

YACKMAN, P/O Frederick William (J17434) - **Distinguished Flying Cross** - No.106 Squadron - Award effective 4 October 1943 as per **London Gazette** dated 19 October 1943 and AFRO 2322/43 dated 12 November 1943. Born 16 November 1911. Home in Sudbury, Ontario; enlisted North Bay, 7 May 1941 and posted to No.4A Manning Depot. To No.22 EFTS, 13 July 1941 (guard). To No.3 ITS, 7 August 1941; graduated and promoted LAC, 12 September 1941 when posted to No.20 EFTS; graduated 7 November 1941 when posted to No.16 SFTS; graduated and promoted Sergeant, 27 February 1942. To "Y" Depot, 28 February 1942. To RAF overseas, 19 March 1942. Promoted Flight Sergeant, 27 August 1942. Commissioned 16 March 1943. Promoted Flying Officer, 16 September 1943. Promoted Flight Lieutenant, 27 September 1944. Repatriated 27 November 1944. This may have been home leave, because he is repatriated again, 5 August 1945. To No.5 Release Centre, 9 August 1945. Retired 20 September 1945. Award presented 9 April 1948.

As captain of aircraft this officer has participated in attacks against targets in Germany and Italy including a low level attack against a power station at Bologna. The success of these sorties has been proved by the excellent photographs he has secured. At all times he has set a fine example of courage, enthusiasm and devotion to duty.

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YANDON, FS Harris Patrick (RCAF 7568) - **British Empire Medal** - Station Rockcliffe - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/45. Born in Ottawa, 21 October 1913. Educated at Hopewell School, Ottawa, 1920-1926, Kent Street School, 1926-1928, and Ottawa Technical School, 1928-1933. Refrigerator technician, mechanic, truck driver and handyman. Enlisted in Ottawa, 21 April 1939 as Fitter; reclassified as Aero Engine Mechanic, 1 July 1939. Promoted AC1, 22 October 1939. Promoted LAC, 29 February 1940. Promoted Corporal, 1 October 1940. Promoted Sergeant, 1 January 1941. Promoted Flight Sergeant, 1 October 1941. Remained on strength of Station Rockcliffe until 18 December 1943 when posted to No.1 Winter Training and Experimental Unit, Kapuskasing. Transferred with unit to former No.18 SFTS site, Gimli, 27 March 1944. To Test and Development Establishment, Rockcliffe, 1 December 1944. Retired 27 November 1946. Summaries of flying time show him flying 61 hours 50 minutes in 1943, 67 hours 20 minutes in 1944 (which is low as it does not include flying on detached duty) and 104 hours 25 minutes in 1945. Award presented. Died 29 December 1984; buried in St. Patrick's Anglican Cemetery, Lower Stafford Township, Renfrew County.

This non-commissioned officer has been in charge of the maintenance of the De-icing Flight at Test and Development Establishment for the past three and a half years. During this period he has shown outstanding ability and initiative in maintaining the serviceability of the experimental aircraft under his charge, thus making a very definite contribution to the progress which has been made in de-icing research.

Recommended 1 August 1945 by W/C J.A. MacLean; strongly endorsed on 2 August 1945 by A/V/M E.E. Middleton.

Notes: Assessed 4 May 1944 by F/L J. Snyder, No.1 WE and TF, Gimli - "This NCO has been the NCO in charge of De-Icing Flight for the past two and a half years. He has done an outstanding job, displaying energy and initiative at all times.

Assessed 27 June 1944 by F/L E.C. Thompson - "This Sergeant excels when real trouble develops and we can depend upon him to run it down."

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YARD, WO2 William Leonard (R189484) - **Distinguished Flying Cross** - No.432 Squadron - Award as per **London Gazette** of 6 November 1945 and AFRO 155/46 p.3. Born in Hurley, Alberta, 26 June 1922. Home in Princeton, B.C. Former printer's apprentice, Similkameen **Star**. Enlisted in Vancouver, 14 September 1942. To No.3 Manning Depot, 21 September 1942. To Recruiting Centre, Saskatchewan, 15 November 1942. To No.2 ITS, 15 January 1943; to No.3 WS, 5 February 1943; to No.2 ITS again, 6 March 1943; graduated and promoted LAC, 14 May 1943 but not posted to No.2 AOS until 29 May 1943; graduated 15 October 1943 and promoted Sergeant. To "Y" Depot, Halifax, 29 October 1943; embarked for Britain, 24 November 1943; arrived 1 December 1943; to No.6 (O) AFU, 8 February 1944; to No.24 OTU, 21 March 1944; to No.61 Base, 26 June 1944; to No.1664 Heavy Conversion Unit, 26 June 1944; promoted Flight Sergeant, 15 July 1944; to No.432 Squadron, 29 July 1944; promoted Warrant Officer 2nd Class, 15 January 1945. Posted to Canada, 22 April 1945; to Western Air Command, 7 May 1945; to No.8 Release Centre, 28 June 1945; released 5 July 1945. Died in Hatzik (Fraser Valley Regional District), 23 October 2009. Award sent by registered mail 7 June 1950. No published citation other than "Completed operations with courage and devotion to duty". DHist file 181.009 D.2618 (RG.24 Vol.20627) has recommendation from W/C K.A. France dated 16 May 1945 when he had flown 35 sorties (225 hours 40 minutes) between 9 August 1944 and 8 March 1945 (originally for a DFM):

On the completion of 35 successful operational sorties, this Non-Commissioned Officer has contributed to the success of his crew by his cooperation, coolness and strong sense of duty. His cheerful confidence has inspired a high standard of morale in the crew. For his excellent example and operational ability as Navigator, Warrant Officer Yard is strongly recommended for the award of the Distinguished Flying Medal (Non-Immediate).

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

9 August 1944 - Foret de Nieppe (4.10*)
10 August 1944 - La Pallice (7.20)
12 August 1944 - Mont Richard (5.20*)
25 August 1944 - Brest (5.30)
27 August 1944 - Mimoyceques (3.40*)

31 August 1944 - Ile de Cezebres (5.00*)
25 October 1944 - Hamburg (1.30*, duty not carried out)
30 October 1944 - Cologne (6.35)
1 November 1944 - Oberhausen (5.40)
2 November 1944 - Dusseldorf (5.35)
16 November 1944 - Julich (1.40*, duty not carried out)
18 November 1944 - Munster (5.55*)
21 November 1944 - Castrop Rauxel (5.50)
2 December 1944 - Hagen (7.10)
4 December 1944 - Karlsruhe (7.00)
6 December 1944 - Osnabruck (5.35*)
18 December 1944 - Duisburg (6.00)
2 January 1945 - Ludwigshaven (7.05)
5 January 1945 - Hanover (5.45)
6 January 1945 - Hanau (6.45)
13 January 1945 - Saarbrucken (7.20)
14 January 1945 - Gravenbroich (6.05)
16 January 1945 - Magdeburg (7.10)
28 January 1945 - Stuttgart (7.20)
4 February 1945 - Bonn (6.45)
7 February 1945 - Goch (5.45)
8 February 1945 - Wanne Eickel (6.15)
20 February 1945 - Monheim (7.25)
21 February 1945 - Worms (7.35)
23 February 1945 - Essen (6.05)
24 February 1945 - Kamen (6.45*)
27 March 1945 - Mainz (6.55)
1 March 1945 - Monheim (7.15)
2 March 1945 - Cologne (5.55*)
5 March 1945 - Chemnitz (9.45)
7 March 1945 - Hemmingstedt (6.05)
8 March 1945 - Hamburg (6.10)

On repatriation he filed a form (10 April 1945) in which he stated he had flown 225 hours 40 minutes on operations overseas (35 sorties, the last carried out on 8 March 1945) plus 207 hours 25 minutes non-operational. Overseas he had flown in Ansons (30 hours 35 minutes), Oxfords (3 hours 50 minutes), Whitleys (82 hours 15 minutes) and Halifaxes (316 hours 25 minutes).

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YAREMA, F/O Peter (J18944) - **Distinguished Flying Cross** - No.571 Squadron - Award as per **London Gazette** of 19 September 1944 and AFRO 2373/44 dated 3 November 1944. Born 12 June 1921 in Teulon, Manitoba; home in Dufrost, Manitoba. Enlisted in Toronto, 4 April 1941.

To No.1 Manning Depot, 4 May 1941. To No.1 CAC (whatever that is), 23 May 1941. To No.3 ITS, 3 July 1941; graduated and promoted LAC, 20 August 1941 when posted to No.11 EFTS; graduated 10 October 1941 when posted to No 8 SFTS; graduated and promoted Sergeant, 2 January 1942. To "Y" Depot, 3 January 1942. To United Kingdom, 23 January 1942. Promoted Flight Sergeant, 2 July 1942. Promoted WO2, 2 January 1943. Promoted WO1, 2 July 1943. Commissioned 18 August 1943. Promoted Flying Officer, 18 February 1944. Repatriated 12 March 1946. To No.5 Release Centre, 20 March 1946. Date of release uncertain. Rejoined RCAF, 14 February 1950 (44401) as pilot, rank of Flying Officer. Award sent by registered mail 3 May 1951. No citation: "...completed many successful operations during which [he has] displayed high skill, fortitude, and devotion to duty". Public Records Office Air 2/9276 has recommendation dated 21 June 1944 when he had flown 50 sorties (174 hours 40 minutes), 6 January to 13 June 1944.

