photo PL-7112.

Flight Lieutenant Innes has completed two tours of operational duty. He has attacked numerous ground targets and has destroyed three enemy aircraft and damaged others. He has also shown outstanding keenness and determination in engaging the enemy which have set a fine example to all who have flown with him.

Notes: On repatriation form dated 25 March 1946 he stated he had flown 170 sorties and 240 operational hours plus 737 non-operational hours. Types listed with approximate times were Spitfire (500 hours), Hurricane (135), Master (20), Martinet (150), Oxford (five hours) and Meteor (30 minutes).

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INVERARITY, F/O William (J21538) - **Distinguished Flying Cross** - No.35 Squadron - Award effective 4 January 1944 as per **London Gazette** dated 8 May 1945 and AFRO 966/45 dated 8 June 1945. Born in Halifax, Nova Scotia, 18 July 1917; home in Tudor, Alberta. Enlisted in Calgary, 13 June 1940 for General Duties. To "K", 8 July 1940. To "OMP", 12 September 1940. Promoted Corporal, 19 October 1940. To No.118 (Fighter) Squadron, 22 October 1940. Promoted Sergeant, 7 July 1941. Reclassified as Security Guard, 5 August 1941. Promoted Sergeant, 1 March 1942. To No.1 GRS, 6 July 1942. Remustered to aircrew and posted to No.9 BGS, 10 September 1942; graduated and commissioned, 4 December 1942. To "Y" Depot, 27 December 1942. To RAF overseas, 4 January 1943. Promoted Flying Officer, 4 June 1943. Shot down and taken prisoner, 5 January 1944. Promoted Flight Lieutenant, 4 December 1944. Safe in United Kingdom, 11 May 1945. Repatriated 1 June 1945. To No.10 Repair Depot, 12 June 1945. To No.7 Release Centre, 7 October 1945. Retired 11 October 1945. Postwar prospector and mining entrepreneur. Died in Vancouver, 17 December 2013. Combat Report cited below states he trained at No.8 BGS and was further trained in Britain at No.7 Air Gunner School.

This officer as air gunner has completed numerous operations against the enemy in the course of which he has invariably displayed the utmost fortitude, courage and devotion to duty.

Public Record Office Air 50/185 has the following Combat Report for 3/4 December 1943. Halifax HP123, H/35. Crew were as follows: S/L Hutton (pilot), P/O Stone (air bomber), P/O Hooson (navigator), P/O Perrin (wireless operator), F/O Inverarity (mid-upper gunner), P/O J.J.R.T. Godin (rear gunner, trained at No.7 BGS in Canada and No.15 OTU overseas, killed in action with No.35 Squadron, 5 January 1944, Halifax HX160, No.35 Squadron).and P/O Child (flight engineer).

Detailed to attack Leipzig on the night of the 3/4 December 1943, Halifax H, EP123 of 35 Squadron was heading 161° T at 18,000 feet, an I.A.S. of 130 knots, 52.45 N 07.47 E when the rear gunner sighted a Ju.88, fine starboard quarter 2,000 feet below. The aircraft slid under the bomber to fine quarter and commenced a steep climbing attack. The rear gunner told his pilot to "Dive hard to port". This caused the fighter to climb past the Halifax to starboard quarter above and disappear.

The Mid-Upper gunner attempted to fire at the Ju,88 as it passed the starboard quarter at about 400 yards, but all four guns stopped at a No.2 position. As the four guns fired afterwards, it is presumed that these stoppages were due to freezing.

At the time of the attack there was 8/10 cloud below, bright starlight and very good visibility, especially downwards.

Monica pierced as the Rear Gunner gave his combat manoeuvre. Fishpond was working but this aircraft was not reported as the Wireless Operator was listening out at the time.

The website "Lost Bombers" has the following on his being shot down. Halifax HX160 (TL-O of No.35 Squadron) was one of two aircraft of that unit lost on 5/6 January 1944 (the other was JP123). Airborne from 2346 Graveley. Outbound it was attacked by a night-fighter and severely damaged. Over the target area the starboard wing was set on fire by flak and in the explosion that followed, those that survived were thrown clear. Crew consisted of S/L T.W.A Hutton (POW), Sergeant K.A.J. Campbell (killed), P/O R.J. Child, DFC (killed), F/L P. Barber, DFC (POW), P/O R.J. Child, RCAF (killed), P/O D.R. Perrin (POW), F/O W. Inverarity, RCAF (POW), P/O J.J.R.T. Godin, RCAF (killed). Inverarity had POW number 3608 and was held in Camp L.3.

Directorate of History and Heritage file 181.001 D.24 has his "Loss of Bomber Aircraft" questionnaire based on interrogation of 16 April 1945. He stated he had flown 37 sorties.

Our route was across North Sea - Denmark - Sweden, turned south across the Baltic. Everything seemed O.K. but I didn't think the aircraft would go above 16,000. We were attacked just after crossing the coast. The aircraft seemed to jump in the air, I think it was flak. The aircraft was very badly damaged from mid-upper to rear turret. The rear gunner was wounded in legs but said he could manage till we crossed the target. We did evasive action and continued towards the target. We were then attacked again in the area of the rest position and wings. I reported starboard wing on fire close to outboard engine approximately three feet wide under the wing cover. The pilot gave the order to prepare to abandon a few seconds later. I watched the fire for a while and then left the turret to check

chute and rear hatch. The hatch was damaged but after a couple of heaves I managed to open it. I then plugged into the intercom and asked if the order to bale out had been given. The pilot said yes, the tank was about to explode. I put my chute on, took off my helmet and prepared to leave. I do not remember leaving aircraft or coming down, except for a few seconds before landing. When I regained consciousness it was daylight. I lay in the snow 15 hours and was picked up by Russians [sic].

Interrogator's Notes: Broken pelvis when I landed. Lost brown suede boots in air.

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IRELAND, F/L Arthur James (J11182) - **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 29 August 1920. Home in Courtnay, British Columbia. Enlisted in Edmonton, 10 May 1941. To No.2 Manning Depot, 9 July 1941. To No.2 ITS, 1 September 1941; graduated and promoted LAC, 26 October 1941 when posted to No.6 AOS; graduated 31 January 1942 when posted to No.5 BGS; graduated and promoted Sergeant, 14 March 1942 when posted to No.1 ANS; 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 23 March 1945. To No.2 Air Command, 3 April 1945. To No.3 OTU, 6 May 1945. Remained in postwar RCAF, retaining rank of Flight Lieutenant (19707). Promoted Squadron Leader, 1 June 1953.

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IRELAND, F/L Elgin Gerald (J9464) - **Distinguished Flying Cross** - No.411 Squadron - Award effective 27 April 1945 as per **London Gazette** dated 8 May 1945 and AFRO 966/45 dated 8 June 1945. Born in River View, Ontario, 1921; home in Toronto. Enlisted in Toronto 3 May 1941. Trained at No.3 ITS (graduated 8 August 1941), No.13 EFTS (graduated 25 September 1941) and No.13 SFTS (graduated 19 December 1941). Aerial victories with No.411 Squadron as follows: **27 September 1944**, one FW.190 destroyed east of Nijmegen (Spitfire MJ536); **26 December 1944**, one Me.262 damaged, northwest of Julich (Spitfire PL430); **27 December 1944**, one Bf.109 destroyed, Malmedy-St. Vith (Spitfire PL430); **29 December 1944**, one FW.190 destroyed, Rheine (Spitfire PL430). Remained in postwar RCAF, retiring as a Group Captain. Died at Comox, British Columbia, 3 September 2000 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2000. See photo PL-72044.

Over a long period of operations this officer has displayed a fine fighting spirit, outstanding enthusiasm and devotion to duty. By his coolness and daring in the face of superior odds he has set a fine example to the other pilots in his squadron. During the Arnhem paratroop operations Flight Lieutenant Ireland's aircraft was very badly damaged in an air combat with a Focke Wulf 190. Despite this he

pressed home a telling attack and destroyed the enemy aircraft. Since then he has destroyed two more enemy aircraft bringing his total victories to at least three destroyed. In addition this officer has inflicted considerable damage on the enemy's mechanical transport and rolling stock.

IRELAND, F/L Elgin Gerald, DFC (J9464) - **Netherlands Flying Cross** - No.411 Squadron - Awarded 1 January 1946 as per **London Gazette** of that date and AFRO 183/46 dated 22 February 1946. Public Records Office Air 2/9642 has recommendation.

This officer completed numerous sorties in support of the airborne troops during the invasion of Holland. many of these sorties were completed in the face of fierce enemy fighter opposition. On one occasion, whilst in combat with a Focke Wulf 190, cannon fire from the enemy aircraft severely damaged Flight Lieutenant Ireland's aircraft; the ailerons were severed and a large hole was torn in the fuselage. Undeterred, Flight Lieutenant Ireland continued the attack and eventually destroyed the attacker. With great skill Flight Lieutenant Ireland then piloted his damaged aircraft back to base and made a successful landing. This officer's determination to complete his mission is worthy of the highest praise.

NOTE: A Canadian pilot, Robert S. Hyndman, had been a pre-war book illustrator, joined the RCAF, and eventually flew a tour with No.411 Squadron. In the late summer of 1944 he was appointed an Official War Artist, given a studio in London, and set about painting portraits of senior officers and decorated heroes. One day he was doing a portrait of a very attractive dancer in the RCAF "Blackouts" Show, Leading Airwoman "Babs" Stockton. Ireland (whom Hyndman knew from No.411) phoned, reporting he was in London and looking for a date. Hyndman suggested the lady he was painting. Stockton and Ireland were engaged three weeks later. She died of cancer 40 years later. Ireland asked Hyndman to make a copy of the portrait (which was and still is part of the Canadian War Museum's war art collection), which he did. (Personal knowledge of Hugh Halliday, who was Curator of War Art, Canadian War Museum, at the time).

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IRELAND, Sergeant Florence Rita (W304187) - **British Empire Medal** - AFHQ - Awarded 14 June 1945 as per **London Gazette** of that date and RCAF Routine Order 1127/45 dated 6th July 1945. Born in Toronto, 29 August 1921. Educated in Mimico and Shaw's Business College. Before war was sales manager for Anaconda American Brass. Was a Clerk/admin prior to enlistment. Enlisted in Toronto, 29 May 1942 as Clerk/Stenographer. To AFHQ, 1 August 1942. Promoted AC1, 5 September 1942. Promoted LAW, 1 January 1943. Promoted Corporal, 1 February 1942. Promoted Sergeant, 1 June 1943. To No.3 Release Centre, 5 April 1946. Retired 8 April 1946. Photo PL-37606 taken with her parents after investiture.

Sergeant Ireland has been in charge of the stenographic pool of the Accounts and Finance Division at Air Force Headquarters for over two years. Her standards of

deportment and performance of duties are exemplary and by her example and direction she has imbued her subordinates, both service and civilian personnel, with a keen desire to render proficient service which is reflected throughout the section. In addition to her supervisory duties, Sergeant Ireland is often required to carry out special stenographic assignments. These are completed to the same high standard that marks all her work. In every respect Sergeant Ireland is a credit to the Women's Division of the Royal Canadian Air Force.

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IRELAND, Sergeant Gordon (R71968) - **Distinguished Flying Medal** - No.35 Squadron - Award effective 5 February 1944 as per **London Gazette** dated 15 February 1944 and AFRO 644/44 dated 24 March 1944. Born in Toronto, 26 May 1920; home there. Was a sheet metal worker prior to enlistment. Enlisted in Toronto, 4 September 1940 as Airframe Mechanic. To Technical Training School, St. Thomas, Ontario, 13 September 1940. Promoted AC1, 25 January 1941. To No.9 SFTS, 29 January 1941. Promoted LAC, 1 July 1941. To "Y" Depot, 27 November 1941. To RAF overseas, 12 December 1941. Promoted Corporal, 1 July 1942. Remustered for aircrew, trained as Flight Engineer, and so classified as of 11 January 1943. Commissioned 18 May 1944 (C87350). Repatriated to Canada, 28 October 1944. Promoted Flying Officer, 18 November 1944. To No.1 Training Command, 4 December 1944. Posted to Flight Engineer School on 12 December 1944. To Release Centre, 16 February 1945. Released 23 February 1945. 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 36 sorties (198 hours), 12 March 1943 (Essen) to 26 November 1943 (Stuttgart). These were as follows:

12 March 1943 - Essen
28 March 1943 - St.Nazaire
3 April 1943 - Essen
4 April 1943 - Kiel
2 August 1943 - Hamburg
13 May 1943 - Bochum
23 May 1943 - Dortmund
25 May 1943 - Dusseldorf
27 May 1943 - Essen
11 June 1943 - Munster
19 June 1943 - Le Creusot
21 June 1943 - Krefeld
22 June 1943 - Mulheim
24 June 1943 - Wuppertal
28 June 1943 - Cologne
3 July 1943 - Cologne
24 July 1943 - Hamburg

27 July 1943 - Hamburg
29 July 1943 - Hamburg
30 July 1943 - Rencheld
10 August 1943 - Nuremburg
12 August 1943 - Turin
16 August 1943 - Turin
23 August 1943 - Berlin
30 August 1943 - Munchen
15 September 1943 - Montlucon
16 September 1943 - Modane
22 September 1943 - Hanover
23 September 1943 - Mannheim
22 October 1943 - Kassel
11 November 1943 - Cannes
17 November 1943 - Mannheim
18 November 1943 - Mannheim
22 November 1943 - Berlin
23 November 1943 - Berlin
26 November 1943 - Stuttgart

This NCO has taken part as Flight Engineer in a large number of successful sorties against the most important and heavily defended targets, engaged in a most important role. His sound and efficient knowledge has enabled him to carry out the duties required of him during these operations to very good effect. In recognition of his fine service, Sergeant Ireland is recommended for the non-immediate award of the Distinguished Flying Medal.

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IRELAND, G/C John Graham, AFC (C1981) - **Officer, Order of the British Empire** - Awarded 1 January 1945 as per **Canada Gazette** dated 6 January 1945 and AFRO 89/45 dated 19 January 1945 - Air Force Headquarters (Director of Training Plans and Development), Ottawa - Born in Montreal, 12 May 1896 (RCAF Press Release 4907 reporting award). Educated at Westmount Academy and Montreal High School. Member, RNAS and RAF, 2 February 1916-20 May 1919 and awarded AFC, 11 February 1919. Flew flying boats in North Sea (375 hours). Worked for Federal Paper Company between the wars, joining the RCAF on 8 May 1940. Attended RCAF School of Administration, Trenton, 31 May-30 June 1940 and then posted to AFHQ. Squadron Leader as of 1 May 1941. Promoted Wing Commander, 1 December 1942. Promoted Group Captain, 1 January 1944. To No.2 Release Centre, 22 November 1945. Retired 26 November 1945. RCAF photo PL-1365 shows him as Flight Lieutenant, 1940.

This officer, for the past four years, has been employed in Plans and Requirements in the Training Division at Air Force Headquarters. His work

during this period has involved a mass of most intricate details, upon the accurate and expeditious handling of which the smooth running of the British Commonwealth Air Training Plan has depended. In a large measure it is due to this officer's untiring efforts and consistent devotion to duty, involving many more arduous hours of overtime work than could reasonably be expected of anyone, that the detailed arrangements for courses under the training plan have worked out so well and have required relatively so few adjustments. This officer's constant and meticulous care of all details of his work has been largely responsible for the production of trained aircrews for overseas duties.