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6 January 1944 - Duisburg (2.40)
8 January 1944 - Karlsruhe (3.35)
27 January 1944 - Berlin (4.55)
29 January 1944 - Duisburg (2.35)
5 February 1944 - Berlin (4.30)
8 February 1944 - Brunswick (3.10)
11 February 1944 - Brunswick (3.40)
19 February 1944 - Leipzig (4.45)
21 February 1944 - Stuttgart (3.45)
24 February 1944 - Schweinfurt (4.30)
29 February 1944 - Dusseldorf (2.45)
3 March 1944 - Berlin (4.00)
14 March 1944 - Dusseldorf (3.05)
17 March 1944 - Cologne (2.30)
18 March 1944 - Frankfurt (3.30)
22 March 1944 - Frankfurt (4.00)
26 March 1944 - Essen (3.10)
29 March 1944 - Kiel (3.50)
1 April 1944 - Hanover (3.30)
4 April 1944 - Cologne (2.35)
6 April 1944 - Hamburg (3.55)
8 April 1944 - Essen (2.50)
10 April 1944 - Hanover (2.30)
11 April 1944 - Hanover (3.45)
13 April 1944 - Berlin (4.20)
17 April 1944 - Cologne (2.30)
18 April 1944 - Berlin (4.00)
21 April 1944 - Cologne (2.45)
22 April 1944 - Mannheim (3.40)

24 April 1944 - Dusseldorf (2.30)
27 April 1944 - Friedrichshafen (4.00)
28 April 1944 - Hamburg (3.55)
1 May 1944 - Ludwigshafen (3.20)
3 May 1944 - Ludwigshafen (3.30)
4 May 1944 - Ludwigshafen (3.20)
7 May 1944 - Leverkusen (2.50)
8 May 1944 - Osnabruck (3.00)
9 May 1944 - Berlin (4.25)
12 May 1944 - Brunsbuttel (3.15)
23 May 1944 - Berlin (4.25)
26 May 1944 - Ludwigshafen (3.25)
27 May 1944 - Berlin (4.15)
29 May 1944 - Hanover (3.15)
2 June 1944 - Leverkusen (2.55)
4 June 1944 - Cologne (2.45)
6 June 1944 - Ludwigshafen (3.25)
7 June 1944 - Cologne (3.15)
9 June 1944 - Berlin (4.25)
11 Jun 44 - Berlin (4.25)
13 Jun 44 - Gelsenkirchen (2.50)

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This officer has now completed 50 sorties in this Group on Mosquitos, including ten to Berlin, ten to the Ruhr, six to Cologne and five to Ludwigshafen. The remainder have all been on heavily defended German targets.

He has shown great keenness, skill and courage at all times and is the type of pilot who will fly any aircraft to any target at any time. He has been subject to most intense operational flying during the period of the squadron's formation.

I think most highly of his airmanship and his courage and of the good example he has set to his fellow pilots.

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YATES, FS Guy Philip Aldrich (R67165, later J16100) - **Distinguished Flying Medal** - No.40 Squadron - Award effective 4 September 1942 as per **London Gazette** dated 22 September 1942 and AFRO 1653/42 dated 16 October 1942. Born at Toledo, Ontario, 20 December 1921. Home in Delta, Ontario. Student on enlistment at Kingston, 16 September 1940. To No.22 Munitions Depot, 8 October 1940. To No.1 Equipment Depot, 19 December 1940. To No.1 ITS, 15 January 1941; graduated and promoted LAC, 20 February 1941; to No.11 EFTS that date; to No.8 SFTS, 2 May 1941. Graduated and promoted Sergeant, 27 July 1941. To Embarkation

Depot, 28 July 1941; to RAF overseas, 23 August 1941. Commissioned 16 September 1942. Promoted Flying Officer, 16 March 1943. Promoted Flight Lieutenant, 23 March 1944. Repatriated 12 September 1944. To No.164 (Transport) Squadron, November 1944. To Transport Conversion Squadron, 16 November 1944. To Moncton, 4 February 1945. To Transport Conversion Squadron again, 21 April 1945. To No.164 (Transport) Squadron, again, 26 May 1945. To Release Centre, 10 October 1945. Retired 15 October 1945. Award presented by King George VI 23 February 1943. Memberships in both Caterpillar Club and Late Arrivals Club. Photo PL-3941 is graduating class at No.8 SFTS; Yates is second row, extreme left. PL-14680 is a portrait taken after his DFM action.

Flight Sergeant Yates captained an aircraft detailed to attack shipping in Tobruk Harbour. On the outward flight, when some 60 miles from the target, serious engine trouble developed. Despite this he flew on and released his bombs alongside jetties where a large explosion occurred. On the return journey engine trouble continued and one of the propellers dropped off. The aircraft rapidly lost height and, although movable equipment was jettisoned, it was not possible to regain height. After ordering his crew to abandon the aircraft by parachute, Flight Sergeant Yates flew on alone. Presently the engine ceased entirely and he was forced to leave by parachute. Throughout, this airman displayed great skill and courage, while his efforts to save his aircraft were worthy of high praise.

The incident occurred on 9 August 1942 and involved Wellington HX560 "S". The full crew was Flight Sergeant G.P.A. Yates (RCAF), Sergeant G.A. Westthorp, F/O F. Waterman (RCAF, later awarded a DFC), Sergeant J. Dickenson, Sergeant R. Gardiner, and Sergeant J. Egan. Having baled his crew out he attempted to reach a landing ground but eventually had to bale out himself.

YATES, F/L Guy Philip Aldrich, DFM (J16100) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 1 September 1944 as per **London Gazette** of 15 September 1944 and AFRO 2373/44 dated 3 November 1944. Award sent by registered mail 5 April 1951.

Since the award of the Distinguished Flying Medal, Flight Lieutenant Yates has completed many sorties. On numerous occasions his aircraft has been attacked by enemy fighters and anti-aircraft fire but this has not deterred him from continuing to his target and obtaining successful results. The keenness and capability of this officer is most commendable.

Text of RCAF Press Release No. 1216 - February 1943

A camel got his flying jacket and a native his treasured jack-knife, but Pilot Officer Guy Yates, D.F.M., of Delta, Ontario, figures he is lucky the desert didn't get his life. The two nights and days he spent crossing 50 miles of uncharted sand formed the final chapter in the exploit which won him his decoration.

Back in England after nearly a year in the Middle East, Yates will receive his decoration from His Majesty at an early investiture.

It was for one of his 22 Tobruk raids that Yates won the D.F.M. He was piloting his two-engined Wellington bomber, target-bound, with a crew that included another Canadian, Flying Officer Fred Waterman, D.F.M., Princeton, British Columbia, as Navigator:

“We were about 60 miles from Tobruk when one engine failed,” said Yates. “We decided to carry on, so we went in over target and got a couple of hits. All O.K. so far. But on the way back it wasn’t so good. We began to lose height fast and saw we’d never make base with a full load anyhow. All we hoped for was that when the time came to abandon, we’d bale out behind our own lines. We were pretty happy when we saw, and crossed, the strings of gun-flashes that marked the front lines.

“So I got the rest of the crew out – they all came down safely – and thought I’d make a try for base with the lightened aircraft, but soon the other engine caught fire and that was that. I baled out, hit the sand unhurt and started doing some pretty foolish things. The first was to gulp all the two inches of water I had in my bottle. This made the going pretty tough all the next day.

“About dusk that day I got a break. I ran into a caravan of Arabs who gave me some water and put me on one of their camels. I used my Irvin jacket as a saddle but I’m not used to camelback and after a while I climbed down to walk a while and get over my stiffness. When I boarded the camel again the Irvin jacket was gone.

“Then I decided we weren’t headed in the right direction and I tried to tell the Arabs my navigation was better than theirs. It wasn’t but I didn’t know that then and we parted company with the result that it was another full day before I got anywhere, and I was lucky at that. I reached the bank of the Suez Canal and ran into a friendly Egyptian farmer who fed me a tomato, pepper and watermelon salad. It went fine. I didn’t have any money, so I gave him the scout knife I’ve carried I don’t know how many years. Then some British troops came along and they got me back to my camp.”

Yates left Delta high school to enlist in the R.C.A.F. After training at Cap-de-la-Madeleine, Quebec, and Moncton, New Brunswick, he came overseas in August, 1941. His operational training in this country was followed by an immediate posting to an R.A.F. bomber squadron in the Middle East which has about a dozen Canadians among its air-crew. The raid, which won him his decoration, was one of 38 operational trips he made against enemy bases all along the North African coast. He returned to find himself improperly dressed according to air force standards. He had been promoted from flight sergeant to pilot officer en route.

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YATES, WO1 Robert Victor (Can 1650) - **Member, Order of the British Empire** - No.5 OTU - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born at Renfrew, Scotland, 24 June 1907 as per RCAF Press Release reporting award. Educated through International Correspondence School. Machinist with Massey Harris Company. Enlisted at Camp Borden, 30 July 1928 as Aero Engine Mechanic. Promoted Flight Sergeant, 1 September 1939. At London Recruiting Centre as of 1 October 1939. To "F", 1 June 1940. Promoted WO2, 1 January 1941. To Calgary, 15 September 1941. To No.3 Repair Depot, 12 January 1942. Promoted WO1, 1 April 1942. To Patricia Bay, 5 May 1943. To No.5 OTU, 3 April 1944. To "Y" Depot, 1 March 1945. To United Kingdom, 10 March 1945. Repatriated 7 April 1945. To No.9 Repair Depot, 7 June 1945. To Greenwood, 29 September 1945. To Eastern Air Command, 31 October 1945. To No.2 Equipment Depot, 6 November 1945. To Winter Experimental Establishment, 23 February 1946. To No.8 Release Centre, 4 May 1946. To Western Air Command Headquarters, 7 May 1946. Reverted to WO2, 1 October 1946. To Sea Island, 14 November 1946. To No.442 (Auxiliary) Squadron Detachment, 1 March 1947. To Station Vancouver, 1 April 1947. To Station Edmonton, 8 August 1947. To Vancouver, 3 June 1948. To Edmonton, 29 August 1948. To Northwest Air Command, 20 September 1949. To No.2 Technical Training School, 15 February 1950. To Northwest Air Command, 21 August 1950. To Tactical Air Group, 29 August 1951. Awarded Queen's Coronation Medal, 23 October 1953 while a Warrant Officer at No.25 Air Material Base. To No.10 Technical Support Unit, 20 August 1953. To No.11 Technical Support Unit, 12 December 1954. Retired 24 February 1963. MBE presented 1 July 1947. Died in Brighton, England, 15 December 1996, age 89, as per **Legion Magazine** of September 1997.

This warrant officer, as maintenance wing warrant officer, has been of great assistance in the organization of this unit. A master mechanic, a strong disciplinarian and a powerful leader, he has carried a very large proportion of the work in building up one of the largest and most complicated maintenance organizations of any flying unit in Canada. His work in all phases of service activity over a long period of time has been most praiseworthy. His devotion to duty has set an inspiring example to all ranks.

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YAWNEY, P/O Joseph (J38608) - **Mention in Despatches** - No.119 Squadron (Canada) - later No.10 AOS - Award effective 14 November 1944 as per **Canada Gazette** of that date and AFRO 2684/44 dated 15 December 1944. Born 19 December 1912. Home in Elm Creek, Manitoba; enlisted Winnipeg, 27 December 1940 as Wireless Operator/Air Gunner and posted to No.2 Manning Depot. To No.2 WS, 21 June 1941; promoted LAC, 24 July 1941; graduated 8 November 1941 when posted to No.2 BGS; graduated and promoted Sergeant, 12 December 1941. To No.9 (BR) Squadron, 13 December 1941. To Eastern Air Command Headquarters, 20 December 1941. To No.119 (BR) Squadron, 2 January 1942. Promoted Flight Sergeant, 8 June

1942. Promoted WO2, 8 December 1942. Promoted WO1, 8 June 1943. Commissioned 13 October 1943. To "S", 15 March 1944. To Eastern Air Command, 24 March 1944. Promoted Flying Officer, 13 April 1944. To No.10 AOS, 6 October 1944. To Test and Development Centre, Rockcliffe, 5 January 1945. To No.2 Release Centre, 21 March 1946. Retired 25 March 1946.

This officer is considered an authority in his trade as wireless operator air gunner by all operational crew captains in the squadron. He has at all times executed his duties in an exemplary manner and maintained a high standard while on operational flying.

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YEAMAN, F/O John Kenneth (J37734) - **Distinguished Flying Cross** - No.626 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born in Toronto, 18 June 1913. Accountant, home there. Enlisted in Toronto 28 July 1942. Leave without pay until 19 November 1942 when posted to No.5 Manning Depot. To No.31 SFTS (guard), 21 January 1943. To No.5 ITS, 20 March 1943; graduated and promoted LAC, 29 May 1943 but not posted to No.1 AOS until 12 June 1943. Graduated and commissioned 29 October 1943. To "Y" Depot, 12 November 1943. Taken on strength of No.3 PRC, Bournemouth, 15 November 1943. Promoted Flying Officer, 29 April 1944. Repatriated 21 January 1946. To No.4 Release Centre, 30 January 1946. Retired 15 February 1946. Award sent by registered mail 28 June 1949. Living in Agincourt, Ontario, January 1950.

This officer has completed many sorties against such targets as Stuttgart, Duisburg, Dortmund and Nuremberg. On a minelaying operation in October 1944, his aircraft was severely damaged by an enemy fighter. The rear gunner was killed. Flying Officer Yeaman successfully navigated his aircraft back to base despite damaged equipment. On another occasion in January 1945 he was detailed to attack Munich. While en route to the target area his aircraft suffered severe damage. The pilot was killed and the crew were forced to abandon the aircraft. Despite these harassing incidents, Flying Officer Yeaman has always shown exceptional fearlessness in the face of the enemy.

The website "Lost Bombers" gives the following on the January 1945 incident. Lancaster LL961 (UM-S2, No.626 Squadron), 7/8 January 1945, target Munich. This aircraft was airborne at 1844 hours, 7 January 1944 from Wickenby. Outbound, collided with a No.150 Sqdn Lancaster and abandoned just to the S of Laon (Aisne). The other Lancaster, PB781, flown by F/L R.J.Rose, RCAF, returned safely to Hemswell and was little damaged; Rose subsequently awarded DFC. F/O R.M.Smith, RCAF (killed, now buried in the Canadian War Cemetery at Dieppe), Sergeant C.J.Lane, F/O J.K.Yeaman, RCAF, F/O D.Rymer, Flight Sergeant G.M.Magee, RAAF, Flight Sergeant D.F.Crowe, RCAF, Sergeant W.McLean (killed). There are two reports indicating that this aircraft was lost against Merseburg 14/15Jan45. This is discounted given the provenance provided by the collision report.

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YELLOWLEES, FS Louis Alexander (Can 2129A, later C24850) - **British Empire Medal** - No.10 SFTS - Awarded as per **London Gazette** of 1 January 1943 and AFRO 55/43. Born in Zealandia, Saskatchewan, 17 December 1913. Press Release gives unit as No.5 BGS. Enlisted in Vancouver, 19 December 1935 as Airframe Mechanic with No.111 (Coastal Artillery Cooperation) Squadron. Promoted Corporal, 1 May 1939. Promoted Sergeant, 1 January 1941. Promoted Flight Sergeant, 15 January 1941. To No.10 SFTS, 15 February 1941. Promoted WO2, 1 June 1942. To No.5 bGS, 8 September 1942. To Aero Engineer School, 1 January 1943. Commissioned 27 March 1943 and promoted Flying Officer the same day. To No.1 Officer School, 1 April 1943. To No.1 Training Command, 14 May 1943. Promoted Flight Lieutenant, 1 October 1944. To No.1 Air Command, 15 January 1945. Promoted Flight Lieutenant, date unclear. To Institute of Aviation Medicine, 17 April 1946. Retained rank of Flight Lieutenant, 1 October 1946, Aero Engineer Branch. Award presented 16 October 1943. Awarded Air Efficiency Medal as per AFRO dated 6 December 1946, at which time he had been commissioned as C24850. Died in Ganges, British Columbia, March 1990 as per **Airforce** of April-May-June 1991. Photos PL-16014 and PL-16049 taken at investiture, Government House, Ottawa, April 1943; photos PL-57984 and PL-57985 are postwar portraits, taken July 1953.

Flight Sergeant Yellowlees has shown outstanding leadership and through his determination in carrying out all tasks allotted to him in a thorough and competent manner has set an example to his fellow NCOs and subordinates which has greatly strengthened the moral fibre of his unit. It is particularly due to his unceasing efforts and knowledge of his trade that a very high standard of aircraft serviceability has been maintained at his unit.

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YEO, F/L Ellard William (J13365) - **Mention in Despatches** - No.635 Squadron (AFRO gives unit only as "Overseas") - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 29 November 1921. Home in Toronto; enlisted there 31 October 1941 and posted to No.1 Manning Depot. To No.1 BGS, 22 November 1941. To No.5 ITS, 13 February 1942; graduated and promoted LAC, 11 April 1942; posted that date to No.9 AOS; graduated and commissioned 14 August 1942. To No.1 Central Navigation School, 6 September 1942. To No.7 AOS, Portage la Prairie, 22 September 1942 as instructor. Served there to 29 June 1944 (assessed on 3 May 1944 as "an excellent instructor...has produced excellent training results"). Promoted Flying Officer, 14 February 1943. Assigned for posting overseas, 24 June 1944; embarked Halifax, 11 July 1944; arrived in Britain 18 July 1944; promoted Flight Lieutenant, 14 August 1944. Posted to No.7 (O) AFU, 29 August 1944; to Pathfinder Training Unit, 24 October 1944; to Night Training Unit, 24 November 1944; to No.635 Squadron, 11 December 1944; to Station Down Market, 26 May 1945; repatriated 5 August 1945; released 12 September 1945. On a form dated 4 July 1945 he stated he had flown 23 sorties (129 hours five minutes; last sortie on 25 April 1945) plus 190 hours five minutes non-operational time overseas. Types overseas had been Anson (51 hours 35 minutes), Oxford

(3 hours 55 minutes), Halifax III (14 hours 40 minutes) and Lancaster III (249 hours). Certificate sent 10 August 1948. PL-9900 is a group photograph of Air Observer graduates; Yeo is in front row, 5th from left; PL-9901 is another graduate group with Yeo second from left.

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YOUNG, S/L (now W/C) Alan Edward (C3320) - **Mention in Despatches** - Western Air Command Headquarters - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Medical Officer. Enlisted in Toronto, 11 November 1940 and posted to No.1 Manning Depot. Promoted Flight Lieutenant, 15 June 1941. Promoted Squadron Leader, 15 December 1942. Promoted Wing Commander, 1 October 1943. Posted to Western Air Command, 9 March 1944. To Patricia Bay, 1 August 1945. To No.4 Release Centre, 14 February 1946. Released 18 February 1946, settling in Toronto.

This officer, as command Hygiene Officer, laboured incessantly against great odds to achieve the less spectacular results of providing better and more healthful living accommodations for airmen in particular, in the entire Command. He investigated all aspects of living conditions in camps which necessitated work often late into the night and thereby achieved results which have been a decided factor in lowering the sick rate among Service personnel.