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IRETON, F/L Charles Douglas Bothwell (J6803) - **Commended for Valuable Services in the Air** - No.12 SFTS - Award effective 21 April 1945 as per **Canada Gazette** of that date and AFRO 802/45 dated 11 May 1945. Born 5 October 1912. Home in Calgary; enlisted there 6 November 1940. To No.7 SFTS (guard), 16 December 1940. To No.2 ITS, 20 February 1941; graduated and promoted LAC, 9 April 1941 when posted to No.5 EFTS; graduated 28 May 1941 when posted to No.7 SFTS; graduated and promoted Sergeant, 8 August 1941. To No.2 ANS, 9 August 1941. To No.12 SFTS to instruct, date uncertain. Commissioning date uncertain; promoted Flying Officer, 1 July 1942. Promoted Flight Lieutenant, 15 March 1943. To No.7 Release Centre, 28 January 1945. Retired 6 February 1945. Postwar employed in grain business; eventually the Manager of Pioneer Grain Terminal, Vancouver, retiring in 1977. Died in Vancouver, 5 July 2005.

This officer has contributed greatly to the high standard attained in navigation instruction at No.12 Service Flying Training School. He has instructed for over two years and has always shown the greatest keenness in his work. His unswerving devotion to duty has set an excellent example for others to follow.

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IRVINE, WO2 (now F/O) James Franklin (Can 1953/C37539) - **Mention in Despatches** - No.164 Squadron - Award effective 1 January 1944 as per **Canada Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born 27 August 1916 at Calgary (RCAF press release 2659 announcing award). Enlisted in Calgary, 24 August 1934 as Fitter. At Rockcliffe as of 25 March 1935; classified as Airframe Mechanic, 1 October 1937. Sergeant as of 1 April 1938. Promoted Flight Sergeant, 1 October 1940. Promoted WO2, 1 October 1941. To No.1 GRS, 19 November 1942. To No.12 Squadron, 9 January 1943. To No.164 Squadron, 21 January 1943. Commissioned 24 July 1943 with simultaneous promoted to Flying Officer. To Aero Engineer School, 29 July 1943. Promoted Flight Lieutenant, 1 October 1943. To Rockcliffe, 28 October 1943. To No.168 Squadron, 30 November 1943. To No.9 Transport Group, 22 March 1946. Reverted to Flying Officer, 1 October 1946 in postwar RCAF. Promoted Flight Lieutenant, 1 January 1949. Promoted Squadron Leader, 1 June 1952. Photo REP-784 is a passport photo.

This Warrant Officer displayed vigour and initiative in organizing the Maintenance Section under most difficult conditions. His cheerful manner and diplomatic handling of personnel produced excellent results. The successful large deliveries of supplies to Northern bases has been partly made possible by the excellent standard of work maintained by this Warrant Officer since the formation of this unit.

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IRVINE, F/L John Alexander (J9908) - **Mention in Despatches** - No.422 Squadron - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born in Calgary, 12 April 1916; attended Haultain Public School and Calgary Commercial High. Royal Bank employee for six years. Enlisted in Edmonton, 5 May 1941. To No.2 Manning Depot, Brandon, 14 May 1941. To No.10 SFTS (guard), 7 June 1941; to No.4 ITS, 2 July 1941; graduated and promoted LAC, 17 August 1941 when posted to No.3 AOS, Regina; to No.2 BGS, Mossbank, 8 November 1941; graduated and promoted Sergeant, 20 December 1941 when posted to No.1 CNS (Rivers), commissioned 17 January 1942; to No.31 GRS, Summerside, 13 February 1942. To No.32 OTU, 14 March 1942. Attached to Ferry Command, 23 March 1942. Proceeded overseas, 27 March 1942 with Hudson FH300, arriving in Britain 2 April 1942. Promoted Flying Officer, 1 October 1942. Returned to Canada and on 6 November 1942 left Montreal with Catalina FP250, proceeding via Goose Bay to Britain (arrived 8 November 1942). Promoted Flight Lieutenant, 22 March 1943. With No.422 Squadron he delivered aircraft to Russia (recalls his first delivery involved flying at 150-200 feet with icing conditions at 300 feet; duration, 18 hours); Bombing Leader with No.422 Squadron (squadron bombing leader); returned to Canada 25 February 1945; to "Y" Depot, 26 March 1945; to United Kingdom, 13 April 1945. Repatriated 2 October 1945; to No.10 Repair Depot, 10 October 1945; discharged in Calgary, 7 December 1945. Logbook lost in a fire while attending Empire Air Navigation School, but as of 30 December 1944 S/L W.M. French (Flight Commander, No.422 Squadron) reported that Irvine has flown 539 hours 25 minutes on operations (day) plus 175 hours 35 minutes on operations (night), 15 July 1942 to 26 August 1944, and assessed him as "an Above Average Navigator". Information supplied by Mr. Irvine, letter to H.A. Halliday, 6 April 1998. Postwar he obtained a BSc. (Chemical Engineering) and spent 32 years in oil industry. Died in Calgary, 27 September 2012. RCAF photo PL-15863 (ex UK-3624 dated 12 April 1943) is captioned as follows: "The old sea flying concern of Limpert and Irvine, which has flown to Russia together, and has operated as a pilot-observer unit since the formation of their RCAF Sunderland squadron. On the left is F/L Leonard W.C. Limpert, captain and pilot, of Halifax, and F/O Jack A. Irvine, navigator, 512-20th Avenue West, Calgary." PL-15866 (ex UK-3627 dated 12 April 1943) is captioned as follows: "Members of an RCAF flying boat squadron who participated in several trips to Russia in connection with important convoy work. Left to right, F/L L.W.C. Limpert, Halifax, pilot and captain, Sergeant W. McEwan, Glasgow, F/O Jack A. Irvine, navigator, Calgary, Sergeant Albert Dawson, South Shields, Sergeant E.N. Dewar, Creston, B.C. See also UK-3604."

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IRVINE, P/O Joseph Vernon (J86686) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 337/45 dated 23 February 1945. Born in Toronto, 24 March 1920; home in Saskatoon. Enlisted in Toronto, 31 October 1940 as a clerk and posted to AFHQ, 30 November 1940. Promoted AC1, 31 January 1941. Promoted LAC, 1 July 1941. Promoted Corporal, 1 August 1941. Remustered to aircrew, June 1942 and posted to No.1 ITS, 4 July 1942; graduated 25 September 1942 and posted next day to No.9 EFTS; graduated 4 December 1942 and posted next day to No.11 SFTS; graduated and promoted Sergeant, 2 April 1943. To No.8 AOS, 16 April 1943; to "Y" Depot, Halifax, 23 April 1943; to RAF overseas, 26 May 1943. Promoted Flight Sergeant, 2 October 1943. Commissioned 15 May 1944. Promoted Flying Officer, 15 November 1944. Repatriated 26 September 1945; released 21 November 1945. Graduated from University of Saskatchewan, 1949. Died in Saskatoon, 25 November 2009. 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.1730 (RG.24 Vol.20607) has recommendation dated 18 September 1944 at which time he had flown 37 sorties (168 hours) in tour from 18 March to 14 August 1944.

A captain of a bomber crew, Pilot Officer Irvine has recently completed a tour of operations over heavily defended targets in Germany, Belgium, Holland and France. Throughout his numerous sorties, this pilot has displayed great keenness, courage and efficiency.

During a trip to Frankfurt, the aircraft was attacked by an enemy fighter. The control column jammed and evasive action was rendered most difficult. Displaying outstanding determination to better the enemy, the pilot at last managed to corkscrew several times and finally had to do a loop. His superb airmanship was responsible for evading the enemy aircraft. As a result of the loop, the instruments on the instrument panel were unserviceable for about twenty minutes. Pilot Officer Irvine, displaying exceptional courage and ingenuity, succeeded in reaching base and in making a perfect landing.

Courage and determination in the face of the enemy are indicative of success. This gallant officer has been the driving force behind the other members of his crew. These characteristics are highly commendable and worthy of special praise.

The sortie list was as follows:

18 March 1944 - Frankfurt (6.20)
22 March 1944 - Frankfurt (6.40)
24 March 1944 - Berlin (1.10, duty not carried out)

18 April 1944 - Noisy-le-Sec (5.25)
20 April 1944 - Lens (4.15)
22 April 1944 - Dusseldorf (5.00)
24 April 1944 - Karlsruhe (6.35)
26 April 1944 - Essen (4.55)
27 April 1944 - Aulnoye (4.20)
30 April 1944 - Somain (4.25)
1 May 1944 - St. Ghislain (4.20)
8 May 1944 - St. Pierre (4.00)
10 May 1944 - Ghent (5.50)
22 May 1944 - Le Mans (4.50)
27 May 1944 - Bourg Leopold (4.30)
9 June 1944 - Le Mans (5.30)
10 June 1944 - Versailles (5.10)
14 June 1944 - St. Pol (3.50)
15 June 1944 - Boulogne (3.40)
16 June 1944 - Sautrecourt (3.50)
21 June 1944 - St. Martin (3.55)
23 June 1944 - Bientecques (4.10)
24 June 1944 - Bomieres (3.25)
1 July 1944 - Biennais (3.30)
3 July 1944 - Biennais (4.35)
5 July 1944 - Biennais (3.30)
7 July 1944 - Caen (4.30)
12 July 1944 - Thiverny (4.40)
15 July 1944 - Nucourt (4.35)
17 July 1944 - Caen A.1 (4.20)
20 July 1944 - Ferme de Forrestel (4.30)
3 August 1944 - Foret de Nieppe (3.15)
4 August 1944 - Bois de Cassan (4.50)
5 August 1944 - St. Leu d'Esserent (5.05)
7 August 1944 - La Hogue (4.20)
9 August 1944 - Foret de Nieppe (3.40)
12 August 1944 - Foret de Montrichard (5.25)
14 August 1944 - Bons Tassily (4.20)

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IRVINE, F/O Robert Davis (J36336) - **Distinguished Flying Cross** - No.101 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 13 April 1945 and AFRO 824/45 dated 18 May Born in Sarnia, 15 May 1923; home in Brigden, Ontario. Was a clerk prior to enlistment. Former member of Royal Canadian Artillery. Enlisted in London, Ontario, 14 May 1942. To No.1 Manning Depot, 30 August 1941. To No.14 SFTS, 21 January 1943 (guard); to No.5 ITS,

20 February 1943; graduated and promoted LAC, 1 May 1943 but not posted to No.4 AOS until 15 May 1943; graduated and commissioned 1 October 1943). To "Y" Depot, Halifax, 15 October 1943; to No.3 Personnel Reception Centre, Bournemouth, 21 October 1943; promoted Flying Officer, 1 April 1944. repatriated 7 February 1945; released 23 June 1945. Living in Toronto, 1947. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost courage and devotion to duty." Public Records Office Air 2/9059 has recommendation dated 14 January 1945 when he had flown 30 sorties (153 hours 25 minutes), 15 September to 15 December 1944. His sortie list is identical to that of F/O Harold G. Bullock, suggesting they were in the same crew.

15 September 1944 - Kiel
16 September 1944 - Hopsten
19 September 1944 - Rheydt
23 September 1944 - Neuss
26 September 1944 - Cap Gris Nez
5 October 1944 - Saarbrucken
6 October 1944 - Bremen
7 October 1944 - Emmerich
11 October 1944 - Frederik Hendrik
14 October 1944 - Duisburg
14 October 1944 - Duisburg
23 October 1944 - Essen
25 October 1944 - Essen
28 October 1944 - Cologne
29 October 1944 - Domburg
30 October 1944 - Cologne
31 October 1944 - Cologne
2 November 1944 - Dusseldorf
4 November 1944 - Bochum
6 November 1944 - Gelsenkirchen
16 November 1944 - Duren
18 November 1944 - Wanne Eickel
21 November 1944 - Aschaffenburg
27 November 1944 - Neuss
30 November 1944 - Duisburg
2 December 1944 - Hagen
4 December 1944 - Karlsruhe
6 December 1944 - Merseburg Leuna
12 December 1944 - Essen
15 December 1944 - Ludwigshaven

Flying Officer Irvine, a navigator of exceptional ability and resource, has completed a very fine tour with this squadron, comprising thirty successful sorties

against the enemy. Many of the attacks in which this gallant Canadian officer has taken part have been fiercely contested and on many occasions his aircraft has been severely damaged. Setting a peerless example of fine resolution, Flying Officer Irvine has inspired his crew with confidence in his ability to navigate them to the target in the face of all obstacles and undeterred by the intensity of the opposition.

This officer's unconquerable enthusiasm for operations has been most marked and his outstanding determination to ensure that no efforts of his were spared to achieve the very best results have been a priceless asset to his captain and led to an excellent record of successful sorties.

It is recommended that Flying Officer Irvine's personal courage and fine operational record be recognized by an award of the Distinguished Flying Cross.

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IRVING, F/L William John (J10245) - **Distinguished Flying Cross** - No.53 Squadron - Award effective 11 August 1944 as per **London Gazette** dated 22 August 1944 and AFRO 2231/44 dated 13 October 1944. Born 2 February 1920. Home in Coleman, Alberta (store manager). Served in Royal Canadian Ordnance Corps, 15 August 1940 to 20 March 1941. Enlisted in RCAF, Calgary, 16 June 1941 when posted to No.2 Manning Depot. To No.4 ITS, 6 August 1941; graduated and promoted LAC, 13 September 1941 when posted to No.16 EFTS; graduated 7 November 1941 when posted to No.15 SFTS; graduated and commissioned 27 February 1942). To "Y" Depot, Halifax, 28 February 1942; to RAF overseas, 19 March 1942. Further trained at No.3 (Coastal) OTU, Cranwell. Promoted Flying Officer, 1 October 1942. Repatriated 31 July 1944; to No.5 OTU, 7 September 1944; to No.2 Air Command, 17 September 1944; to Release Centre, 5 September 1945; released 15 September 1945.

This officer has been flying as captain of aircraft since February 1943. On one occasion in 1943 he encountered three U-boats and directed five other aircraft to them. His endeavours to co-ordinate this attack were so successful that two of the submarines were destroyed by aircraft and a third sunk by a surface vessel. Flight Lieutenant Irving's aircraft sustained severe damage during the attack. The following spring this officer completed an attack on a U-boat. Despite heavy opposition, three runs were made over the objective. Serious damage was inflicted by the anti-aircraft fire from the U-boat, but despite this, Flight Lieutenant Irving succeeded in making a safe return to base and landing without brakes or flaps. The determination and tenacity shown by this officer have always been of a high order.

Public Record Office WO 208/3314 has a report on attack and brief internment. The crew of his aircraft had consisted of the following: J10245 F/O William John Irving (captain), 132699 F/O

Robert Emmerson Dobson (second pilot), 127297 F/O John Norman Haste (navigator), 132819 P/O Robert Arthur Sharpe (first WOP), 1137054 Sergeant John Arthur Humphreys (WOP/AG), 1215937 Sergeant John Wilson (WOP/AG) and R109107 Sergeant Arnold James Pudifin (RCAF, born 5 December 1922; student from Winnipeg). They had left Lisbon on 9 August 1943, arriving at Whitechurch on 10 August 1943 (interviewed that day).