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YOUNG, FS Arthur Carl (R78065) - **Mention in Despatches** - No.91 Squadron - Awarded 1 June 1943 as per **London Gazette** dated 2 June 1943 and AFRO 1247/43 dated 2 July 1943. American in the RCAF. Born in Cleveland, Ohio, 13 September 1916; mechanic by trade; enlisted Toronto 8 October 1940. To No.1 ITS, 26 October 1940; graduated and promoted LAC, 27 January 1941 when posted to No.10 EFTS; graduated 29 March 1941 when posted to No.1 Manning Depot. To No.2 SFTS, 6 April 1941; graduated and promoted Sergeant, 21 June 1941. To Halifax, 23 June 1941; taken on strength of No.3 Personnel Reception Centre, Bournemouth, 16 August 1941; to Station Grangemouth, 22 August 1941. On 3 October 1941, delivering Hurricane Z2417 to Martlesham Heath, he became lost in gathering darkness, exhausted his fuel and baled out safely. Posted to No.91 Squadron, 7 October 1941; promoted Flight Sergeant, 1 January 1942; at Station Hawkinge, 2 March to 29 July 1942 when he returned to No.91 Squadron. Promoted Warrant Officer, 21 June 1942. Transferred to American Forces on 12 October 1942, at which time he was reported commissioned. PL-2916 shows LAC A.A. Cleveland, LAC O.N. Leatherman, LAC A.C. Young, LAC C.P. Gallicher, LAC R.D. Shuman, LAC R.J. Reed and LAC G.F. Parker. RCAF photo PL-2753 dated 25 April 1941 shows six airmen, all LACs at the time - J.G. Magee (Washington), A.C. Young (Cleveland), C.F. Gallicher (Tulsa, Oklahoma), C.G. Johnston (Chicago), A.B. Cleveland (Springfield, Illinois), and O.N. Leatherman (Lima, Ohio). PL-2937 shows Young receiving wings from G/C W.A. Curtis.

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YOUNG, P/O Clarence Archibald (J89722) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 19 January 1945 and AFRO 508/45 dated 23 March 1945. Born in Winnipeg, 1 February 1918. Home in Winnipeg (hardware clerk, 1936-1942). Educated at La Verendrye Public School, Earl Gray High School and Kelvin Technical School. Member of Winnipeg Light Infantry (militia), July 1939 to May 1942. Enlisted in RCAF, Winnipeg, May 1942 and posted to No.2 Manning Depot. To No.5 BGS, 18 July 1942. To No.7 ITS, 12 September 1942; graduated 6 November 1942 when promoted to LAC; to No.5 BGS, 7 November 1942; to No.5 AOS, 9 January 1943; graduated 19 February 1943 when promoted Sergeant. To "Y" Depot, Halifax, 5 March 1943. To RAF overseas, 8 March 1943. Disembarked in Britain, 17 March 1943. To No.6 (Observer) AFU, 17 August 1943. Promoted Flight Sergeant, 19 August 1943. To No.24 OTU, 21 September 1943. To Topcliffe, 25 January 1944. Attached to No.1659 Conversion Unit, 7 February to 11 March 1944. Promoted WO2, 19 February 1944. To No.432 Squadron, 11 March 1944. To No.405 Squadron, 25 June 1944. Commissioned 22 September 1944. To No.63 Base, 25 January 1945. Promoted Flying Officer, 22 March 1945. Repatriated 13 June 1945. Released 25 October 1945. Served in RCAF Auxiliary, 1 October 1953 to 1 March 1959 (service number 75892) as Flying Control Officer, No.2402 Aircraft Control and Warning Squadron, Winnipeg until 25 April 1957 when transferred to No.2403 Aircraft Control and Warning Squadron. Award presented 11 June 1949. Photo PL-43693 taken at his RCAF service wedding, St.Pancras Church, London (married Sybil Hare of London). Died in Edmonton, 26 December 1994 as per **Legion Magazine** of April 1995. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/9039 has recommendation dated 21 October 1944 when he had flown 40 sorties (208 hours 29 minutes). Sortie list is identical to that of F/O V.F. Painter except that the latter flew one additional sortie at end of tour.

* counted as 1/3 sortie

duty not carried out; not counted as a sortie

class=WordSection4>

25 November 1943 - Paris (4.30, Nickle sortie, not counted)

25 March 1944 - Aulnoye (5.50)*

26 March 1944 - Essen (6.40)

30 March 1944 - Nuremberg (8.35)

9 April 1944 - Villeneuve-St.George (5.50)*

10 April 1944 - Ghent (4.00)*

18 April 1944 - Paris (5.10)*

20 April 1944 - Lens (4.40)*

7 May 1944 - St.Valery (3.45)

8 May 1944 - Haine St.Pierre (4.00)

11 May 1944 - Boulogne (3.00)

12 May 1944 - Louvain (4.35)

19 May 1944 - Le Clipon (3.15)

22 May 1944 - Le Mans (4.50)
27 May 1944 - Bourg Leopold (4.35)
2 June 1944 - Neufchatel (3.35)
14 June 1944 - St.Pol (3.50)
16 June 1944 - Sterkrade (4.40)
17 June 1944 - Oisemont (4.05)
21 June 1944 - St.Martins (2.25)#
23 June 1944 - Bientques (3.40)
24 June 1944 - Bamiers (3.45)
12 July 1944 - Paris/Vaires (3.15)
15 July 1944 - Nucourt (3.53)
17 July 1944 - Cagny (2.38)
19 July 1944 - Rollez (3.02)
22 July 1944 - Acquet (2.36)#
23 July 1944 - Kiel (5.27)
24 July 1944 - Stuttgart (7.05)
25 July 1944 - Stuttgart (7.26)
27 July 1944 - Boissons (3.22)
28 July 1944 - Hamburg (4.44)
30 July 1944 - Battle area (2.53)
3 August 1944 - L'isle Adam (2.55)
4 August 1944 - St.Maximim (3.03)
5 August 1944 - Bordeaux (7.32)
7 August 1944 - TOTALIZE 5 (2.31)
8 August 1944 - Lucheux (2.38)
25 August 1944 - Russelheim (6.59)
26 August 1944 - Kiel (5.37)
29 August 1944 - Stettin (8.56)
6 September 1944 - Emden (3.55)
12 September 1944 - Frankfurt (5.56)
13 September 1944 - Nordstern (3.24)
14 October 1944 - Duisburg (4.35)
15 October 1944 - Wilhelmshaven (4.02)

class=WordSection5>

Pilot Officer Young is an extremely capable and efficient Air Bomber now on his second tour of operations. On many occasions, this officer has been placed in extreme personal danger but he has always displayed a fine fighting spirit and dogged determination to successfully complete his missions. The fine, unswerving spirit shown by this officer has had an inspiring effect on all members of his crew. Strongly recommended for the non-immediate award of the Distinguished Flying Cross.

Training: Course at No.7 ITS was 14 September to 6 November 1942. Courses were Mathematics (133/150), Armament (35/50), Signals (150/150), Navigation (76/150), Visual Link (40/50), Airmanship, Theory of Flight, Engines (73/100), Drill (85/100), Law and Discipline (92/100), Meteorology (32/50), Aircraft Recognition (81/100), Anti-Gas (41/50). Placed 92nd in a class of 112. "Quiet, pleasant young lad. Has applied himself to his studies and worked hard. Might do with a little peppering up; inclined to be sensitive."

Course at No.5 BGS was 9 November 1942 to 1 January 1943. Bolingbroke and Anson aircraft (19.30 day bombing, 7.15 night bombing, 8.45 day gunnery). Dropped 43 bombs by day and 18 by night. In gunnery scored eight percent hits in Beam Test (350 rounds), 15 percent in Beam Relative Speed Test (800 rounds) and 14 percent hits in Under Tail Test (300 rounds). Ground school courses were Bombing, written (172/250), Bombing, practical (206/250), Proficiency as Bomb Aimer (267/400), Gunnery, written (73/100), Gunnery, practical (79/100), Proficiency as Air Gunner (168/200), Aircraft Recognition (39/50) and Signals (30/50). In Bombing described as "Average in air work. Above average in ground subjects." In Gunnery described as "Above average in all gunnery work. Harmonising, arming and loading, 40 minutes." General remarks - "Dependable and keen. Has worked hard but needs to show more initiative." Placed 37th in a class of 43.

Course at No.5 AOS was 11 January to 19 February 1943. Anson aircraft (18.10 day, 12.55 night). Graded as follows - Navigation, air work (73/100), Bombing, air work (58/100), Photography, air work (74/100), Elements of Navigation (28/50), Signals, practical (60/75 on supplemental), Photography (42/50), Reconnaissance (42/50) and Aircraft Recognition (50/75). Placed 26th in class of 27. Described under "Navigation" as follows - "Average student. Has proven himself to be a fair map reader, is neat in recording air data." Under "Armament", described as follows - "Appears to be quite capable but marks are all low." General remarks - "A conscientious lad, who will put his best into it."

Note: Application for Operational Wing dated 15 September 1944 claimed 41 sorties (210 hours), 1 March to 13 September 1944.

Application for Operational Wing dated 10 April 1945 seems to cover only No.405 Squadron; claimed 15 sorties (68 hours 50 minutes), 14 October 1944 to 5 January 1945. This is at variance with above recommendation and postings.

Assessment dated 28 January 1945 states he had joined No.405 Squadron, 11 July 1944. Had flown 685 hours 50 minutes (273 hours in previous six months). "This officer has worked hard on the squadron and produced excellent results. His efficiency and pleasant personality have been a good example to his colleagues." (F/L V.E. Bowden).