We were the crew of a Liberator which left Thorney Island at approximately 0430 hours on 30 July 1943 on an anti-submarine sweep in the Bay of Biscay.

At 0945 hours we saw three U-boats and circled them for three hours. Eventually four other aircraft arrived and they made two attacks. At 1210 hours we attacked with machine guns and depth charges. Pudifin (rear gunner) estimated that the stick of depth charges was slightly undershot, but that the last depth charge in the stick would have caused damage. Our starboard outer engine was hit and the controls became almost ineffective.

We were followed by a Sunderland, and Pudifin considers that the U-boat was destroyed in this attack.

We tried to keep the aircraft up, and gradually rose to 600 feet, having decided to make for the nearest point of land, which was Cape Finistere.

We reached Cape Finistere about 1430 hours (31 July) and as our aircraft was still flying, decided to make down the Portugese coast, hoping to reach Gibraltar.

When we got near Lisbon our petrol was vefry low and we therefore decided to land on an airfield nearby. We jettisoned our secret equipment, smashed up the bomb sight, and unsuccessfully tried to detonate the IFF.

About 1730 hours we landed at Portella.

The Portugese authorities met us with three Bren carriers of soldiers, but their guns were not loaded. Irving and Sharpe tried unsuccessfully to set fire to the aircraft with demolition bombs. A fire was started in the fuselage, which was put out by a Portugese fire tender. Meanwhile the Portugese were loading their guns. The Air Attache later arranged for Sharpe (first Wireless Operator/Air Gunner) to destroy the IFF and the ASG.

We were then taken to the Administration buildings on the airfield. Our names were taken but we were not interrogated further. We were given tea and water. The British Air Attache, who arrived at about 1830 hours, took us by car to the Bristol Hotel and told us to remain indoors.

The next morning the Assistant Air Attache brought us civilian clothes and we were accommodated in the hotel until 9 August 1943 when we left by air for the United Kingdom.

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IRVING, F/O (now F/L) William Pollard (J10320) - **Mention in Despatches** - No.5 Squadron (now No.2 AOS) - Award effective 11 December 1943 as per **London Gazette** dated 14 December 1943 and AFRO 568/44 dated 17 March 1944. Born in Cayley, Alberta, 21 September 1917. Educated at Lamont (1923-1927), Vegreville (1927-1932), Eastwood High School (1932-1935), McDougall Commercial (1935), University of Alberta (1936-1939, BA), and St. Stephen's College (1939-1941, certificate of ordination, United Church). Summer jobs as grocery clerk, truck driver, chauffer. Home in Guernsey, Saskatchewan. COTC service, 7 October 1940 to 20 April 1941 (Lieutenant). Enlisted in Edmonton, 21 April 1941. To No.2 Manning Depot, 26 May 1941. To No.11 Equipment Depot, 19 June 1941. To No.2 ITS, 14 July 1941; graduated and promoted LAC, 31 August 1941 when posted to No.3 AOS; graduated 6 December 1941 when posted to No.2 BGS; graduated and promoted Sergeant, 17 January 1942 when posted to No.1 ANS; graduated and commissioned, 23 February 1942. To No.31 GRS, 13 March 1942; to Eastern Air Command, 12 April 1942; to No.5 (BR) Squadron, 16 April 1942. Promoted Flying Officer, 1 October 1942. To Station Torbay, 15 May 1943. Reclassified as Chaplain (United Church), 21 July 1943 and promoted Honorary Flight Lieutenant that date; to No.5 Manning Depot, 13 August 1943; to No.1 Officer Training School, 18 August 1943; to No.4 Training Command, 17 September 1943; to No.2 AOS, Edmonton, 30 September 1943 as chaplain; to No.2 Aircrew Graduate Training School, 22 March 1944; to "Y" Depot, 22 August 1944; taken on strength of No.3 Personnel Reception Centre, Bournemouth, 29 August 1944; promoted Honorary Squadron Leader that date (which was also date of embarkation). Disembarked in Britain, 5 September 1944. Posted from Overseas Headquarters to District Headquarters, India, 6 November 1944. To No.436 Squadron, 29 November 1944. To District Headquarters, South East Asia, 16 March 1945. To United Kingdom and Overseas Headquarters, 28 September 1945. Repatriated 16 November 1945; released 13 February 1946. As a Supplementary Reserve Officer (15 October 1949 to 30 June 1953) he was sometimes attached to Army Militia Camps in British Columbia. See DFC entry for F/L F.C. Colbourne for report of attack on U-Boat, 24 February 1943. Died in Red Deer, Alberta, 1964. RCAF photo PL-60848 (ex UK-22422 dated 4 July 1945) shows him as padre to No.436 Squadron in Burma, umpiring a softball game. The pitcher is F/O Arnold Chappell (J37329), Guelph, Ontario.

This officer, as navigator, has been keen on anti-submarine operations in the North Atlantic for the past year. His ability and coolness on innumerable occasions has been instrumental in guiding his crew through most difficult conditions. During a recent submarine attack, Flying Officer Irving with great risk obtained a most valuable series of photographs from the aircraft. His conscientious devotion to duty has been outstanding at all times.

Recommendation for a DFC raised 8 May 1943 by W/C F.J. Ewart as follows:

Flying Officer Irving has flown over 1,000 hours in his duties as Navigator, 800 of which have been on anti-submarine operations in the North Atlantic from April 1942 to May 1943. His ability and coolness as a Navigator has on innumerable occasions been instrumental in guiding his crew through most difficult conditions. During a recent submarine attack in which his crew participated, Flying Officer Irving, with great risk, obtained a most valuable series of photographs from the aircraft. He has been at all times outstanding in the performance of his duties.

This was endorsed by G/C L.E. Wray - "Flying Officer Irving has been a conscientious, capable Navigator throughout who has materially assisted in accomplishing successful attacks on submarines."

Air Commodore F.V. Heakes agreed on 17 May 1943 - "Strongly recommended" - but it appears to have been reduced at AFHQ to a Mention in Despatches.

Training: Interviewed in Edmonton, 28 March 1941. "Studious type of applicant, well versed. Studying for Ministry. Keen for flying duties. Holds BA Degree, University of Alberta. Fairly well referenced. Talkative but very deliberate. Anxious to serve. Wears glasses for reading, close work."

Course at No.2 ITS was 15 July to 15 August 1941. Courses in Mathematics (91/100), Armament, practical and oral (95/100), Signals (89/100), Drill (78/100), Law and Discipline (53/60) and Hygiene and Sanitation (35/40). Placed 12th in a class of 224. "Fine type of airman who is dependable, apples himself well, has a good sense of responsibility and good leadership qualities."

Course at No.3 AOS was 1 September to 8 December 1941 (note overlap with No.2 BGS). Anson aircraft - 30.10 as first navigator by day, 28.20 as second navigator by day, 5.55 as first navigator by night, 7.55 as second navigator by night. Graded in DR Plotting (129/150), DR and DF, written (169/200), Compasses and Instruments (117/150), Signals (100/100), Maps and Charts (94/100), Meteorology (81/100), Photography (89/100) and Reconnaissance (82/100). Placed third in a class of 22. "Well suited as air observer and would make a good officer and instructor."

Course at No.2 BGS was 7 December 1941 to 17 January 1942. Battle aircraft, flying 14 hours bombing by day, 2.40 bombing by night and seven hours gunnery by day. "Exceptional ability. Should make good officer material." Placed 13th in a class of 20.

Course at No.1 ANS was 19 January to 23 February 1942. Anson aircraft - 5.55 as first navigator by day, 6.55 as second navigator by day, 9.05 as first navigator by night, 10.25 as second

navigator by night. Graded 111/150 in Astro Navigation (Plotting) and 90/100 in Astro Navigation (written). "Quick to learn, conscientious," Placed sixth in a class of 20.

Course at No.31 GRS was 16 March to 11 April 1942. Anson aircraft (14 hours 45 minutes navigation by day). "Keen and conscientious navigator, needs more practice over the sea." In air work scored 145/200 in Navigation and 75/100 in Reconnaissance. Ground courses in DR Navigation (144/200), Reconnaissance (168/200), Coding (91/100), Ship Recognition (121/200), and Visual Signals (Pass). "This officer is keen and hard working but at present slow at his work. Should become a reliable GR observer." (W/C E. T. Reynell)

Course at No.1 RCAF Officers Training School, Ste. Marguerite, Quebec, 19 August to 16 September 1943. Examined in Service Etiquette and Customs (37/50), Leadership and Morale (37/50), Organization (75/100), Discipline and Air Force Law (104/150), Miscellaneous including messes and institutes, equipment (80/100), Letter Writing (30/50), Practical Drill (72/100), and Written Drill (66/100). "His civilian and service background should enable him to become excellent padre."

Application for Operational Wing Dated 3 March 1944: All sorties on Canso A aircraft with No.5 (BR) Squadron:

28 April 1942 - Anti-submarine sweep (8.15)
30 April 1942 - Anti-submarine sweep (15.15)
7 May 1942 - Anti-submarine sweep (5.15)
9 May 1942 - Convoy patrol (10.05)
11 May 1942 - Anti-submarine sweep (16.40)
14 May 1942 - Convoy patrol (18.20)
26 May 1942 - Convoy patrol (9.05)
28 May 1942 - Convoy patrol (11.10)
17 June 1942 - Convoy patrol (7.45)
17 June 1942 - Convoy patrol (10.35)
19 June 1942 - Anti-submarine sweep (5.45)
25 June 1942 - Convoy patrol (13.20)
27 June 1942 - Anti-submarine sweep (17.45)
9 July 1942 - Anti-submarine sweep (10.00)
11 July 1942 - Convoy patrol (18.10)
13 July 1942 - Convoy patrol (18.20)
25 July 1942 - Convoy patrol (17.45)
27 July 1942 - Convoy patrol (17.05)
29 July 1942 - Anti-submarine sweep (10.05)
2 August 1942 - Convoy patrol (7.50)
4 August 1942 - Anti-submarine sweep (17.15)
6 August 1942 - Convoy patrol (14.40)
8 August 1942 - Convoy patrol (10.45)

16 August 1942 - Convoy patrol (3.00)
20 August 1942 - Convoy patrol (11.35)
26 August 1942 - Search (8.40)
28 August 1942 - Convoy patrol (14.05)
30 August 1942 - Convoy patrol (12.35)
5 September 1942 - Convoy patrol (6.25)
7 September 1942 - Convoy patrol (17.30)
9 September 1942 - Convoy patrol (16.00)
16 September 1942 - Convoy patrol (15.30)
18 September 1942 - Anti-submarine sweep (3.20)
20 September 1942 - Anti-submarine sweep (12.00)
25 September 1942 - Search (6.15)
2 October 1942 - Convoy patrol (13.15)
8 October 1942 - Convoy patrol (15.00)
10 October 1942 - Anti-submarine sweep (12.15)
16 October 1942 - Convoy patrol (15.25)
19 October 1942 - Convoy patrol (11.15)
28 October 1942 - Convoy patrol (14.30)
30 October 1942 - Convoy patrol (11.45)
25 November 1942 - Convoy patrol (7.45)
2 December 1942 - Anti-submarine sweep (7.15)
6 January 1943 - Anti-submarine sweep (11.10)
8 January 1943 - Search (11.30)
12 January 1943 - Anti-submarine sweep (11.35)
15 January 1943 - Anti-submarine sweep (9.30)
19 January 1943 - Anti-submarine sweep (9.10)
23 January 1943 - Anti-submarine sweep (9.15)
27 January 1943 - Anti-submarine sweep (11.10)
28 January 1943 - Search (5.00)
31 January 1943 - Convoy patrol (8.00)
6 February 1943 - Convoy patrol (9.20, attacked sub)
11 February 1943 - Anti-submarine sweep (7.30)
17 February 1943 - Anti-submarine sweep (7.15)
19 February 1943 - Search (6.40)
24 February 1943 - Convoy patrol (13.00, attacked sub)
5 March 1943 - Convoy patrol (10.10)
10 March 1943 - Convoy patrol (9.10)
15 March 1943 - Convoy patrol (10.05)
20 March 1943 - Convoy patrol (9.40)
25 March 1943 - Convoy patrol (8.20)
29 March 1943 - Convoy patrol (12.35)
25 April 1943 - Convoy patrol (7.50)
26 April 1943 - Convoy patrol (13.35)

30 April 1943 - Convoy patrol (10.00)
9 May 1943 - Convoy patrol (8.15)
15 May 1943 - Convoy patrol (9.40)
20 May 1943 - Convoy patrol (16.10)
23 May 1943 - Anti-submarine sweep (11.00)
11 June 1943 - Convoy patrol (4.45)
20 June 1943 - Convoy patrol (10.30)
24 June 1943 - Convoy patrol (11.35)

Other operational trips incomplete because of weather, aircraft unserviceability or another nature were as follows:

17 April 1942 - ice patrol (7.45)
21 April 1942 - Anti-submarine sweep (2.25, weather)
30 April 1942 - Anti-submarine sweep (2.00, aircraft unserviceable)
17 May 1942 - Anti-submarine sweep (2.35, weather)
23 June 1942 - Anti-submarine sweep (45 minutes, weather)
2 August 1942 - Anti-submarine sweep (30 minutes, weather)
16 November 1942 - mercy flight (6.05)
11 February 1943 - Anti-submarine sweep (1.10, aircraft unserviceable)
11 May 1943 - Convoy patrol (5.05, weather).

Selected Assessments: "This officer is a good instructor and gets ideas over in the lecture room." (F/L A. Fleming, 14 August 1942)/

"A steady officer, well liked and above the average with zeal with which he performs his duties." (W/C J.A. Easton)

"Has carried out all his duties in an exemplary manner and has adapted himself extremely well to station life at an AOS after his operational experience." (F/L R.P. McLean, 23 March 1944, No.2 AOS).

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IRWIN, F/L Albert Keith (J22132) - **Distinguished Flying Cross** - No.83 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945. Born in Princeton, British Columbia, 1 October 1917; home there. Formerly in Canadian Army. Enlisted in Vancouver, 3 March 1942 and posted to No.3 Manning Depot. To No.4 ITS, 6 June 1942; graduated and promoted LAC, 28 August 1942 but not posted to No.2 AOS until 10 September 1942; graduated and commissioned 30 December 1942. To "Y" Depot, 15 January 1943; to RAF overseas, 2 February 1943; promoted Flying Officer, 30 June 1943' promoted Flight Lieutenant, 15 July 1944. Repatriated 23 November 1944; to Western Air Command, 10 January 1945; to Release Centre, 21 November 1945; released 23

November 1945. Died 20 January 2006 in Kelowna, British Columbia as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2006.

Flight Lieutenant Irwin is an accurate and determined navigator who has operated against the enemy with consistent success. He has participated in many sorties against a wide range of targets deep into Germany and enemy occupied territory. At all times he has maintained a high standard of skill and cool courage often in the face of strong enemy opposition. In August 1944 he was navigator of an aircraft which was attacked by enemy fighters on leaving the target area. Severe damage was sustained and all navigational aids were destroyed. After rendering assistance to the wounded members of the crew and despite many difficulties Flight Lieutenant Irwin skilfully navigated the aircraft safely back to this country.

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IRWIN, P/O Donald George (J88230) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1127/45 dated 6 July 1945. Born in Islay, Alberta, 16 November 1922; home in Vancouver, B.C. or Hazeldine, Alberta. Was a student prior to enlistment. Enlisted in Edmonton, 22 July 1941 and posted to No.2 Manning Depot. To No.4 ITS, 31 August 1941; graduated and promoted LAC, 3 October 1941 but not posted to No.5 EFTS until 8 October 1941; graduated 6 December 1941 when posted to No.15 SFTS; graduated and promoted Sergeant, 27 March 1942. To "Y" Depot, 28 March 1942; to RAF overseas, 30 April 1942. Promoted Flight Sergeant, 27 November 1942. Promoted WO2, 27 May 1943. Commissioned 16 May 1944. Posted from No 61 Base to No.426 Squadron, 14 June 1944; Posted to "R" Depot 27 November 1944. Repatriated 9 December 1944; to No.1 ANS, 23 January 1945; to "Y" Depot, 28 April 1945; returned to Britain, 8 May 1945; repatriated 5 August 1945; released 24 September 1945. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." DHist file 181.009 D.2891 (RG.24 Vol.20633) has recommendation dated 1 December 1944 when he had flown 35 sorties (165 hours), 23 June to 28 October 1944.

Pilot Officer Irwin has completed one tour of operations as Captain of aircraft against such targets as Dusseldorf, Cologne, Kiel, Hamburg, Stuttgart and other heavily defended German cities. He has always shown himself to be a reliable, efficient Captain. On one occasion his aircraft was accurately engaged by flak on the bombing run and severely damaged. Pilot Officer Irwin, however, continued his run and dropped his bombs accurately on the target.

His determination to press home his attack has, at all times, been of a high standard and has set a fine example to all aircrew. Also his keenness to participate in operations and his interest in squadron activities has been an

inspiration to all crews. He is therefore strongly recommended for the award of the Distinguished Flying Cross (Non-Immediate).

The sortie list was as follows:

23 June 1944 - Bientques (3.20)
24 June 1944 - Bamieres (3.45)
6 July 1944 - Coqueraux (4.20)
7 July 1944 - Caen (4.30)
22 July 1944 - Creil (4.40)
24 July 1944 - Perfay (3.55)
25 July 1944 - Domgues (5.20)
28 July 1944 - Hamburg (5.15)
31 July 1944 - Foret de Cree (4.00)
3 August 1944 - Foret de Nieppe (3.45)
4 August 1944 - Bois de Casson (4.45)
5 August 1944 - St. Leu d'Esserent (4.50)
8 August 1944 - Foret de Chantilly (5.40)
9 August 1944 - Foret de Nieppe (3.55)
13 August 1944 - Bois Tassilly (4.50)
15 August 1944 - Brussels (4.00)
27 August 1944 - Mimoyecques (3.00)
31 August 1944 - Cezembre (4.40)
3 September 1944 - Volkel (3.50)
9 September 1944 - Le Havre (4.35)
10 September 1944 - Le Havre (4.15)
11 September 1944 - Castrop Rauxel (5.20)
13 September 1944 - Osnabruck (4.40)
15 September 1944 - Kiel (5.45)
17 September 1944 - Boulogne (3.35)
25 September 1944 - Calais (4.05, day)
26 September 1944 - Calais (4.25)
27 September 1944 - Bottrop (5.05)
28 September 1944 - Cap Gris Nez (3.50)
12 October 1944 - Wanne Eickel (5.00)
14 October 1944 - Duisburg (4.55)
14 October 1944 - Duisburg (5.45)
23 October 1944 - Essen (6.30)
25 October 1944 - Homburg (5.20)
28 October 1944 - Cologne (6.15)

IRWIN, P/O Donald George (J88230) - No.426 Squadron - **French Croix de Guerre** - Awarded as per AFRO 1619/45 dated 19 October 1945. DHist file 181.009 D.2891 (RG.24 Vol.20633)

has recommendation dated 9 January 1945 by which time he had flown 35 sorties (165.00 hours).

This officer has participated in sixteen sorties in close support of the army of liberation from D-Day to the fall of Paris. On one occasion his aircraft was accurately engaged by flak on the bombing run and severely damaged. Pilot Officer Irwin, however, continued his run and dropped his bombs accurately on the target. His determination, resolution and keenness has been an excellent example and inspiration to all crews...

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IRWIN, A/C George Norman (C450) - **Commander, Order of the British Empire** - No.1 Training Command Headquarters - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born in Grafton, Ontario, 27 February 1903. Educated in Oshawa. Employed as a clerk by General Motors, 1923-1926 and by Melrose Securities after that as an orchard and farm manager. Home in Whitby. Obtained a Private Pilots License via De Havilland, 1928 and owned a Waco aircraft (CF-DBP), flying about 300 hours a year. Enlisted in RCAF Auxiliary, 26 July 1933 in Toronto. Commissioned Flying Officer same date; classified as Pilot, 2 December 1936. Attended RCAF Auxiliary summer camps 1935 to 1939; promoted Flight Lieutenant, 1 July 1937; promoted Squadron Leader, 15 January 1940; To No.110 Squadron, 3 September 1939; to be Commanding Officer, 29 October 1939. To Camp Borden, 6 February 1940. To No.1 Manning Depot, 25 March 1940. Promoted Wing Commander, 1 May 1941. To No.14 SFTS, Aylmer, 3 July 1941. Promoted Group Captain, 1 June 1942. To No.1 Training Command Headquarters, 8 July 1943. Promoted Air Commodore, 1 December 1943. To No.4 Release Centre, 26 January 1945. Retired 1 February 1945. Died 27 May 1983 as per **Airforce Magazine** of June 1984. For extensive obituary/biography see Winter 1983 issue of **Journal of the Canadian Aviation Historical Society**.

Air Commodore Irwin was one of the first officers appointed to the Auxiliary Air Force. His interest and enthusiasm in the unit which he served and commanded in prewar days were in a large measure responsible for the excellent showing of all personnel under his command during the war years. Since the commencement of hostilities he commanded with distinction, No.1 Manning Depot, No.14 Service Flying Training School, Aylmer, and finally served as Chief Staff Officer at No.1 Training Command Headquarters. All these duties he carried out in an energetic, thorough and capable manner. His strong character, unswerving loyalty and outstanding devotion to duty have invariably produced fine leadership and an example to those serving under him which has in turn been reflected in the efficiency of the units in which he has served. Throughout the war this officer was a tower of strength in the British Commonwealth Air Training Plan and his fine work is most praiseworthy.

Recommended 1 September 1945 by Air Commodore A.D. Ross, Chief Staff Officer, No.1 Air Command, Trenton. Text almost identical to above.

He had been recommended for the CBE, 7 January 1943 by A/V/M G.O. Johnson as follows:

Group Captain Irwin commanded No.1 Manning Depot shortly after the outbreak of war and after one year's tenure was posted to command No.14 Service Flying Training School. In both appointments he has shown resolution, organizing ability and judgement of a high order. He has made an outstanding contribution to the Combined Training Establishment/

This did not go further. On 18 September 1943 he was recommended for an Air Force Cross by A/V/M McGill of No.1 Training Command as follows:

This officer has rendered continuously outstanding service since he assumed command of No.1 Manning Depot in March 1941, where he was responsible for much of the early organization of this large and complex unit. Assuming command of No.14 Service Flying Training School, Aylmer, at its opening, Group Captain Irwin through his untiring efforts and enthusiasm and personal example has made a commendable contribution to the BCATP. In opening this school he used foresight and imagination, and through his example and personality developed a spirit that made it one of the most efficient schools in this Command. He was recently posted to No.1 Training Command Headquarters as Officer in Charge of Administration and has again demonstrated his outstanding ability. Group Captain Irwin was a member of 110 City of Toronto Squadron prior to the war and has always devoted much of his time in the interests of the Royal Canadian Air Force and it is recommended that he be awarded the Air Force Cross.

AFHQ ruled on 11 October that his duties did not warrant a flying award.

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IRWIN, S/L Hugh Duval (C1884) - Knight Officer of the Order of Orange-Nassau with Swords (Netherlands) - No.2 TTS - Awarded as per AFRO 107/47 dated 28 February 1947. Enlisted in Ottawa, 22 April 1940 in Equipment and Administration Branch (subsequently reclassified as Equipment Officer). Flight Lieutenant as of 1 July 1941. To Eastern Air Command, 18 September 1941. To Newfoundland, 4 April 1942. To AFHQ, 14 September 1942. Promoted Squadron Leader, 1 April 1944. To "Y" Depot, 30 June 1944. To RCAF Overseas Headquarters, 11 July 1944. Repatriated 10 July 1946. To No.1 Air Command, 20 July 1946. To No.1 Technical Training School, 30 August 1946. Reverted to Flight Lieutenant, 1 October 1946 in postwar RCAF (service number 21378). To No.2 Technical Training School,

14 December 1946. To Camp Borden, 1 April 1947. To Chatham, 2 May 1949. Promoted Squadron Leader, 1 January 1951. To Lachine, 19 June 1951. To Clinton, 12 January 1953. Retired 24 March 1955 to Montreal. Public Records Office Air 2/9556 has a letter dated 7 January 1946 from Air Marshal G.O. Johnson to Air Ministry noting the Dutch wish to award this as per the following:

In recognition of distinguished services rendered while engaged as a Supply Officer and second in command of No.204 Civil Affairs Detachment in Holland.

IRWIN, S/L Hugh Duval (C1884) - Station Lachine - **Chevalier of the Legion of Honour (France)** - Awarded as per AFRO 379/51 and **Canada Gazette** dated 30 June 1951. Public Records Office Air 2/9172 has correspondence dated 11 August 1949 indicating some confusion as to whether the French should be communicating directly with Canadian authorities or whether the British Foreign Office should be the agent of communications. It is a minor matter, probably arising from French uncertainties about protocol. The text seems to have been in existence since at least January 1948. He is described as "Assistant to Officer Commanding Repatriation, 8th Army Corps, 21st Group of Armies"

Brilliant Canadian officer who was responsible for part of the repatriation measures in the Zone of the British 8th Army Corps, and who was one of the first supporters of the idea of sending the French home by air.

He used every means to enable his scheme, which was adopted, to be put into effect, thus enabling our prisoners and deportees to return to France with unhoped-for rapidity.

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IRWIN, F/L John Arnold (C7490) - **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 July 1917. Home in Meacham, Saskatchewan. Enlisted in Saskatoon, 29 April 1941 as Radio Mechanic. To No.2A Manning Depot, 12 May 1941. To University of Saskatchewan, 5 June 1941. Commissioned 13 September 1941. To RAF overseas, 14 October 1941. Promoted Flying Officer, 13 March 1942. Promoted Flight Lieutenant, 13 September 1943. Repatriated 23 October 1945. Retired 5 December 1945. No citation in AFRO.

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IRWIN, Sergeant Joseph Allan (R78879) - **Mention in Despatches** - Dishforth - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 27 April 1922. Home in Regina; enlisted there 29 November 1940 as Clerk and posted to No.1 Manning Depot. To Patricia Bay, 20 January 1941. Promoted AC1, 1 March 1941. To No.15 SFTS, 9 June 1941. Promoted LAC, 1 October 1941. Promoted Corporal, 1

November 1941. To No.7 ITS, 8 December 1941. To No.3 Repair Depot, 14 May 1942. To "Y" Depot, 31 May 1942. To RAF overseas, 14 June 1942. Promoted Sergeant, 16 October 1943. Repatriated 5 September 1945. To No.2 Air Command, 14 September 1945. To No.2 Reserve Equipment and Maintenance Unit, 30 November 1945. Retired 30 January 1946. AFRO gives unit only as "Overseas"; unit found in McEwen Papers list of recommendations for MiD.

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IRWIN, F/O Robert Aubrey (J14212) - **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 Newdale, Manitoba, 3 October 1920. Educated largely in Alberta including two years of Applied Science and Commerce. Considerable Militia experience, 1937 (Canadian School of Cavalry, Currie Barracks), Royal Canadian Engineer Company in Edmonton (1938) and Edmonton Fusiliers (1940-1941). Clerk, cashier and accountant for Mutual Life of Canada. Enlisted in Edmonton, 24 July 1941. To No.2 Manning Depot, Brandon, 20 September 1941; to No.4 BGS, Fingal, 3 January 1942 (non-flying duty); to No.6 ITS, Toronto, 1 March 1942; promoted LAC, 24 April 1942; to No.9 AOS, St. Jean, Quebec, 10 May 1942; graduated as Navigator and commissioned, 11 September 1942. To "Y" Depot, 26 September 1942; embarked 27 October 1942; disembarked in UK, 4 November 1942. To No.10 (O) AFU, 1 March 1943; to No.22 OTU, 20 April 1943. A member of the crew of Wellington BK544 at No.22 OTU when it crashed, 17 June 1943; port engine apparently on fire and RAF pilot made a wheels-up landing; no injuries. The crew on this occasion were Sergeant W.A. Tighe (RAF, pilot), P/O R.A. Irwin (navigator under instruction), Sergeant K.C. Sweatman (RCAF bomb aimer under instruction, shot down with Irwin but evaded capture), Sergeant W.G. Wakely (RCAF WOP/AG under instruction, later killed with Irwin) and Sergeant C. Poppa (RCAF air gunner under instruction, later shot down with Irwin and made POW). Posted to No.429 Squadron, 12 July 1943. To No.1664 Conversion Unit, 14 October 1943. To No.431 Squadron, 9 December 1943. Attached to No.1659 Conversion Unit, 9 December 1943 to 30 January 1944 when posted to strength of No.61 Base and posted that same day to No.424 Squadron. Killed in action with No.424 Squadron, 27/28 May 1944, Halifax HX313 (shot down by night fighter, Osthram). Contrary to this, another member of the crew (F/O V. Poppa, POW) later reported they had been hit by flak which set one of the port engines burning and that Irwin was killed by the flak. Buried in Belgium.

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IRWIN, Sergeant Robert James (R52230) - **Mention in Despatches** - No.6409 Servicing Echelon - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 20 November 1916. Home in Liberty, Saskatchewan. Enlisted in London, Ontario, 18 January 1940 as Aero Engine Mechanic. To Technical Training School, St. Thomas, 29 March 1940. Promoted AC1, 18 April 1940. To Rockcliffe, 31 July 1940. Promoted LAC, 1 December 1940. To No.1A Manning Depot, 17 December 1940. To "P", 26 November 1941. Promoted Corporal, 1 January 1942. To No.1 OTU, 14 July 1942. To

“Y” Depot, 20 January 1943. Promoted Sergeant, 1 February 1943. To RAF oversea, 2 February 1943. Promoted Flight Sergeant, 1 January 1945. Repatriated 7 August 1945. Retired 11 October 1945. Living in Saskatoon as of April 1950. DHist file 181.009 D.5529 (RG.24 Vol.20667) has letter dated 23 December 1943 from RAF Station Acklington to Commanding Officer, RAF Station Colby Grange, recommending Sergeant R.T. Irwin [sic], Corporal G. Reansbury and Corporal A.G. Townsley for Mention in Despatches. Irwin and Reansburg are Fitters IIE at No.3063 Echelon; Townsley is a Photographer with No.3063 Echelon.