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YOUNG, F/L David Bryson (J14819) - **Distinguished Flying Cross** - No.408 Squadron - Award

effective 12 November 1945 as per **London Gazette** dated 16 November 1945 and AFRO 133/46 dated 8 February 1946. Born 27 May 1919. Home in Vancouver; enlisted there 17 December 1941. To No.3 Manning Depot, 7 January 1942. To No.7 SFTS (non-flying duties), 31 March 1942. To No.4 ITS, 25 April 1942; promoted LAC, 3 July 1942; to No.2 BGS, 4 July 1942; to No.1 AOS, 29 August 1942; commissioned 9 October 1942; to "Y" Depot, Halifax, 23 October 1942. To RAF overseas, 27 October 1942. Promoted Flying Officer, 9 April 1943. Promoted Flight Lieutenant 9 October 1944. Repatriated 23 July 1945. To No.8 Release Centre, 11 September 1945. Released 26 September 1945. Award presented 29 January 1947. RCAF photo PL-19951 (ex UK-5376 dated 28 September 1943) is captioned as follows: "Flight Lieutenant H.T. Miles, DFC is captain of a crew which is now on Lancasters. He has completed 40 operational trips, mostly on Stirlings, some trips on Halifaxes. He has recently been made Flight Commander. The members of the crew from left to right are mid-upper gunner Sergeant D.C. Sheppard (R120619, Regina, Saskatchewan; bomb aimer Flying Officer D.B. Young (J14819, Vancouver); flight engineer Sergeant H.L. Grayson (R68020, London, Ontario); rear gunner Sergeant D. Beynton (R110387, Abbotsford, awarded a DFC for having shot down a Ju.88); pilot F/L H.T. Miles, DFC (Toronto); wireless operator Sergeant P.M. Hughes (655043, Blackpool, Lancs); and the navigator, is Flying Officer J.E. Marier (J13819, Toronto). PL-22906 shows Flight Sergeant Allan Earle (Winnipeg) and F/O Young visiting an orphanage "adopted" by the squadron; PL-22907 shows Young alone (same occasion). Photo PL-31943 (ex UK-14196 dated 24 August 1944 has the following caption: "Waiting to meet Canada's bomber crews when they returned from blasting Kiel, was 'Whiskey', of the Goose squadron. Pictured with the miniature parachute which he always wears, 'Whiskey' is shown with three members of the squadron - left to right, F/O Bob Clift, Melfort, Saskatchewan; Warrant Officer Morrie Becker, Outremont; Dave Young, Vancouver." No citation other than "completed ...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1941 (RG.24 Vol.20612) has recommendation dated 6 June 1945 when he had flown 31 sorties (182 hours 55 minutes), 24 June 1943 to 25 August 1944, apparently with a gap between 29 July 1943 and 7 October 1943 (first part of tour on Halifax bombers, latter part on Lancasters). Within the Lancaster period there is another gap between 24 March 1944 and 6 July 1944. The oddest part is that, although a bomb aimer, he flies six sorties as a mid-upper gunner, 18 July to 28 July 1944.

This officer has completed a very large number of sorties against some of the most heavily defended and most deeply situated targets in Germany. At all times he has displayed a fine offensive spirit and has pressed home his attacks to the fullest extent. His skill as a Bomb Aimer is proven by the large number of exemplary aiming point photographs obtained by him.

Throughout his long tour of operations Flight Lieutenant Young provided cheerful and extremely efficient leadership and thereby won the respect and admiration of all personnel association with him. It is my considered opinion that this long record of fruitful and courageous service should be rewarded with an award of the D.F.C.

The sortie list follows; those from 24 June 1943 to 7 October 1943 were on Halifax aircraft; subsequent sorties on Lancaster aircraft except where note):

24 June 1943 - Elberseld (5.55, bomb aimer)
25 June 1943 - Gelsenkirchen (4.45, bomb aimer)
28 June 1943 - Cologne (5.15, bomb aimer)
3 July 1943 - Cologne (5.50, bomb aimer)
9 July 1943 - Gelsenkirchen (7.00, bomb aimer)
13 July 1943 - Aachen (5.05, bomb aimer)
24 July 1943 - Hamburg (5.25, bomb aimer)
25 July 1943 - Essen (5.00, bomb aimer)
29 July 1943 - Hamburg (5.35, bomb aimer)
7 October 1943 - Stuttgart (7.25, bomb aimer)
20 October 1943 - Leipzig (2.15, incomplete, bomb aimer)
22 October 1943 - Kassen (5.50, bomb aimer)
16 December 1943 - Berlin (7.20, bomb aimer)
14 January 1944 - Brunswick (6.00, bomb aimer)
21 January 1944 - Magdeburg (6.15, bomb aimer)
27 January 1944 - Berlin (7.30, bomb aimer)
30 January 1944 - Berlin (6.15, bomb aimer)
15 March 1944 - Stuttgart (8.00, bomb aimer)
22 March 1944 - Frankfurt (6.05, bomb aimer)
24 March 1944 - Berlin (6.55, bomb aimer)
6 July 1944 - Pas de Calais (4.20, bomb aimer)
18 July 1944 - Wesseling (5.35, mid-upper gunner)
20 July 1944 - Pas de Calais (3.40, mid-upper gunner)
23 July 1944 - Kiel (5.20, mid-upper gunner)
24 July 1944 - Stuttgart (7.05, mid-upper gunner)
25 July 1944 - Stuttgart (8.05, mid-upper gunner)
28 July 1944 - Hamburg (5.15, mid-upper gunner)
7 August 1944 - Caen battle front (4.00, bomb aimer)
12 August 1944 - Mont Richard (5.40, bomb aimer, Halifax aircraft)
14 August 1944 - Falaise (4.10, bomb aimer, back to Lancasters)
16 August 1944 - Kiel (5.10, bomb aimer, Halifax aircraft)
23 August 1944 - Brest (4.35, bomb aimer, Halifax aircraft)

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YOUNG, F/L Forrest Bee (J39819) - **Distinguished Flying Cross** - No.442 Squadron - Award effective 31 October 1944 as per **London Gazette** of that date and AFRO 1/45 dated 5 January 1945. American in the RCAF. Born in Cheshire, Ohio, U.S.A., 28 February 1921; home in Huntington, West Virginia. Educated at Vinson High School and Marshall College, Huntington. Listed career as "flying". Enlisted in Toronto, 1 September 1941 and posted to No.1 Manning Depot. To Technical Training School, 10 October 1941. To No.6 ITS, 7 December 1941; graduated and promoted LAC, 30 January 1942 but not posted to No.20 EFTS until 14 February

1942; graduated 25 April 1942 when posted to No.1 SFTS; graduated and promoted Sergeant, 14 August 1942). Posted to No.133 Squadron (Canada), 24 August 1942; promoted Flight Sergeant, 14 February 1943; promoted WO2, 6 May 1943; to No.111 Squadron (Canada), 12 May 1943; to No.14 Squadron (Canada), 10 June 1943. Commissioned 10 December 1943. To "Y" Depot, 12 January 1944; taken on strength of No.3 PRC, Bournemouth, 20 January 1944. Promoted Flying Officer, 10 June 1944. Credited with the following victories with No.442 Squadron: **22 June 1944**, one Bf.109 destroyed, Argentan; **30 June 1944**, one FW.190 destroyed, Villers Bocage; **2 October 1944**, one Me.262 damaged, Nijmegen; **7 October 1944**, two FW.190s destroyed east of Cleve. Shot down and taken prisoner on 4 November 1944. Reported safe, 7 May 1945; repatriated 1 June 1945; to No.3 Repair Depot, 12 June 1945; to No.8 Release Centre, 5 September 1945; released 19 September 1945. Award presented in San Francisco, 18 March 1950. Photo PL-13139 is a group photo taken in the Aleutians; Young is front row, right side. Photo PL-28942 (ex UK-10208 dated 2 May 1944) shows him alone.

This officer has completed a very large number of operational sorties. Since the invasion of France he has destroyed or damaged 73 enemy machines. In addition he has shot down two enemy aircraft. His fine fighting spirit, great skill and tenacity have set a fine example.

NOTE: DHist file 181.009 D.2833 (RG.24 Volume 20632) has recommendation dated 20 August 1944 which bears comparison. As of that date he had flown 107 sorties (162 hours 40 minutes):

Throughout many sorties the skill and fine fighting spirit of Flying Officer Young has been an example and inspiration to the squadron. On August 19th, 1944, this officer destroyed or damaged eighteen enemy vehicles bringing his total score to 73 enemy vehicles destroyed or damaged since the invasion of the continent. In addition to this he has destroyed two enemy aircraft in the air. His keenness and aggressive spirit is worthy of the highest praise.

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

On the 4th of November 1944 at 0915 hours while strafing the German supply train west of Munster an ammunition car in the train exploded and knocked out my engine. I was flying about 500 feet and bailed out. During the time I was parachuting a flak battery in the vicinity were taking pot shots at me. Immediately upon landing I was taken prisoner by the German soldiers of this flak battery who searched me and took all of my equipment. After I was searched I was taken to the guardhouse of this flak battery where I saw a sign on the wall designating it as the 143rd Flak Battery. I was held there until about four o'clock in the afternoon. During that time I was searched again very thoroughly, my clothes being removed first. Particular of the interrogation and search were taken down by a stenographer.

A German civilian about 40 years of age came in while I was being interrogated and proceeded to beat me up while the other soldiers looked on. He used his fist, my other flying boot and kicked me. The first time he hit me I started to defend myself but one of the soldiers began to come at me with his bayonet. This beating was done with the complete knowledge and permission of the German NCO in charge. One of the guards told me the civilian beat me because his daughter had been killed in an area where some Army vehicles were being strafed by our aircraft.

About four o'clock in the afternoon an officer arrived and proceeded to take me to Munster by truck accompanied by two other guards. We stopped at a farm house en route for about 45 minutes while he called someone at which time I had a chance to escape but did not take the chance because the opportunity was too apparent. We then proceeded on to Munster where I was taken to Army Headquarters and interrogated further. One of my identification disks was removed and my watch and ring were taken. I was taken to the guardhouse and stayed there overnight.