On the night of 1st December 1943, when a Stirling crashed and burst into flames near the Airfield, these three NCOs rushed to the scene of the crash where they found that the aircraft had crashed into a farmhouse, trapping five children. In spite of the close proximity of the burning aircraft and the danger of the petrol tanks exploding these three NCOs worked untiringly for some four hours amid the ruins of the farmhouse and assisted, in a major fashion, the recovery of three of the children's bodies from the rubble and burning debris.

IRWIN, FS Robert James (R52230) - **Mention in Despatches** - No.6409 Servicing Echelon (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. No citation in AFRO. DHist file 181.009 D.5529 (RG.24 Vol.20667) has recommendation for a BEM dated 8 June 1945.

Flight Sergeant Irwin served with the RCAF in Canada for three years, then proceeded overseas to No.426 (RCAF) Squadron. He served a short time with 426 Squadron and joined 409 (RCAF) Squadron on 10 March 1943. While with this squadron Flight Sergeant Irwin has always displayed exceedingly high devotion to duty. He is the NCO in charge of "A" Flight and in this capacity has gained the respect of all aircrew he has to deal with, and the devotion of all airmen he has under his charge. The success of this squadron under adverse conditions in France, Belgium and Germany was due largely to energy and persistence of Flight Sergeant Irwin. This NCO has also displayed a remarkable degree of ingenuity and initiative in coping with maintenance problems which others have said impossible. Through this ingenuity and initiative this squadron has ranked first in serviceability and operational capacity in its' field. Flight Sergeant Irwin was mentioned in despatches (January 1st, 1945) for gallantry and has always displayed a determined manner. He has, with the same determination to see the job completed, volunteered for the Pacific Theatre of War and will, I know, be an inspiration to all airmen who serve under him.

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IRWIN, FS Ross Barrett (R69999) - **Distinguished Flying Medal** - No.78 Squadron - Award effective 1 February 1944 as per **London Gazette** dated 15 February 1944 and AFRO 644/44 dated 24 March 1944. Born in Sarnia, Ontario, 6 June 1921; home in South River, Ontario. Was

a sheet metal worker prior to enlistment. Enlisted in Toronto, 8 August 1940 as Airframe Mechanic. To Technical Training School, St. Thomas, 25 September 1940. Promoted AC1, 15 February 1941. To No.6 SFTS, 19 February 1941. To No.3 WS, 3 April 1941. Promoted LAC, 1 July 1941. To "Y" Depot, 28 November 1941; to RAF overseas, 12 December 1941. Remustered to aircrew, 11 January 1943 and trained in Britain as Flight Engineer; granted rank of Sergeant from that date. Promoted Flight Sergeant, 11 July 1943. Promoted WO2, 11 January 1944. Repatriated 7 September 1944. To Rockcliffe, 6 November 1944. Released 27 February 1945. Cited with F/L R.N. Shard, DFM (RAF, awarded DFC). Studied medicine after the war, joined the Navy and earned the CD. Served as an anaesthetist in five military hospitals and acted as Commanding Officer of three of the four major military hospitals at the time. Died in Victoria, 15 July 2008.

Flight Lieutenant Shard and Flight Sergeant Irwin were pilot and flight engineer respectively of an aircraft detailed to attack Magdeburg one night in January 1944. During the operation the aircraft was attacked by a fighter and sustained much damage. The astrodome was shot away, the mid-upper and rear turrets were put out of action and the hydraulic gear was damaged. The port outer propeller blade was also damaged. The fighter made repeated attacks but Flight Sergeant Irwin, standing with his head protruding through the aperture which had been previously covered by the astrodome, gave the necessary directions to his pilot who was thus able to out-manoeuvre and eventually evade the attacker. Later one of the starboard engines had to be feathered. Nevertheless, Flight Lieutenant Shard flew the aircraft back to this country and landed the bomber safely in spite of badly damaged flaps and burst tires on two of the landing wheels. This officer and airman displayed great courage, determination and devotion to duty.

NOTE: Ian Tavender records, in **The Distinguished Flying Medal Register for the Second World War** (London, Savanah Publications, 2000) has the following recommendation from Public Record Office Air 2/9218, drafted 26 January 1944 when he had flown eight sorties (67 hours ten minutes) as Flight Engineer.

This Non-Commissioned Officer was Flight Engineer of a Halifax detailed to attack Magdeburg on the 21st January 1944. His aircraft was attacked by enemy fighters which caused considerable damage. The rear gunner was killed outright, the mid-upper turret's intercom was made unserviceable, the astrodome was blown off, the hydraulics were damaged, the port inner propeller blades were damaged and it was later necessary to feather the starboard outer engine owing to the failure of the constant speed unit. On landing the port tyre and tail wheel were found to have been punctured. As both turrets were completely out of action, this Non-Commissioned Officer stood for 20 minutes with his head outside the hole which had previously covered the astrodome and gave instructions for evasive to the pilot. The enemy fighter attacked repeatedly but did no further damage thanks

to his efforts. A damaged electrical cable subsequently caught fire, but this Non-Commissioned Officer quickly put it out with his hands. He also attempted to pull the rear gunner out of his turret but was unable to do so as the doors were jammed. Although his own leg was very badly bruised by the fighter's first attack, he displayed the most outstanding courage and coolness in face of the enemy. It is largely thanks to his efforts that the aircraft was able to land back in England without further damage, and he is most strongly recommended for the award of the Distinguished Flying Medal.

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IRWIN, F/L Walter Arnott (J12868) - **Distinguished Flying Cross** - No.614 Squadron - Award effective 12 February 1945 as per **London Gazette** dated 23 February 1945 and AFRO 625/45 dated 13 April 1945. Born in Toronto, 17 June 1917; home there. Educated at University of Toronto. Enlisted in Toronto, 15 August 1941 and posted to No.5A Manning Depot. To No.13 SFTS, 25 September 1941 (guard); to No.3 ITS, 10 November 1941; graduated and promoted LAC, 2 January 1942 when posted to No.17 EFTS; may have graduated 13 March 1942 but not posted to No.8 SFTS until 28 March 1942; graduated and commissioned, 17 July 1942. To No.1 GRS, 14 August 1942. To "Y" Depot, 31 October 1942. To RAF overseas, 21 November 1942. Promoted Flying Officer, 17 January 1943. Promoted Flight Lieutenant, 17 July 1944. Promoted Squadron Leader, 19 March 1945. Repatriated 19 May 1945. To No.1 Air Command, 27 May 1945. Retired 23 September 1945. He had completed two tours in Mediterranean and western Europe. Postwar accountant for G.H. Wood (Toronto) and Secretary Treasurer of S.F. Lawrason Chemicals (London). Died in London, Ontario, 17 April 2015.

Flight Lieutenant Irwin has completed numerous operational sorties, most of them against well defended targets in the Balkans, Hungary, Italy and southern Germany. During several attacks his aircraft has been damaged. On all occasions he has proved to be a resourceful and skilful pilot who has set a fine example to others.

NOTE: Public Records Office Air 2/9049 has recommendation by W/C J.S. Laird, Commanding Officer of No.614 Squadron, dated 4 December 1944 when he had flown 52 sorties (235 hours 55 minutes).

Flight Lieutenant Irwin has completed 52 operational sorties against the enemy; twelve flights have been carried out on Wellington aircraft, and after conversion, 40 night sorties have been completed on Halifax aircraft. These have been against most of the well defended targets in the Balkans, Italy, Hungary, France and southern Germany, including high priority targets in Munich, Bucharest and Ploesti i-Campina area, and carried out using Pathfinder technique, illuminating and marking the target for Main Force.

He has displayed a fine fighting spirit and a determination to press home attacks in the face of strong enemy ground defences, and has on several occasions carried out his orders in spite of previous damage to his aircraft.

Flight Lieutenant Irwin has consistently shown outstanding qualities of airmanship, and as a captain of aircraft has made himself and his crew one of the most efficient on the squadron. He has proved himself a resourceful and skilful pilot, setting a fine example to others.

For devotion to duty and courage displayed in the face of the enemy, it is strongly recommended that this officer be awarded a non-immediate award of the Distinguished Flying Cross.

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IRWIN, W/C William Roy, DFC (C2344) - **Member, Order of the British Empire** - No.3 SFTS - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born in Ripley, Ontario, 7 June 1898 (RCAF press release 2659 announcing award). First World War fighter pilot, awarded DFC and Bar. Joined RCAF, 9 July 1940. At No.11 SFTS as of 9 April 1941. Squadron Leader as of 15 September 1941. To No.11 SFTS, 9 March 1942. Promoted Wing Commander, 1 December 1942. To No.3 SFTS, 10 May 1943. Promoted Group Captain, 1 March 1944. To No.2 Air Command, 3 June 1945. To No.6 Release Centre, 27 July 1945. Retired 1 August 1945. Appointed to Canadian Transport Board, 1959, and to new Board of Transport Commissioners, 1967. Died in Ottawa, 14 January 1969. Photographs of him held by National Defence Photo Centre are as follows: RE-64-2943 (Private in University of Toronto Overseas Training Company), PMR-71-659 (elementary flying training), PMR 73-192 (W.O. Boger and Irwin), RE-64-2944 (as a Group Captain, being invested with MBE), RE-64-2990 (portrait photo, Calgary, 1943), RE-64-2942 (at desk, Calgary, 1943). Photo PL-1616 taken late 1940 of F/L W.R. Irwin and F/O W.D. Delgaty. No citation in standard documents but found in his service file. Recommended for an OBE by Howsam, 15 September 1943 when he had flown 2,150 hours, of which 700 hours were as an instructor (130 hours in previous six months, 60 instructional). On 11 October 1943, G/C McKell noted on the recommendation, "Did not reach Priority List for OBE. Recommended for MBE." See Fall 1981 issue of **Journal of the Canadian Aviation Historical Society** for extensive biography.

Wing Commander Irwin has a splendid record, both as a Commanding Officer of a station and previously as a Chief Flying Instructor. He has been employed constantly on flying training duties since the outbreak of the war and has given excellent leadership by his outstanding personality, courage and determination. By his devotion to duty he has brought his station to a high level of efficiency.

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ISAACSON, F/O Leonard J. (J14555) - **Croix de Guerre (France)** - No.166 Squadron (AFRO gives unit only as "Overseas") - Awarded as per AFRO 1619/45 dated 19 October 1945. Born 6 May 1917. Home in Lethbridge, Alberta. Enlisted in Calgary, 6 November 1941 as "Tradesman" and posted to No.1 Manning Depot. To Trenton, 3 January 1942 when classified as "Guard". Promoted AC1, 6 February 1942. To No.7 SFTS, 24 January 1942. Promoted LAC, 1 May 1942. Remustered to aircrew and posted to No.3 BGS, 4 July 1942; graduated and commissioned, 25 September 1942; to No.1 Air Armament School, 2 October 1942; to No.8 BGS, 16 October 1942. Promoted Flying Officer, 25 March 1943. To "Y" Depot, 20 October 1943; taken on strength of No.3 PRC, Bourmouth, 31 October 1943. Promoted Flight Lieutenant, 26 April 1944. Repatriated 21 January 1945. To No.2 Air Command, 2 February 1945. Retired 3 April 1945. Died in Lethbridge, Alberta, 23 November 2009 as per **Legion Magazine**, "Last Post", issue of March/April 2010. Public Records Office Air 2/9645 has citation.

This officer has completed 31 sorties against the enemy in France as air gunner. Throughout his tour of operations he has shown a complete disregard for enemy opposition and his fearlessness in the face of heavy odds and his excellent crew discipline have made him a worthy member of a gallant crew. On more than one occasion his successful handling of his guns has driven off the enemy and enabled his crew to press home the attack.

On a website dedicated to the air war over Gelsenkirchen, he had some interesting comments about "Schräge Musik" (upward-firing cannon on German night fighters).

We had dropped our bombs on a synthetic-oil plant in Gelsenkirchen, Germany the night of June 12/13, 1944 and were headed for base. In the tail gun turret I was searching in the dark for any enemy fighters who might be following us out of the target area. Suddenly I heard cannons barking loudly and saw lights flashing directly below. What the hell was that? I didn't see the fighter – just the flashing. We took evasive action and that was it.

At base the pilot told me he saw tracers streaking up in front of him at a steep angle. I wondered how a night fighter could be so very close under our Lanc and yet be able to fire upwards at about 70 degree angle. At that time we didn't know about "Schräge Musik" – two upward firing cannons fitted in the rear cockpit of a Messerschmitt 110. Lucky for us the German pilot sneaked a bit too far forward and missed. According to "Bomber Command War Diaries" the first time the Luftwaffe used "Schräge Musik" was during the bombing of Peenemunde, August 17/18, 1943 and are believed to have shot down six bombers. I completed my tour of 31 Operations on August 30, 1944 still wondering – "What the hell was that?" In the Airmail section of the Winter 2000 issue of "Airforce" I see that J. McLean and a group of 36 Air-gunners, arrived in England in June 1944 and were sent directly into training and on to a squadron the first week in August 1944.

McLean states: "This quick trip to squadron was necessitated so we could man the newly installed Ventral Gun Position on the Hallies to combat Schrage Musik...". Since Bomber Command knew about the weapon in June, and perhaps earlier, I wonder why all squadron were not alerted and when were they alerted. I would like to hear from anyone who had any experience with those cannons, or any information you can give me.

May I add, as a Postscript, that even with the noises of the Lancasters, motors and wind, and with my helmet on and earphones over my ears, I very clearly heard the very loud barking of the cannons. There is no doubt in my mind that it was S.M. So – I decided to dig deep into the questions about S.M. and pass the info on to my ex-Bomber Command friends who have not heard, even yet, about S.M. and to some who doubt that it was ever in action. I can understand this, since it seemed to be such a secret. In all my searching I have found no one who had heard about the S.M. while on squadron. I have a lot of info about S.M. that my brother found on the Internet. However, what I have revealed should be evidence enough. Why were not all squadrons alerted? Perhaps the best answer I've had is from an ex-Navigator from 429 Squadron who completed 32 operations in a Halifax III. In a letter to me he said, "I'm sure that no historian will ever unearth any document which states the reason for not telling us, nor even one which states that we should not be told. The secret reason for this lack of information will probably die with the man who made the decision."

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ISENBERG, F/O Melville (J87286) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 8 September 1945 as per London Gazette dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 31 August 1917. Home in Toronto; enlisted there 12 March 1942. To No.1 Manning Depot, 17 May 1942. To No.1 ITS, 29 August 1942; graduated and promoted LAC, 23 October 1942 but not posted to No.9 EFTS until 21 November 1942; graduated 20 February 1943 when posted to No.5 SFTS; graduated and promoted Sergeant, 11 June 1943. To "Y" Depot, 25 June 1943. To United Kingdom. 29 June 1943. Commissioned 20 June 1944. Promoted Flying Officer, 20 December 1944. Repatriated 1 June 1945. To No.1 Air Command, 12 June 1945. To No.16 SFTS, 31 July 1945. Retired 24 September 1945. RCAF photo PL-33942 (ex UK-16240 dated 2 November 1944) is captioned as follows: "Looking over the bomb load they later took to Homberg are two members of an RCAF Bomber Group squadron in Britain. Left is FS Campbell Wood, Kelwood, Manitoba, and right F/O Mel Isenberg, Toronto (773 College Street). DHist file 181.009 D.1941 (RG.9 Vol.20612) has recommendation dated 17 April 1945 when he had completed 33 sorties (203 hours 30 minutes), 7 August 1944 to 31 March 1945. The incident involving damage at Gelsenkirchen was 5 November 1944 when they came home on three engines. Sortie list says they were holed on 11 September 1944 and encountered fighters on 5, 7, and 31 March 1945 (fighter claimed damaged on last sortie).