The next morning before daylight a German under officer came after me and we walked over to the depot. We boarded a train and began our journey to Oberrussel, an interrogation camp approximately 20 miles west of Frankfurt. We journeyed all that day and got as far as Hagen by nightfall. During the day I was looking for a chance to get away, but there were no opportunities. As we pulled out of the town of Hagen I was in a compartment with an under officer on my left and a German soldier on my right, two women employees of the railroad and a conductor across from me. After a number of stops at small stations I got up enough nerve to make a break for it. I jumped up, opened the door and jumped out before the guard could stop me. This was just after we had passed out of the lighted section of the railroad yard. I hit the ground and fell but was unhurt and got up and out of the area and then set a course which I thought would take me in the direction of our lines. During the four days I was travelling back toward our lines I received some food from a German woman under the pretense of being a foreign worker. On the 9th of November after being at liberty for four days I was again taken prisoner by civilian authorities and was taken to an Army camp where I met two British pilots. I do not remember the names or the particulars concerned with these British pilots. The next day we were taken to Oberrussel where we stayed twelve days and were transferred to Wetzlar where we stayed for five days and then travelled to Stalag Luft III where we stayed until the 7th of January. We then transferred to Marlag Meliag Nord in Northwestern Germany until 16 April when we were transferred again to a place near Lubeck where we were liberated on 2 May 1945.

I was an evader for only four days and at no time did I receive help from any individual or organized Resistance Movement who knew I was an allied flier, nor

do I remember the names of any of the guards or commanding officers of any of the camps where I was held during the time I was a prisoner of war.

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YOUNG, P/O George Michael (J92888) - **Distinguished Flying Cross** - No.9 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 3 February 1924 in Montreal; home there. Former machinist apprentice and member of RCA. Enlisted in Montreal 17 November 1942. To No.5 Manning Depot, 10 February 1943. To No. 9 AOS, 9 April 1943. To No.9 Repair Depot, 30 April 1943. To No.14 PAF, 9 May 1943; to No.2 Air Gunner Ground Training School, 11 June 1943. To No.3 BGS, 24 July 1943 (promoted LAC that date). Graduated and promoted Sergeant, 3 September 1943. To "Y" Depot, 17 September 1943. Taken on strength of No.3 PRC, Bournemouth, 3 October 1943. Commissioned 29 November 1944. Repatriated 23 April 1945. To No.1 Air Command, 8 May 1945. Promoted Flying Officer, 29 May 1945. To No.14 SFTS, 9 June 1945. To No.2 Release Centre, 7 September 1945. Released 18 September 1945. Award presented in Montreal 25 November 1949. RCAF photo PL-40360 (ex UK-17178 dated 6 December 1944) is captioned as follows: "These Canadian air gunners have completed one tour of operations with Britain's famed 'Dam Busters' and are well launched on their second tour without having had to fire a shot. They have always seen enemy night fighters in time to slip away. Flight Sergeant George Young (Montreal) is standing; Flight Sergeant George Freeman of Vancouver and Edmonton is sitting on a six-ton monster similar to that which they helped to drop on the **Tirpirz**."

This officer has completed an extended tour of operations as a rear gunner. On no less than five occasions during night operations his aircraft has been attacked by enemy fighters, but by his prompt and accurate advice to his captain in the manoeuvring of the aircraft the attackers have been frustrated. Pilot Officer Young has at all times shown skill, courage and outstanding devotion to duty.

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YOUNG, WO Gordon Stuart (R9944) - **Mention in Despatches** - No.408 Squadron - Award effective 1 January 1943 as per **London Gazette** dated 14 January 1944 and AFRO 232/43 dated 12 February 1943. Born in Folkstone, Kent, 28 February 1918. Home in Regina, Saskatchewan; enlisted there 24 June 1938. Armourer. Promoted AC1, 24 April 1939. Promoted LAC, 1 July 1939. Promoted Corporal, 16 December 1939 on posting to No.110 (Army Cooperation) Squadron. Went overseas with that unit, April 1940. Promoted Sergeant, 6 June 1940. To No.2 (Fighter) Squadron, 10 January 1941. Promoted Flight Sergeant, 1 March 1941. Promoted WO2, 1 July 1941. To No.408 Squadron, 18 December 1941. Promoted WO1, 22 January 1942. To No.62 Base, 18 November 1943. To RCAF Overseas Headquarters, 17 April 1944. Repatriated to Canada, 17 June 1946. To No.8 Release Centre, 24 June 1946. To Western Air Command, 31 July 1946. Reverted to Flight Sergeant, 1 October 1946. To Edmonton, 30 March 1947. Released 19 August 1947. Photo PL-19096 shows him as a patient in one of No.6 Group's

station hospitals (bad cold). Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2008 report the death on 7 January 2008 in Vernon, British Columbia of Flight Sergeant Gordon D. Young, age 89, who might be this man although no number is given to verify connection.

YOUNG, WO Gordon Stuart (Can 9944) - **Mention in Despatches** - No.408 Squadron (now No.402 Squadron) - **Mention in Despatches** - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944.

YOUNG, WO Gordon Stuart (Can 9944) - **Croix de Guerre with Bronze Star (France)** - No 408 Squadron - Awarded as per AFRO 485/4 dated 12 September 1947 and **Canada Gazette** dated 20 September 1947. External Affairs file "French Awards to Canadian Armed Forces - Particular Cases" (Library and Archives Canada, RG.25, Box 4140) has the following citation:

Warrant Officer Young was responsible for the armament of aircraft of his unit. He very conscientiously carried out his duties, and contributed greatly to the success of activities, in which the aircraft of his squadron participated against the Germans in France.

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YOUNG, P/O Gordon William (J16906) - **Distinguished Flying Cross** - No.90 Squadron - Award effective 19 May 1943 as per **London Gazette** dated 1 June 1943 and AFRO 1582/43 dated 13 August 1943. Born in Toronto, 23 October 1917; home there (office boy, printer and reporter for the **Globe and Mail**). Served in Royal Canadian Army Medical Corps, 1940-41 as Orderly Room Clerk, Newmarket. Enlisted in RCAF, Toronto, 18 February 1941 and posted that date to No.1 Manning Depot. To No.1 BGS, Jarvis (non-flying duties), 24 March 1941. To No.1 ITS, 16 May 1941; promoted LAC, 21 June 1941; posted that date to No.12 EFTS; to No.16 SFTS, 8 August 1941; promoted Sergeant, 7 November 1941. To "Y" Depot, 8 November 1941. To RAF overseas, 8 December 1941. Taken on strength of No.3 PRC, Bournemouth, 19 December 1941. To No.12 SFTS, 28 January 1942. To Station Feltwell, 23 February 1942 for course at No.1519 Beam Approach Training Flight. To No.11 OTU, 3 March 1942. To No.101 Conversion Flight, 30 July 1942. To No.7 Squadron, 17 September 1942. To No.1657 Conversion Unit, 17 November 1942. To No.90 Squadron, 4 December 1942. Commissioned 30 January 1943. Reported severe pain in right ear, 29 March 1943 following evasive action over Germany the night before; cleared up after 22 hours. DFC incident was 12/13 May 1943. Cited with Sgt. W.H. Davine (RAF), rear gunner, who was wounded, rear turret unserviceable, and awarded DFM. Killed in action, 25 May 1943 (Stirling EH876 which crashed at sea off Texel Island); name on Runnymede Memorial. Award presented to next-of-kin, 12 December 1944.

Pilot Officer Young and Sergeant Davine were pilot and rear gunner respectively of an aircraft detailed to attack in the Ruhr one night in May 1943. During the operation the aircraft was attacked by an enemy fighter. Sergeant Davine was wounded in both legs while his turret was put out of action. Although in great

pain he continued to give his pilot a commentary on the attackers movements. The fighter made repeated attacks but displaying great skill, Pilot Officer Young eventually evaded it. His aircraft was badly damaged and became difficult to control. Despite this, Pilot Officer Young flew it to base and made a safe landing. By his skill and determination he was undoubtedly responsible for the safe return of the aircraft and its crew. In spite of his severe injuries, Sergeant Davine displayed great fortitude and devotion to duty.

Original recommendation found in personal file, as follows:

This officer has successfully completed 28 operational sorties. On the night of 12/13th May 1943, whilst on his way to attack a target in the Ruhr, he was attacked by a night fighter.

In the first attack, the rear gunner, Sergeant Davine, was wounded in both legs and the rear turret put out of action. The fighter made four further attacks but, due to Pilot Officer Young's skilful handling of his aircraft, it was evaded.

The aircraft was badly damaged by these attacks and became almost uncontrollable. At 4,000 feet he managed to right it, although control was still difficult. Course was set for base only when it was realised that it was impossible to attack the target.

Although his landing gear was badly damaged, Pilot Officer Young carried out a successful landing on return to base, thus saving his machine and crew.

NOTE: On 8 October 1941 at No.16 SFTS he taxied Anson 6702 into Anson 6710 (pilot Russell) parked at end of runway; one other aboard his aircraft LAC W.J. Sherrell, R83423). No injuries but he was blamed for "Gross Carelessness".

On 16 October 1942) while with No.7 Squadron, Stirling W7632 damaged Category "A". Back from a sortie, he turned off a runway and was following a van which was guiding him when one of crew heard a scraping sound. Aircraft had struck another van parked on port side with no lights. Port tailplane severely scraped and damaged as was elevator. Attributed to pilot's unfamiliarity with aerodrome, insufficient lookout, but also noted that "The vehicle in question had no business passing so close to an aircraft."