Flying Officer Isenberg has completed numerous sorties including attacks against Hamburg, Chemnitz and Karlsruhe. On one occasion during an attack on Gelsenkirchen one engine of his aircraft was rendered unserviceable by heavy anti-aircraft fire. Undaunted, this officer completed his attack and brought his aircraft safely back to base. At all times he has displayed devotion to duty, gallantry and courage of a high order.

The sortie list was as follows:

7 August 1944 - La Hogue (4.40)
12 August 1944 - La Neuville (4.05)
14 August 1944 - La Pallice (4.45)
17 August 1944 - Sea Search (5.20)
18 August 1944 - Bremen (2.35, incomplete ?)
10 September 1944 - Le Havre (4.15)
11 September 1944 - Castrop Rauxel (4.55, holed, A.P.)
12 September 1944 - Dortmund (5.00)
15 September 1944 - Kiel (5.55)
27 September 1944 - Duisburg (4.45)
9 October 1944 - Bochum (6.35)
25 October 1944 - Hamburg (4.45)
28 October 1944 - Cologne (6.00)
30 October 1944 - Cologne (5.15)
1 November 1944 - Oberhausen (6.05)
2 November 1944 - Dusseldorf (5.30)
4 November 1944 - Bergen (6.25)
5 November 1944 - Gelsenkirchen (5.05, three engines)
6 November 1944 - Doetmund (6.30)
16 November 1944 - Julich (5.35)
18 November 1944 - Munster (5.30, lack flak)
30 November 1944 - Duisburg (6.40)
2 December 1944 - Hagen (7.40)
4 December 1944 - Karlsruhe (7.10)
5 December 1944 - Brest (6.50)
15 December 1944 - Duisburg (6.35)
14 February 1945 - Chemnitz (9.00)
20 February 1945 - Dortmund (7.05)
5 March 1945 - Chemnitz (fighters active)
7 March 1945 - Dessau (9.20, lots of fighters)
20 March 1945 - Hemingstedt (5.20)
24 March 1945 - Bottrop (6.00)
25 March 1945 - Hanover (6.05)
31 March 1945 - Hamburg (5.25, fighters active, fighter claimed damaged)

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ISENOR, WO2 (now P/O) Clifford Eugene (R76422/J36702) - **Mention in Despatches** - No.11 Squadron (RCAF) - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born 22 September 1917 in Dutch Settlement, Halifax County, Nova Scotia (RCAF press release 2659 announcing award); home there; enlisted in Halifax, 30 December 1940 and posted to No.1 Manning Depot. To No.1A Manning Depot, 21 January 1941. To No.1 Manning Depot again, 18 March 1941. To No.4 Manning Depot, 24 April 1941. To No.1 WS, 23 June 1941; promoted LAC, 25 July 1941; graduated 7 November 1941 when posted to No.3 BGS; graduated and promoted Sergeant, 8 December 1941. To Eastern Air Command, 9 December 1941. To No.11 (BR) Squadron, 29 December 1941. Promoted Flight Sergeant, 8 June 1942. Promoted WO2, 8 December 1942. Promoted WO1, 8 June 1943. Commissioned 9 September 1943. Promoted Flying Officer, 9 March 1944. To Eastern Air Command Headquarters, 11 May 1945. To No.4 Release Centre, 25 September 1945. Retired 30 September 1945. Living in Nova Scotia in August 1950. Two tours. Applied for first operational wing 20 March 1944; approved by 5 April 1944 and sent to EAC 12 April 1944. Second application from EAC, 19 January 1945; approval sent back 8 February 1945. Died 8 January 2003 in Enfield, Nova Scotia as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2003.

Warrant Officer Isenor has by his untiring efforts, enthusiasm and ability become an outstanding Wireless Air Gunner and his willingness to undertake any duties in addition to those normally required has set a high example to others.

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ISLES, Corporal Robert (R141009) - **Mention in Despatches** - No.62 Base (No.420 Squadron) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born in Bear River, Nova Scotia, 17 April 1916. Home in Toronto. Was an electrician prior to enlistment. Enlisted in Toronto, 31 October 1941 as Electrician and posted to No.1 Manning Depot. To No.16 SFTS, 13 January 1942. Promoted AC1, 31 January 1942; promoted LAC, 1 April 1942. To "Y" Depot, 3 March 1943; to RAF overseas, 27 March 1943; arrived overseas 4 April 1943. Repatriated 21 August 1945. Retired 9 October 1945. Civilian engineer, Canadian Forces Base Cornwallis. Founded Bear River Museum. Died in Yarmouth, Nova Scotia, 8 May 2017. No citation in AFRO; DHist file 181.009 D.1745 (NAC RG.24 Vol.20608) notes recommendation dated 22 July 1944:

Corporal Isles has done much to promote good will within his section by his untiring display of loyalty and devotion to duty under very trying circumstances. While in North-West Africa when temperatures ranged from 120° to 145° in aircraft, he displayed outstanding endurance which has always been an inspiration to his comrades. He unhesitatingly assumes responsibility and this alone has contributed much to the success of his section.

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IVENS, F/L Herbert Alexander (J10649) - **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 12 November 1922 in Scott, Saskatchewan. Educated there, 1929-1939. Boy scout six years, scoutmaster two years. With Dominion Experimental Farm, Scott, Saskatchewan, 1938-1940. Attending University of Saskatchewan, 1940-1941 (Agriculture) and had COTC training. Home in Wilkie, Saskatchewan. Enlisted in Saskatoon, 12 June 1941 and posted to No.2 Manning Depot. To No.7 Equipment Depot, 14 July 1941. To No.2 ITS, 7 August 1941; graduated and promoted LAC, 24 September 1941 when posted to No.2 EFTS; graduated 21 November 1941 when posted to No.2 SFTS; graduated and commissioned, 13 March 1942. To No.118 (Fighter) Squadron, 15 March 1942. Flew in Alaska with this unit; long letter in DHist biography file about this. Promoted Flying Officer, 1 October 1942. To "Y" Depot, 8 April 1943. Embarked from Canada, 9 May 1943 disembarked in Britain, 23 May 1943. To No.1 Personnel Despatch Centre, 25 June 1943. Taken on strength of Air Headquarters, India, 17 July 1943. Attached BRD Wooli, 29 September to 20 October 1943. Arrived Poona, 20 October 1943. To No.261 Squadron, 1 January 1944. Promoted Flight Lieutenant, 13 March 1944. To No.146 Squadron, 20 October 1944. Shot down with No.146 Squadron, Burma, 11 December 1944 and taken prisoner (Thunderbolt HD136). Safe in Allied hands, 7 May 1945. Safe in United Kingdom, 16 June 1945. Repatriated 6 July 1945. To No.10 Repair Depot, 20 July 1945. To No.6 Release Centre, 11 November 1945; retired 14 November 1945. Legal Advisor to Custodian of Enemy Property, Vancouver, 1948. Obtained a law degree, University Of British Columbia, 1949 and applied to join RCAF as a Legal Officer, but there were no vacancies. Died in Richmond, British Columbia, 6 June 1980. Description of his imprisonment in volume 5 of RCAF file 46-19-15A, "Prisoners of War - Escape of - Interrogations" National Archives of Canada, Record Group 24, Volume 5373.

The genesis of this statement was a letter dated 4 January 1946 from Headquarters, United States Air Forces in Europe (signed by Birt J. Rainey, Special Agent, Counter Intelligence Corps) to RCAF Overseas Headquarters, London, which read in part:

We have learned from a statement completed by F/O A.R. Tomlinson, 211 Squadron, RAF, that F/L Ivens, RCAF (squadron unknown - Thunderbolts, who has been repatriated to Canada) was asked technical questions by Lieutenant A.L. Bearden, USAAF while a prisoner of the Japanese in Rangoon about 22 October 1944, and that Bearden informed Ivens he was re-assembling a P-34 [sic] aircraft for the Japanese.

We are conducting an investigation of Lieutenant Bearden's activities while he was a prisoner of the Japanese and would appreciate your obtaining any information that F/L Ivens might have relative to these matters.

RCAF Headquarters contacted Ivens on 15 March 1946 and he replied on 22 March 1946 with the following:

I am ex-Flight Lieutenant Herbert Alexander Ivens, J10649, RCAF and I submit the following statement:

I was shot down on December 11 over an airdrome in Northern Burma. I was handed over to the Japanese by the Burmese and was taken to the prison in Rangoon. There I was put into solitary confinement on December 15, 1944. On or about January 15, all the prisoners in this prison, numbering about 106, were moved into different cells. I was moved from a cell on the main floor to a cell on the second floor. W/C L.V. Hudson, RAAF, who had been shot down shortly after I was and put in a cell on the bottom floor directly across from mine, was also moved to the second floor and brought to the same cell I was being moved into. As the guards put us in the cell he turned to me and said he thought something was in the wind.

We discussed the move and could not think of any reason for it. About an hour later, the guards returned and with them was a white man, who we later found was Lieutenant Al Beardon, USAAF. Beardon was issued with a blanket and a rice pan and we found that the three of us were going to be held in the same cell. Later that afternoon Beardon was taken out for a few minutes and Hudson and I discussed the move further. Hudson was very suspicious and although I could not see any reason to suspect Beardon we decided to be careful in our future conversations since although we heard Beardon had been in the prison before and had been taken out, we had not seen him before and knew nothing of his record or history. That night we were able to talk to one another when the guards left the prison, and Beardon gave us his history and a few details of his life in the United States.

The next day he was again taken out of the cell for a short time and Hudson and I decided that although we had no reason to suspect Beardon we would be very careful about what we talked about. When Beardon returned and we had an opportunity to chat to one another then conversation invariably developed to discussions of when and how the Allies would return to Burma. Hudson and I were firmly resolved not to give the slightest hint of any plans we were familiar with. To our questions as to why Beardon was being taken out of the cell periodically, Beardon told us that the Japanese were reconstructing a P-38 at Mingladon Airdrome, and since he had been flying a P-38 on operations against the enemy, the Japanese had taken him out to explain certain details of construction to them. Beardon gave a very colourful story about working with them and told how very stupid they were and how he knew they would never finish the reconstruction job in time for it to be of any use to them.

We asked him if he was doing any of the actual work to which he answered that he was, but only work that was not of military importance. We asked him if he was being treated well to which he replied in the affirmative. He was in good flesh and showed no signs of the malnutrition which was so evident in the appearance of the rest of the prisoners held in the prison. In the days that followed Beardon was a good cell mate in that he was not greedy or overly pessimistic but he did seem extremely anxious to hear our ideas as to when we would be released and how. He was taken out again several times for short periods and when we asked him the reason for these trips he would explain that one of the engineers from the airdrome was asking him to interpret plans of the P-38 for him.

When Beardon was out of the cell Hudson and I would discuss his queer behaviour, and also wondered at veracity of his story in that his clothes had no grease or oil on them, which he would have had if he had been working around an aircraft. Although we did not condemn him then, Hudson and I decided that something was definitely wrong and that we would continue our program of silence on military matters. Finally Beardon was taken away and did not return.

Shortly after that - about the end of February - the prison was cleared except for 15 white men, of which Hudson and I were two. The others were taken to a compound which had been vacated by a section of the Indian National Army. The 15 of us were left there for approximately a month. During this time Beardon again returned from one of his trips and told us he had attempted an escape and had been recaptured. We saw him after this alleged escape and since he showed no signs of fatigue or starvation, which he had claimed, we further doubted him.

At the end of the month the 16 of us were moved into the compound where the rest of the prisoners had been taken. Beardon's reception in the compound was not warm as the feeling that he was up to something had spread. One night we were all gathered together in one of the upstairs rooms and since Beardon had just returned to the prison after another short absence we were questioning him on what he was going on outside the wall. We asked him if he thought the British troops were approaching and if there was any sign of freedom. He gave us all the news he had and then told us that he thought there was a very good chance of freedom in a very short time. He then told us that he had been carrying out a sort of independent counter-espionage program against the Japanese in that they had been asking him for invasion plans and other military information and that he had been giving them answers which would have hindered more than helped. He said that he was not able to tell us this before because he was afraid that in some way or other it would get back to the Japanese and then he would not be able to do anything. We asked him about the P-38 story and he admitted it was false and

only given to ally our suspicions about his trips out of the prison. Some members of the squadron he flew with were in the prison and they agreed that what he had done was for the good of the Allied cause. Others did not.

The following appeared in the Toronto **Star** of 11 November 2012 under the headline **Remembrance Day: Herb Ivens, The Soldier Who Came Back From the Dead** and byline of John Spears:

Calcutta, May 10, 1945

Dear Family,

I've just had one of the best experiences of my life . . .

This is the story of a lucky man. A man who came back from the dead. It emerged from a dusty box that my sister found in the attic of the house where my mother had lived for 60 years.

It begins in 1945 in India, where my father, Flight Lt. Borden Spears, was serving with the Royal Canadian Air Force.

It ends with some phone calls to British Columbia.

In the box my sister dragged from the attic was a sheaf of letters, written by my father to his parents in 1944 and 1945. They probably ended up there after my grandfather died in 1951.

In a few short paragraphs, confined by the cramped space of an airmail form, was the story of a man who beat the odds:

“One of the hard things about this job is that you meet a lot of people, make some good friends among them, and then they go on operations and don't come back. One of the best of them was Herb Ivens, who got killed last December at Meiktila.

“Last night I went to meet a hospital ship bringing prisoners of war back from Rangoon — and the first man I saw leaning over the rail was Herb Ivens.

“I busted all the regulations, dashed up the gangplank to see him, and before I could get a word out he was congratulating me on my promotion.

“I still can't get over seeing him alive; his No. 2 saw him hit the earth at 500 miles an hour. He himself doesn't remember anything after he got hit, until he

came to in a bullock cart. He didn't have a bone broken. It was certainly good to see him."

That's it.

Dad's letter moved on to other news, after managing to dispatch and then resurrect Herb Ivens in about 200 words.

So what became of Flight Lt. Herb Ivens, whose life had been so miraculously spared?

My father, who died in 1983, had never mentioned the story.

Websites with wartime records turned up a few details. Herb Ivens had been the pilot of a P-47 fighter-bomber, shot down on a raid over the Meiktila airfield, in northern Burma, in December 1944.

After his astonishing survival, he spent the rest of the war imprisoned in Rangoon, until he was liberated by Allied forces.

The Japanese simply vanished one day, leaving the cells unlocked, according to Herb's younger brother Boyd Ivens, who lives in Delta, B.C.

Boyd Ivens filled in some of the details.

Herb Ivens was a Saskatchewan boy, born in 1922, who joined the air force after war broke out.

He trained in Ottawa and Dartmouth, N.S., (where he met his future wife, Patricia) before being sent to the Aleutian Islands off Alaska with his squadron. He was then transferred to Southeast Asia.

It was while flying a mission in Burma, that he was shot down — and so miraculously survived.