He was captain of Stirling EF334, damaged Category AC, 7 February 1943. At that time he had 50 hours as captain on type and 90 hours overall on type; 458 hours on all types. Returning from operations, overshot once; touched down a second time and failed to stop before end of runway. Damage to tailwheel, door frames and limited fuselage sheeting. Considered to have been using too much speed and classified as "Error in Judgement". Commanding Officer wrote, "This NCO has quite a good record with the squadron and no log book entry is recommended. Suggest reproof."

Note: Public Record Office Air 50/199 has Combat Report for his DFC action, as transcribed below. The Mid-Upper Gunner was Sergeant E.S. Pollon, RCAF, subsequently killed with Young on EH876.

On the night of 12/13th May our aircraft, Stirling Mark III, "Q", BF529, outbound for Duisburg was attacked by a twin engined, single tail fighter believed to be a Ju.88 at position ten miles south of preliminary markers, time 0155, heading 120 degrees magnetic, height 15,000 feet.

0155 hours: The Rear Gunner (Sergeant Davine) first saw the enemy aircraft 400 yards astern and slightly above. The Rear Gunner immediately ordered the Captain to corkscrew to port. Enemy aircraft dived below our aircraft and delivered an under-tail attack from dead astern and opened fire at 200 yards range with ½ second burst. This burst riddled the rear turret, rendering it unserviceable and the tailplanes and elevators were also damaged. The rear gunner was wounded in both legs. As the rear gunner is at present in hospital and unable to be interrogated it is not possible to ascertain whether he opened fire during the attack, before his turret went unserviceable. The enemy aircraft broke off this attack to port and was next seen on the starboard quarter at the same height at 500 yards...

0158 hours: ...and delivered a quarter attack opening fire at 300 yards with a two-second burst. The mid-upper gunner (Sergeant Pollon) opened fire first at 500 yards with a very long burst until he broke away at 75 yards range. Strikes are claimed on the fuselage during this burst. Enemy aircraft broke away to starboard and it was discovered that this attack had put the mid-upper turret out of action.

0200 hours: The third attack by enemy aircraft developed from dead astern from below and bullets and cannon shells raked the fuselage and starboard wing root and starboard inner engine.

0101 and 0103 hours: The fourth and fifth attack came from astern and below and fighter was not seen by anyone else except the rear gunner. The rear gunner, despite his injuries, kept up a very good running commentary on what was happening and ordering the defensive action, and the crew have nothing but praise for him on saving them from a very determined attacker. It is thought that the enemy aircraft broke off the attack through running out of ammo. Armament believed to have been four cannon and four machine guns.

Weather conditions at the time, half moon on starboard quarter, azimuth 270 degrees 25 degrees, no cloud, very good visibility. During the attack several chandelier flares burst around aircraft as though an attempt to illuminate our

aircraft. It is believed that these flares were dropped from the air. Defensive action taken throughout was corkscrewing and our aircraft was forced down to 4,000 feet by the end of the combat.

The website "Lost Bombers" provides the following on his loss. Stirling EH876 (WP-J) of No.90 Squadron, target Dusseldorf, 25/26 May 1943. The aircraft was delivered to No.90 Squadron on 5 May 1943. Airborne at 2350 hours, 25 May 1943 from Ridgewell. Shot down by a night-fighter and crashed into the sea off the Dutch coast. Only one body was recovered, that of P/O O'Connell, who was buried on Texel in Den Burg Cemetery. The others are commemorated on the Runnymede Memorial. Full crew was P/O G.W.Young DFC, RCAF. Sergeant M.G.K.East, RCAF, Sergeant W.H.Bryant, Flight Sergeant C.L.Saunders, RNZAF, Flight Sergeant J.L.Poulter, Sergeant R.Wadsworth, Sergeant E.S.Pollon RCAF, and P/O C.F.O'Connell.

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YOUNG, F/O Hugh Robert (J37737) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 13 February 1922 at Depot Harbour, Ontario. Home in Toronto. Stenographer. Enlisted in Toronto, 28 July 1942 and granted Leave Without Pay to 20 December 1942 when posted to No.1 Manning Depot. To No.8 Manning Depot, 8 January 1943. To No.5 SFTS (non-flying duties), 7 March 1943. To No.5 ITS, 5 April 1943. Promoted LAC, 11 June 1943. To No. 1 AOS, 14 June 1943; commissioned 29 October 1943. To "Y" Depot, 12 November 1943. Taken on strength of No.3 PRC, Bournemouth, 19 November 1943. Promoted Flying Officer, 29 April 1944. Repatriated 1 June 1945. To No.1 Air Command, 12 June 1945. To No.1 WS, 14 July 1945. To No.4 Release Centre, 28 August 1945. Retired 8 September 1945. Award sent by registered mail 21 December 1949. Died in London, Ontario, 13 September 1991 as per **Legion Magazine** of December 1991. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1741 (RG.24 Vol.20612) has recommendation by W/C H.F. Ferguson dated 18 April 1945 when he had flown 35 sorties (234 hours 15 minutes), 20 September 1944 to 15 March 1945.

This navigator successfully completed thirty-five operational sorties, of which twenty-seven were against major targets. Flying Officer Young's air work has been exceptional. Track keeping and timing were always good. I believe that largely through his tireless efforts his crew were able to complete their tour and carry out each operation with a maximum of efficiency. His keenness and general fine attitude were at all times an inspiration, not only to his crew, but to all who came in contact with him.

In consideration of Flying Officer Young's splendid example of a good job well done, his devotion to duty and his outstanding courage on operations, I strongly recommend the award of a Non-Immediate D.F.C.

The sortie list follows. It is almost identical to that of WO2 Silas Franklin Campbell; differences may be explained by quality and clarity of sheets from which this was transcribed:

20 September 1944 - Pas de Calais (3.55, day)
25 September 1944 - Calais (3.30, day)
28 September 1944 - Cap Gris Nez (3.55, day)
4 October 1944 - Bergen (6.35, day))
6 October 1944 - Dortmund (6.25)
19 October 1944 - Stuttgart (7.15)
25 October 1944 - Essen (5.45, day)
28 October 1944 - Cologne (6.25, day)
30 October 1944 - Cologne (6.10)
1 November 1944 - Oberhausen (6.25)
2 November 1944 - Dusseldorf (6.20)
4 November 1944 - Bochum (5.30)
6 November 1944 - Gelsenkirchen (5.30, day)
27 November 1944 - Neuss (5.40)
15 December 1944 - Mannheim (6.15)
17 December 1944 - Duisburg (6.35)
21 December 1944 - Cologne (6.15)
24 December 1944 - Dusseldorf (5.50, day)
28 December 1944 - Opladen (6.15)
29 December 1944 - Scholven (6.50)
30 December 1944 - Cologne (6.50)
2 January 1945 - Nuremberg (8.30)
6 January 1945 - Hanau (9.25)
7 January 1945 - Munich (8.10)
16 January 1945 - Zeitz (8.50)
7 February 1945 - Goch (6.10)
13 February 1945 - Dresden (9.35)
20 February 1945 - Dortmund (6.50)
27 February 1945 - Mainz (7.00, day)
28 February 1944 -Neusse (3.00, recalled)
1 March 1945 - Mannheim (7.50, day)
2 March 1945 - Cologne (6.05, day)
11 March 1945 - Essen (6.35, day)
12 March 1945 - Dortmund (6.35, day)
14 March 1945 - Zweibrucken (7.45)
15 March 1945 - Hagen (7.05)

Website <http://www.yorkshire-aircraft.co.uk/aircraft/yorkshire/york44/hr855.html> has the following:

HALIFAX HR855 AT WOMBLETON AIRFIELD.

During the evening of 8th August 1944 the crew of this 1666 Heavy Conversion Unit aircraft were to undertake a practice bombing exercise when it swung violently to port on take-off from Wombledon airfield at 18.05hrs. The aircraft left the runway and crossed the grass for some three hundred yards. As it was nearing a parked aircraft on dispersal near the airfield boundary fence the pilot raised the undercarriage to try and avoid a collision. The starboard undercarriage retracted slightly earlier than the port and the aircraft crashed onto its belly, buckling the forward fuselage and the starboard wing tip contacted the ground resulting in ripping off the starboard outer engine. The crew of eight evacuated safely. Upon inspection it was considered that the main spar was possibly bent and the aircraft was later assessed and deemed beyond economic repair. Crew listed as being: Pilot - F/O William Ward Osborn, RCAF (J.26673 later DFC); Navigator - P/O Hugh Robert Young, RCAF (J.37737, later DFC); Bomb Aimer - F/O Herbert James Paisley, RCAF (J.36701); Wireless Operator - Sgt John Hubert Clark, RCAF (R.192159, later DFC); Air Gunner - Sergeant John W Aitken, RCAF (R.214118, killed 21 March 1945); Air Gunner - Sergeant Silas Francis Campbell, RCAF (R.218396, later DFC); Flight Engineer - Sergeant Harry Wilson Roper, RCAF (R118753, later DFC).

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YOUNG, F/O James Young Hamilton (J29849) - **Distinguished Flying Cross** - No.149 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 20 February 1945 and AFRO 563/45 dated 29 March 1945. Born 4 August 1914 in Vancouver. Home in Vancouver (messenger, apprentice journeyman, printer); enlisted there 8 July 1942. To No.3 Manning Depot, 5 October 1942. To No.4 ITS, 9 January 1943; promoted LAC, 19 March 1943. To No.2 AOS, 3 April 1943; graduated and commissioned 20 August 1943. To "Y" Depot, 3 September 1943. Embarked from Halifax, 13 September 1943. Disembarked in Britain, 19 September 1943. To No.1 (Observer) AFU (Ansons, 61.20). To No.12 OTU, 11 January 1944 (Wellingtons, 83.35). Promoted Flying Officer, 20 February 1944. To No.31 Base, 7 April 1944 for training at No.1653 Conversion Unit (Stirlings, 43.45). To No.149 Squadron, 7 May 1944. Repatriated 22 January 1945. To Western Air Command, 2 February 1945. To No.5 OTU, 8 March 1945. To Release Centre, 13 September 1945. Retired 17 September 1945. Died in Vancouver, 18 July 1962 as per **Legionary** of September 1962. Award presented 6 May 1950. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8830 has recommendation dated 17 November 1944 when he had flown 35 sorties (159 hours ten minutes), 30 May to 16 November 1944.