He was imprisoned in the jail in Rangoon, with hundreds of other Allied prisoners.

One of them was an Australian flyer, Lionel Hudson, who later wrote a book about the experience, *The Rats of Rangoon*.

He recalls his first meeting with a gaunt, bearded Ivens on Christmas Day, 1944. Hudson had arrived in the jail late that day — and had missed dinner.

Ivens was locked up in the cell opposite.

He waved a chicken bone at Hudson, offering it as a gift.

“It was a sordid, lonely shank, bare of meat as the iron bars I gripped,” Hudson wrote. Not being familiar with Rangoon jail conditions, he thought Ivens was crazy, and waved him off.

Later, he realized Ivens had been saving the bone for the next day, to suck the marrow: “I had turned down a precious gift.”

Then, one day the retreating Japanese suddenly pulled out, leaving the gates unlocked.

Boyd Ivens said the prisoners’ first instinct was to head into the city.

They found it in chaos, with gangs ransacking shops and homes for whatever they could find.

The PoWs retreated to the jail to wait for their liberators.

They spelled out signs on the roof of the jail to let aircraft know the Japanese were gone.

One of the pilots who buzzed the jail at low level saw prisoners waving from the roof.

When he got back to base, he told his incredulous mates: “I swear I saw Ivens.”

And sure enough, when Allied ground forces arrived in Rangoon shortly afterward, there he was.

Boyd Ivens says his brother was physically in worse shape than my father may have gathered from his brief shipboard reunion, and Herb wasn’t one to seek pity.

Herb had been badly injured in the crash, says Boyd, and was still walking on canes when he got back to Canada. Boyd says Herb’s legs had, in fact, been broken, and had to be reset once he returned to Canada.

(Hudson had also made light of Ivens’s injury, calling it a sore knee.)

Ivens’s sense of humour hadn’t deserted him, however.

Boyd Ivens recalls that a group of reporters interviewed his brother and several other ex-PoWs when they arrived back in Canada.

One of the reporters was a woman — still something of a novelty at the time.

As Boyd Ivens tells the story, she fixed him with a pleading gaze and said: “I’ve heard about Japanese atrocities. Did they do anything to you?”

“And Herb said: ‘It was horrible, just terrible. Unbelievable.’ ”

“She said: ‘You poor dear, what did they do to you?’”

“He said: ‘They put me in a cell with a bloody Australian.’ ”

After the war, he went to law school in Saskatchewan. After articling with a firm in Vancouver — with Cecil Merritt, who had won the Victoria Cross in the Dieppe raid — he decided to move there to start his career.

He opened a practice in Delta, with Boyd, who had also gone to law school after the war.

In the early 1970s, he took on Ulf Ottho as an articling student, then hired him for the firm.

Ottho, now a full-time member of the National Parole Board, looks back on his time with Ivens with huge pleasure.

In those days, B.C. used lawyers in private practice as prosecutors, and Ivens regularly tried criminal cases. Sometimes, he’d do defence work. He also took on civil litigation cases.

“He was in my view, and in the view of many others, the best cross-examiner in B.C.,” recalls Ottho.

He was also well-known for his extralegal activities.

Ivens was part of a group of hard-living professionals that “seemed literally to run the town,” Ottho recalls.

They included the police chief, the biggest developer in the region, and a few others.

“The gambling they would do was legendary,” recalls Ottho. “Herb once won a house in a poker game.”

Despite Ivens's social and professional rehabilitation, Ottho believes he was still dealing with demons from his wartime experience.

The prison camp had been brutal. Hudson's memoir recalls prisoners being beaten to death, or dying of disease and neglect.

Ivens harboured a deep antipathy for the Japanese following the war, says Ottho.

He wanted to deal with it — and embarked on a long trip to Japan and around the world in 1971.

Hudson, his Australian cellmate, recalls Ivens telling him, years later:

“I said to myself: ‘You don’t want to die hating the Japanese.’ So I went off to Japan to get it out of my system.”

He got in touch with a former Japanese fighter pilot who had also flown in Burma.

He left Japan with a samurai sword, engraved with his name and the name of his pilot friend, along with a prayer for peace.

He also left Japan with something else — a connection with a young woman, named Machiko, who had been his translator.

When he left — on his way to Israel, the next stop on his world tour — he said she could come and stay with him if she were to come to Canada.

The next year, Ivens went back to Japan to see Machiko, and shortly afterward she moved to Canada to be with him.

Machiko still lives in Vancouver.

She remembers him with love.

“He was very fair in his thinking. He never held grudges. He was very kind,” she recalled when reached by telephone.

Not that he was saintly.

“He lived every day the way he wanted to live,” she recalled.

“He drank and smoked and partied all day, all night. I guess when you have that kind of experience, you try to live every day to the fullest. I think that’s what he did.”

The home they shared was decorated like a Japanese dwelling. Herb wore a kimono at home.

The two didn’t get married until 1979. Shortly afterward, Herb was diagnosed with cancer.

He was still taking treatment when he decided he’d like to make one more trip to Japan, in 1980. Machiko arranged for him to have treatment in Japan on their visit, but by then nothing could stave off the end.

Herb made it back to Canada, but his plane was met by an ambulance. He died shortly afterward.

“I’m very thankful about the life he shared with me,” Machiko says.

“Without him I wouldn’t have this outlook on life — be happy every day, and positive. And live today, not tomorrow.”

It’s hard to get the real sense of a man’s life from a few short words in an old letter, and a handful of phone calls to the other side of the country.

What’s clear, though, is that Ivens *had* a life. He’d been given a second chance, and seized it.

As Ottho recalls: “He told me he regarded his life as a bonus because he should have been killed when he was shot down. He had the attitude that every day was a bonus.”

RCAF Press Release dated 8 December 1944 from: F/O W.B. Spears read as follows:

BURMA FRONT: - “It’s like driving a Rolls,” said Flight Lieutenant Herb Ivens. He bestowed an approving slap on the stubby fuselage of the P-47 Thunderbolt in which he had returned from a sweep over Burma. “There’s nothing in Asia that compares with it,” he declared.

The stocky flight commander from Scott, Saskatchewan, was voicing the opinion of every pilot in this Thunderbolt wing which numbers many Canadians. Since it was added a few months ago to the list of RAF aircraft operating in South-East

Asia, the powerful fighter-bomber has amply justified its European reputation as a plane with a punch, at high altitudes or low.

“That isn’t always the case,” explained F/L Tommy Sheppard of 137 Arlington Avenue, Toronto, Ontario. “Some of the types which do well in Europe can’t take the climate out here, but the T-Bolt performs like a charm. For one thing it has an air-cooled radial engine and we have none of the trouble you get with liquid cooling in a hot climate. It’s unbeatable at high altitudes, and it packs a real wallop in low-level attacks on ground positions.”

Sheppard is a member of the squadron, then flying Hurricanes, which broke up the famous Japanese attack on Ceylon by carrier-borne aircraft on Easter Sunday 1942. It was another Canadian, S/L L.G. Birchall of St. Catharines, who was credited with shooting the Japs from his Catalina and flashing back warning of the attack. Other Canadians in Sheppard’s squadron are F/O Mal Beverly, 5 Don Mills Road, Toronto, and W/O Bob Owen, 817-21st Avenue, S.E., Calgary.

Two other Thunderbolt squadrons share the same airfield on the Burma front, and of the six flight commanders, five are RCAF pilots. Besides Ivens and Sheppard, there are F/L Don MacLean, 176 Joseph Street, Victoria, B.C., F/L Harold Benson, Wellesley Park, Moose Jaw, and F/L Ray Walker, Duncan, Okla.

The roster of Canadians flying with the wing also includes P/O Frank Horne, 105 Madison Ave., Toronto; W/O Tom Lyons, 100 O’Connor Drive, Toronto; W/O R.E. Amey, 720 Victor Street, Winnipeg; F/O Hubert Ives, Pembroke, Ontario; P/O George Stewart, Morriston, Ontario; W/O Jim Stevens, 14 Roxborough Drive, Toronto, whose family live in Victoria, B.C.; P/O C.B. Smith, Drumheller, Alta.; and F/O Ron Craymer, 190 St. George Street, Toronto, Ontario.

Their assignments, emphasizing the versatility of the Thunderbolt, range from escort and intruder operations to close-support bombing in front of 14th Army troops. They destroy bridges, shoot up enemy airfields, and hammer constantly at Japanese transport. Using extra long-range tanks, they can stab deeper into Burma than other aircraft in their class; Sheppard, for example, has been twice to Rangoon.

“The Japs seldom come out to meet us,” said Amey, “so our chance at them is to catch them landing or taking off from their own fields.” He has yet to meet a Zero or Oscar in the air, but has brought home a few flak holes as mementos of dive-bombing and strafing attacks on enemy airdromes.

Enthusiasm for the job is high on this field. Targets are assigned as a result of daily conferences between senior R.A.F. and army officers; but frequently the

squadron request, and usually receive, permission to make additional attacks on objectives observed during their sweeps. When that happens - considering the bomb under each Thunderbolt wing and destructive power of its eight .5 machine guns - the sons of Nippon have more to worry about than the part in their hair.

Training: Interviewed in Saskatoon, 12 June 1941 by F/O H.G. Raney. "Good character, healthy, athletic; refined appearance, neatly dressed, alert, intelligent, well organized mind. Mature pleasant personality. Scout master two years. One year University of Saskatchewan. Above average type, shows leadership qualifications. Suitable in all respects for commissioned rank."

Course at No.2 ITS was 8 August to 8 September 1941. Courses in Mathematics (88/100), Armament, practical and oral (72/100), Signals (99/100), Hygiene and Sanitation (31/40), Drill (75/100) and Law and Discipline (50/60). Placed 81st in a class of 140. "This airman is better than average. He is very aggressive, dependable and has plenty of initiative. He has a good sense of responsibility and leadership qualities. Apart from his age, he is definitely officer material."

Course at No.2 EFTS was 25 September to 21 November 1941. Tiger Moth aircraft - 35.15 day dual, 41.10 day solo (10.10 on instruments included) plus ten hours in Link. "Progress satisfactory. Plenty of spirit and can be held down a bit. Tends to overconfidence - result, carelessness and roughness." Ground courses in Airmanship (177/200), Airframes (88/100), Aero Engines (89/100), Signals, practical (95/100), Theory of Flight (76/100), Air Navigation (144/200) and Armament, oral (165/200). Graded 150/200 on Qualities as an Officer. Placed 7th in a class of 25. "Capable and reasonably confident."

Course at No.2 SFTS was 24 November 1941 to 16 March 1942. Harvard aircraft - 51.40 day dual, 56.20 day solo, 4.15 night dual, 11.45 night solo. Flew 28 hours on instruments and logged 28 hours in Link. "A very high average pilot - alert, sound airmanship, aerobatics rough, use of tabs weak - a high average on instruments. Over-controls with ailerons and rather heavy-handed. Link trainer ability above average (78 percent)." Ground courses in Airmanship and Maintenance (166/200), Armament written (72/100), Armament practical (82/100), Navigation and Meteorology (155/200), Signals written (36/50) and Signals practical (100/100). "Above average student, clean cut." Placed 16th in a class of 65.

Notes: Accident, No.118 Squadron, 6 June 1942, 1830 hours, Kittyhawk AK815, VWT. Right oleo leg collapsed on landing, aircraft went off runway. No injuries. Landing field near St. Hubert.

Assessed 15 September 1942 by W/C A.D. Nesbitt, Annette Island, Alaska - "P/O Ivens is an average pilot and a very good officer. His character and sense of responsibility are excellent and he can be depended upon at all times."

Circumstantial Report dated 12 December 1944 by S/L R.A.C. Weir, Commanding Officer, No.146 Squadron: "On 11th December 1944, nine Thunderbolts were airborne at 1430 hours to attack Meiktila Airfield. F/L Ivens was the Leader of the first section to attack the Airfield at 1540 hours. His aircraft was hit either by Machine Gun fire or Bofors fire from the Airfield whilst it was flying at ground level. He was seen to crash by his No.2 (F/O Fraser) and his aircraft broke up on impact. Nothing was seen of the pilot though his No.2 circled the spot. It is believed that he was killed in the crash."

Writing to his mother on 1 January 1945, S/L Weir gave a slightly different story:

He was hit by anti-aircraft fire during an attack on an enemy airfield and his aircraft was seen by his No.2 to be leaving a trail of white vapour. He then called up to say he had been hit and was next seen to crash in some fields near the enemy airfield. The aircraft broke up on impact.

His No.2 then circled the area but could see no signs of your son. The cockpit appeared to be empty. He would probably have been thrown out and I feel sure his death would have been instantaneous.

Herbert was one of my Flight Commanders and I can assure you I held him in very high esteem, as did all his fellow pilots. He was a fine pilot and an inspiring leader. I have some happy memories of duck shooting expeditions we went on together. His loss is a very heavy blow to the Squadron.

I received a letter from Air Vice Marshal Vincent saying what a good view he took of your son's action and he has recommended him for a Mention in Despatches.

Your son had been detailed to go on ahead of the Squadron and was to report if there were any aircraft on the airfield. Despite the fact that he had been hit, he kept his head and reported the presence of aircraft, which the Squadron were then able to attack. It was a magnificent effort.

When shot down he injured both knees. Unable to walk for two months, No treatment. Suffering from malnutrition when liberated.

At the time of liberation, he was one of four RCAF and one CAN/RAF freed and a CBC broadcast arranged - they were Ivens (Wilkie), F/O John Yanota (Blairmore, Alberta), P/O Dick Corbett (Toronto), P/O Keith Purdy (CAN/RAF, Sanforb, Manitoba) and P.O R.W. Stephens (Windsor, Ontario).

On 2 July 1945 he stated he had flown 150 sorties, 300 operational hours and 300 non-operational hours. Also listed his accomplishments as two Oscars destroyed, one Dinah destroyed, one locomotive and one tank.

In 1949, when applying to the RCAF, he listed his flying as follows: Tiger Moth (76.25), Harvard (206.35), Oxford (17.15), Norseman (1.00), DC-3 (45 minutes). Cessna 105 (2.30), Hurricane (91.05), Spitfire (3.10), Thunderbolt (151.30) and Kittyhawk (160.15).

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IVERMEE, S/L Robert William Alex (C451) - **Mention in Despatches** - Station Topcliffe - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. Home in Winnipeg. Enlisted at Camp Borden, 25 May 1938. With No.401 Squadron as of 19 August 1940. Flight Lieutenant as of 1 February 1941. Promoted Squadron Leader, 1 June 1942. Retired 23 November 1945. DHist file 181.002 D.225 has a recommendation for an OBE dated 19 June 1945. This did not succeed, but the description says much about Ivermee. He had served in both the RAF and RCAF, rejoining the latter on the outbreak of war and serving with No.1 (Can) Squadron during the Battle of Britain as Deputy Adjutant. He assumed senior administrative duties at Digby, helped open Tholthorpe, and for the previous 20 months had been at Topcliffe as the Station Administrative Officer.

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IVES, FS John Learned (R62735) - **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 29 July 1920 in Sherbrooke, Quebec. Worked in mines for one year which attending technical school. Draftsman before the war. Enlisted in Sherbrooke, Quebec, 23 July 1940. To No.1 Manning Depot, Toronto, 25 July 1940. To No.3 Training Command, Montreal, 16 August 1940. To No.2 ITS, Regina, 30 August 1940. Promoted LAC, 26 October 1940; to No.2 AOS, Edmonton, 27 October 1940; to No.2 BGS, Mossbank, 20 January 1941; promoted Sergeant, 2 March 1941; to No.1 ANS, 3 March 1941; graduated 10 April 1941. To Embarkation Depot, Debart, 11 April 1941. Struck off strength of that unit on 24 April 1941. Arrived overseas as uncertain date and taken on strength of No.3 Personnel Reception Centre, Bournemouth. To No.19 OTU, 23 May 1941. To No.51 Squadron, 12 August 1941. Missing 19 August 1941. (Whitley Z6569). Reported safe in Gibraltar, 2 December 1941. Embarked from Gibraltar, 28 December 1941. Reported safe in UK, date uncertain and appears to have returned to duty with No.51 Squadron, which included participation in dropping paratroops on Bruneval Raid. To No.2 School of Air Navigation, 21 March 1942. Repatriated to Canada, 31 May 1942. To No.32 OTU, Patricia Bay, 8 July 1942. To No.6 OTU, Comox, 1 June 1944. To "Y" Depot, Lachine, 2 July 1944. Embarked from Halifax, 11 July 1944. Disembarked in Britain, 18 July 1944. To Doncaster, 26 July 1944. To No.107 (Transport) OTU, 5 August 1944. To No.571 Squadron, 8 October 1944. Commissioned 7 November 1944 (J92827). DHist file 181.009 D.1636 (RG.24 Vol.20604) has

application for Operational Wings dated 14 February 1944. Claimed to have flown 29 sorties (160 operational hours) with No.51 Squadron, June 1941 to March 1942. Killed on operations 28 April 1945 with No.271 Squadron (Dakota KG406). Aircraft left Down Ampney, 0630 hours and crashed in sea off French coast. A Rescue Launch was on hand within two and one-half minutes but found no bodies or survivors. Other crew were 133609 F/L Robert C.J. Southy (pilot), 1448750 Flight Sergeant James R. Fife-Miller, R4212766 Flight Sergeant Ross E. Reynolds (RCAF), 2006225 LAV W. Walsh. Name on Runnymede Memorial. Public Records Office Air 2/5684 has recommendation for Mention in Despatches and identifies unit.

This airman was a member of the crew of an aircraft which bombed Cologne on 18th August 1941. He was compelled to bale out near Maastricht. Immediately he landed he hid in a wood to avoid capture and remained there for four days. He drank some water in a field which gave him fever and he was later found by a farmer and taken to the farmhouse. On 28th August he made his way, alone, to Brussels. Here he lived until 6th November when he left with a guide and two companions. They were escorted across the Franco-Belgian frontier and then made their way alone and left the Zone Interdite on 6th November. Travelling via Paris and Bayonne they reached the Spanish frontier on 10th November. He was repatriated from Gibraltar on 30th December 1941.

Public Record Office Air 40/258 has a lengthy statement drafted 8 January 1942 as to his adventures:

Sergeant Ives was the observer in a Whitley Mark V which took off at 1145 hours on 18 August 1941 to bomb Cologne Station. The rest of the crew were:

First Pilot - P/O Robertson, RAF, believed POW

Second Pilot - Sergeant Trites, RCAF, who was acting front gunner at the time; believed POW.

W/T Operator - Sergeant Everetts, believed killed.

Rear Gunner - Sergeant Hooper, believed POW

It was their first operation together as a crew. They were over the target area between 0100 and 0130 hours at about 8,000 feet. There was heavy flak and they were several times caught in searchlight beams. On account of smoke haze they were unable to observe the effect of their bombs. On leaving the target area they set course for St.Quentin and home.

More searchlights were encountered in the Duren-Aschen area than was anticipated at briefing and they resorted to evasive action, by continually altering course. Near Maastricht, when flying at about 12,000 feet, they were again caught in searchlight beams, but although evasive action was taken for about five minutes, they were unable to get out of the beams.

The fact that the searchlights held them all this time made Sergeant Ives think that they were either extremely skilfully operated or were controlled by some sort of radio locating device. They appeared to be mainly in the area between the Albert Canal and the Hasselt-Maastricht road, in a belt of about 15 kilometres extent.

At about 6,000 feet the pilot levelled out and, still carrying out evasive turns commenced to climb. No flak had been experienced during this time. An unidentified aircraft then approached on the starboard from slightly behind and below and fired one burst at the Whitley. Sergeant Ives stated that at the time he thought it was a cannon, but now thinks it was probably a machine gun.

The wireless operator was killed, having been hit in the head, the W/T panel smashed, and a fire started in the port wing tank. The attacking aircraft disappeared and was not seen again.

As soon as the aircraft was hit, the pilot ordered the crew to bale out. The front gunner, Sergeant Trites, opened the escape hatch and baled out at about 4-5,000 feet, and is assumed to have made a safe landing. The pilot baled out next at about 3-4,000 feet, no doubt thinking, according to Ives, quite reasonably, that the rest of the crew had already left. Sergeant Ives, who says he would probably be out of sight of the pilot while tearing up papers and making quite certain that the wireless operator was in fact dead, baled out at 1,000 feet.

Just before the attack, Sergeant Hooper, the rear gunner, had complained of trouble with his turret doors. Speech on the inter-com was not very distinct, and Sergeant Ives does not know if the trouble was righted, but he assumes that Sergeant Hooper baled out successfully.

Sergeant Ives landed unhurt in a field about ten kilometres northwest of Maastricht near the Albert Canal at about 0200 hours. Sergeant Ives is sure that the IFF would have detonated when the aircraft crashed. His own log book and rice paper with list of W/T beacons for the night he tore up before leaving the aircraft and he assumed that the wireless operator's lists and his own maps were destroyed in the fire.

The maps included:

Sheets covering the flight from Ripon to Cologne (with course York-Cologne marked on it).

A general map with Sergeant Ives' private markings of our balloon barrages.

A Mercator plotting chart.

Target map of Cologne.

No information re enemy beacons was carried.

About two hours after he landed, some German troops arrived and searched the nearby woods. The searching continued for about four days, during which time Sergeant Ives remained hidden in the woods and lived by a little stealing at night. He had no escaping materials, neither purse, box nor compass.

On the fourth day he encountered a farmer who asked him if he was a German. Sergeant Ives stated that he was and the farmer disappeared and did not come back.

After this another farmer, who was certain that he was British in spite of his protests, took him away and hid him, and also burnt his uniform.

While in the village of Diepenbeek he heard rumours that three airmen had been captured in the neighbourhood on the night of 18th/19th August, and he assumes that these were his first pilot, front and rear gunners. He does, however, know where his own aircraft crashed or what happened to it, but heard that one body, which he thinks may have been that of Sergeant Everetts, was taken from a burnt-out aircraft which crashed the same night near Vliermaelroodt (ten kilometres south-east of Hasselt) and was given "a good funeral" by the Belgians.

Whilst near the Hasselt-Maastricht road, Sergeant Ives saw a train go by conveying a Messerschmitt 109 and a Messerschmitt 110 painted with RAF roundels, which had obviously crashed. He insists that they were RAF roundels on German aircraft.

In Brussels he gave his name, number, type of aircraft, its number, date of takeoff, target, time over target and names of the rest of the crew to a member of the Mouvement Nationale Belge. He gave this information in order to establish his own identity, and understands that they were wirelessed to England for checking up on himself.

On 3 September 1941 he met Sergeants Hutton and Wolverton of No.101 Squadron who claimed to have shot down a Messerschmitt 110 which attacked their Wellington, probably 18 August 1941.

While staying in Brussels he saw a dummy aerodrome northeast by east of the town and about three kilometres from Everes. There was a dummy flare path and during his stay two German aircraft landed on it by mistake.

The camouflage on Brussels-Evere seemed to him, from the ground, to be very skilful. Such devices as dummy shop fronts painted on hangars and "cottages" were used. Near the main road, on the aerodrome, there were large mounds camouflaged with green moss, the use of which was not known. There were many Junkers 52s on the aerodrome in September 1941.

Alongside the canal north of the town were a number of petrol tanks, apparently already existing in peace time, but he does not know whether they were still in use. He noted that after 20th September no more anti-aircraft fire was heard over Brussels, it being rumoured that equipment had been sent away in an easterly direction.

He heard in Brussels that there was a small, well-camouflaged aerodrome at Liege. This was reported by Belgians and English airmen whom he met, but none of them had seen it from the air.

On his journey through France he noticed a dummy aerodrome four kilometres south of Bordeaux about one kilometre west of the Bordeaux-Bayonne railway line.

On 10 November 1941 the civil airfield at Bayonne was being enlarged. It was rumoured that it would be used either for training purposes or for operations against Spain.

NOTE: On 20 June 1945, S/L A.N. Beddow Griffin wrote a note for his file. He reported that Ives had flown 1,100 hours, 347 in previous six months. He then wrote:

Pilot Officer Ives, whose resource in escaping from Germany was so high, volunteered to come back to operations after instructing in Canada. Whilst with this squadron he turned down a Flight Lieutenant position because it meant ceasing flying. He was keen to an abnormal degree.

On the same day, S/L A.G. Griffin wrote:

Pilot Officer Ives was a good average navigator, with a cheerful nature and always very keen on his work. He set a high example to his junior officers, and his work was satisfactory in all respects.

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IVEY, F/L Patrick Barnes (C5851) - **Air Force Cross** - No.6 Communications Flight - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 17 June 1915 in Ituna, Saskatchewan. Attended University of California, 1935-1937 (Forestry). Home in Oakland, California (credit manager with General Motors Acceptance Corporation; previously worked with Caterpillar Tractor as machinist). Enlisted in Ottawa, 9 June 1941 and posted to No.1 Manning Depot. To Picton, 3 July 1941. Promoted Flying Officer, 17 September 1941. To No.3 BGS, Macdonald, 18 September 1941. To No.12 Communications Flight, Rockcliffe, 15 May 1942. To Northwest Staging Route, 1 March 1943. To No.5 Staging Unit, 7 March 1943. To No.2 Wing, Northwest Staging Route, 3 August 1943. To No.6 Communications and Rescue Flight, 19 February 1944. To Transport Conversion Squadron, Pennfield Ridge, 30 June 1944. To No.6 Communications Flight, Edmonton, 8 September 1944. Promoted Flight Lieutenant, 1 December 1944. To Northwest Air Command Headquarters, 1 June 1945. To No.8 Release Centre, 24 March 1946. Retired 5 April 1946. Died in Montana, 25 July 1991. As of award had flown 3,042 hours, 484 hours in previous six months.

This officer has flown many hours in the north country in single and twin engine aircraft under the most difficult conditions. This flying included one winter of operation when servicing and living facilities were at a bare minimum and all maintenance was carried out in the open. During this time all the necessary flying including several rescue and mercy flights were carried out with complete success, often over poorly mapped and hazardous terrain. This officer's flying record proves his excellent judgement and skill under all conditions and his devotion to duty is deserving of the highest praise.

The successful recommendation was made by S/L D.D. Braun (Officer Commanding, No.6 Communications Flight) on 29 August 1945, essentially as above. It was endorsed the same day by A/V/M T.A. Lawrence (Air Officer Commanding, Northwest Air Command), and supported on 20 November 1945 by Air Commodore M. Costello for the New Year Honours List.

NOTE: This award was the result of much effort on the part of his superiors. DHist file 181.009 D.1688 (RG.24 Volume 20605) has a recommendation by W/C W.J. McFarlane from 8 January 1944. At that date he had flown 1,707 hours 30 minutes (478 hours 35 minutes in the previous six months). Letter read as follows:

The above mentioned officer has been employed as a pilot operating a single engine aircraft and transporting supplies to far northern bases over extremely hazardous terrain and often without navigational aids other than the compass which is not always reliable at northern latitudes.

During his eighteen months service on the Northwest Staging Route this officer has displayed initiative, skill and ability of a high order. His devotion to duty has been outstanding and an inspiration to others.

Another version of the recommendation, found in his service file, is also dated January 1944, gives total flying hours as 1,707 hours 30 minutes (1,071.05 operational, 478.35 in previous six months), and states:

During many hours flying single engine aircraft over extremely hazardous and unmapped terrain and often in extremely low temperatures, this officer has exhibited initiative, skill and ability of a high order. His devotion to duty has been outstanding and an inspiration to others.

His file is interesting for details as to relations with the Clayton Knight Committee. They apparently conducted a Flight Check on 1 May 1941, noting he had flown 610 hours (50 in previous six months). He had been tested on a Stinson (350 h.p. Wright engine). The person testing wrote, "It is my opinion that the applicant is above the average." He was medically examined by the CKC on 6 May 1941.

Next came a questionnaire on their letterhead he filled in, 27 May 1941 at Oakland, California. He was married, had Private Pilots License 59983, had flown 645 hours (175 in past year), and had taken courses in Meteorology, navigation, airframes and engines, and theory of flight. He had flown Fleet, Taylorcraft, Aeronca, Cub, Waco, Fairchild and Stinson aircraft. It was annotated by a Mr. R.D. Metcalfe of the Clayton Knight Committee - "Clean cut - Exceptional Near - Very Pleasant - The above subject would make an excellent candidate for Canadian aviation. He has a better than average education and is a thorough gentleman. Mr. Ivey is a Canadian and has taken out his first papers here, His parents are English and he is most anxious to help Great Britain by joining the RCAF. Because of his flying ability and sincere attitude we recommend him to you most highly."

The same day (27 May 1941) he signed a document, "Understanding - Canadian Aviation", listing things he understood, including (a) I am applying for employment with Dominion Aeronautical Association, Limited of Ottawa, Canada." (b) Upon completion of my application and supporting documents and when so advised by the Clayton Knight Committee, I shall be furnished transportation from point of origin to Ottawa and \$ 5,00 per day in transit."

On 4 June 1941 he was given a Permit of Local Board for Registrant to Depart From the United States. This was apparently a form to provide assurance that he was not leaving to evade the Selective Service Law (draft) - that he was intending to visit Canada for pleasure, and that he expected to be absent three weeks,

On 12 June 1941 (three days after formal enlistment) he signed a form acknowledging having read and accepted terms of service. These included provision that he would be paid \$ 150 uniform allowance, after he had already provided himself with a uniform. The document read, in part, "No officer is permitted to wear the Flying Badge until he has qualified on service type aircraft and passed a written examination for same." An oath of allegiance was not required, so

he would retain his American citizenship. His formal application to join the RCAF is also dated 12 June 1941. In Ottawa he was lodged in the Chateau Laurier.

On 13 June 1941 he was tested on a Yale at 12 Communications Squadron, Rockcliffe. S/L R.F. Davenport concluded, "It is considered that with the additional experience received with the Conversion Training Squadron at Picton, this pilot should be capable of qualifying as a Staff pilot."

He underwent an RCAF medical examination on 13 June 1941.

It appears that he was able to wear the RCAF wing only after his course at Picton, during which he flew Yales (2.15 dual, 7.30 solo), Harvard (4.45 dual, 12.45 solo) and Battle (4..50 solo). He was 10.30 on instruments and logged 5.30 in Link. "Average pilot, tries hard to learn, smooth pilot, poor navigation." (F/O William A. Ward, instructor).

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