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30 May 1944 - GARDENING, Sept Isles (4.25)

2 June 1944 - GARDENING, Ostend (3.15)

6 June 1944 - GARDENING, Brest (5.25)

7 June 1944 - GARDENING, Brest (5.00)

13 Jun 44 - GARDENING, St.Nazaire (7.40)

15 Jun 44 - GARDENING, St. Malo (4.35)
17 Jun 44 - GARDENING, Lorient (6.35)
4 July 1944 - Special Operation (5.10)
5 July 1944 - Special Operation (7.00)
10 July 1944 - Special Operation (5.10)
17 July 1944 - Mont Candon (3.35)
24 July 1944 - Air/Sea Rescue (3.00)
27 July 1944 - Les Landes (3.45)
2 August 1944 - Mont Candon (3.25)
7 August 1944 - GARDENING, River Gironde (7.15)
12 August 1944 - Falaise (3.20)
30 August 1944 - Air/Sea Rescue (3.30)
17 September 1944 - Boulogne (2.40)
20 September 1944 - Calais (2.45)
23 September 1944 - Neuss (4.45)
5 October 1944 - Saarbrucken (5.35)
6 October 1944 - Dortmund (5.35)
14 October 1944 - Duisburg (3.45)
14 October 1944 - Duisburg (4.55)
18 October 1944 - Bonn (4.30)
22 October 1944 - Neuss (3.55)
23 October 1944 - Essen (5.15)
25 October 1944 - Essen (4.05)
29 October 1944 - Westkapelle (2.15)
30 October 1944 - Cologne (5.25)
2 November 1944 - Hamburg (4.15)
4 November 1944 - Solingen (4.05)
5 November 1944 - Solingen (4.05)
15 November 1944 - Dortmund (4.35)
16 November 1944 - Heinberg (4.50)

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As navigator, this officer has completed a total of 35 operational sorties. Of these, fifteen have been against German targets, seven of them using G.H. Special Equipment. The targets against which he has been detailed have included Dortmund, Duisburg, Essen and several others. The remaining sorties have been Mining and Special Operations.

He has shown special aptitude and ability with Special Equipment, which has been proved by the success attending operations when this has been used.

He was Navigator on three Special Operations on each of which the target was reached and the operation completed successfully. On one occasion when

detailed for a target near the River Loire, Flying Officer Young successfully navigated the aircraft to the target in spite of very bad weather conditions, the cloud base being 400 feet above ground, with patches down to 100 feet.

He has invariably displayed keenness and enthusiasm in his work as a navigator and I recommend that he is awarded the Distinguished Flying Cross.

Notes: On repatriation form dated 10 January 1945 he stated he had flown 36 sorties (six minelaying, two tactical, three "special duties" and 23 bombing - which does not add up), with a total of 188 hours 40 minutes on operations .

Application for Operational Wing dated 30 November 1944 stated he had flown 36 sorties (163.25), 24 May to 20 November 1944.

Training in Canada: Course at No.4 ITS was 11 January to 19 March 1943. Courses in Mathematics (87/100), L.D.A.O. (whatever that is - 87/100), Navigation (105/150), Airmanship (58/100), Anti-Gas (42/50), Armament, written (36/50), Armament, oral (37/50), Aircraft Recognition (97/100), Drill and P.T. (74/100), Signals, buzzer (95/100), Signals, lamp (42/50), Meteorology (46/50). Scored 51/100 in Visual Link. Placed 36th in a class of 97. "Grade IX, British Columbia. Attended pre-enlistment school. Worked as a printer from 1928-42. Average sports. Alert, cheerful, mature, confident, capable, intelligent. Father was a metal polisher - served in last war."

Course at No.2 AOS was on Anson aircraft (37.15 as first navigator by day, 31.40 as second navigator by day, 27.40 as first navigator by night, 6.35 as second navigator by night - 4.15 "other" by day). Air work graded as follows: Air Navigation, day (237/350), Air Navigation, night (149/200), Log Keeping (150/200), Reconnaissance (78/100), Photography (92/100), Meteorological Observations (32/50). Ground courses in Air Navigation elements (178/200), Air Navigation, theory (172/200), Air Navigation exercises (164/200), Meteorology (64/100), Signals, practical (100/100), Aircraft Recognition (35/50), Reconnaissance (46/50), Armament (34/50). "Above average in ground work and average in air work. Smart in appearance and a very fine personality. Active in sports." Deemed "moderately suitable" for instructor duties, unsuited for advanced navigation course.

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YOUNG, F/L James William (J13809) - **Mention in Despatches** - No.1664 HCU - trained at No.1 ITS and No.1 AOS. Awarded as per **London Gazette** of 1 January 1945 and AFRO 337/45 dated 23 February 1945. Born 20 September 1921, Bealton, Norfolk County, Ontario. Home in Kitchener, Ontario. Enlisted in Hamilton, 8 July 1941. To No.1 Manning Depot, 31 August 1941. To No.1 SFTS, 10 October 1941. To No.1 ITS, 23 November 1941; graduated and promoted LAC, 16 January 1942; posted next day to No.1 EFTS. Ceased training and posted to Trenton, 21 March 1942. To No.1 AOS, 25 April 1942; graduated and commissioned 28 August 1942. Embarked for overseas, 2 October 1942. Arrived in UK, 18 October 1942. To No.22 OTU, 27

October 1942; to No.425 Squadron, 20 February 1943. Promoted Flying Officer, 28 February 1943. Accompanied No.425 Squadron to North Africa and back to Britain. He had flown 33 sorties (the last on 4 October 1943). To No.1664 Conversion Unit, 3 December 1943 (Air/Sea Rescue instructor). Promoted Flight Lieutenant, 28 August 1944. Repatriated 21 January 1945; to No.1 AOS, 6 March 1945; to No.4 Release Centre, 1 May 1945; released 19 May 1945. Chaplain in RCAF Reserve, 2 February 1953 to 30 July 1955. No citation.

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YOUNG, FS John Alexander (R64614) - **Mention in Despatches** - No.145 (BR) Squadron - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 25 September 1908. Home in South Devon, New Brunswick; enlisted in Moncton, 29 May 1940. To Technical Training School, St. Thomas, 28 June 1940 and trained as Aero Engine Mechanic. Promoted AC1, 19 August 1940. To No.5 SFTS, 30 October 1940. Promoted LAC, 1 December 1940. Promoted Corporal, 1 March 1941. Promoted Sergeant, 1 March 1942. To Halifax, 13 July 1943. To Torbay, 20 July 1943. To No.145 Squadron, 15 August 1943. Promoted Flight Sergeant, 1 December 1943. To Release Centre, 4 July 1945. Discharged 5 July 1945. Certificate sent to Dartmouth, 4 July 1945. Died in Edmunston, New Brunswick, 19 April 1999, as reported in **Legion Magazine** of September 1999.

This non-commissioned officer in charge servicing section of his squadron, by his devotion to duty, keen foresight and initiative, proved worthy of the highest praise. By his untiring efforts he has attained a high state of efficiency in the servicing section which is so necessary on operational work. He has also been a key factor in maintaining high morale amongst groundcrew personnel by his determination and excellent example.

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YOUNG, FS John Alexander Irwin (R50565) - **Mention in Despatches** - No.143 Wing (AFRO have unit only as "Overseas") - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 12 November 1915 in Creston, British Columbia. Home in Victoria (electrician); enlisted Vancouver, 30 October 1939 as Wireless Electrical Mechanic. To No.6 (BR) Squadron, 4 January 1940. To Patricia Bay, No.13 (Operational Training) Squadron, date uncertain. Classified as Wireless Operator (Ground) and promoted LAC, 1 October 1940. Promoted Corporal, 1 October 1941. Remustered as Wireless Mechanic, 1 August 1942. Promoted Sergeant, 1 September 1942. To No.147 Squadron, 24 May 1943. To Tofino, 12 August 1943. Promoted Flight Sergeant, 1 November 1943. To No.111 (Fighter) Squadron, 3 December 1943. To "Y" Depot, Halifax, 5 January 1944; embarked for overseas, 20 January 1944; arrived in Britain, 31 January 1944; to No.143 Wing, 13 February 1944; repatriated 6 August 1945. To No.8 Release Centre, 14 August 1945. Released 5 October 1945. Certificate sent to him in Winnipeg, 11 October 1949.

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YOUNG, F/L (now S/L) John Humphrey (J6811) - **Commended for Valuable Services in the Air** - No.5 SFTS - Award effective 14 November 1944 as per **Canada Gazette** of that date and AFRO 2684/44 dated 15 December 1944. Born at Saanichton, British Columbia, 1 May 1922. Educated there and correspondence courses from Queen's University (commercial and business). Served as a Private in 16th Canadian Scottish (Victoria), 12 August to 5 November 1940. Enlisted in Vancouver, 6 November 1940; to No.1 Manning Depot, 10 November 1940; to Trenton, 22 December 1940. To No. 1 ITS, 22 February 1941; promoted LAC, 27 March 1941 and posted that date to No.2 EFTS; to No.10 SFTS, 27 May 1941. Commissioned 8 August 1941. To Central Flying School, 10 August 1941. Promoted Flying Officer, 1 July 1942. Promoted Flight Lieutenant, 1 March 1943. To No.5 SFTS, 10 October 1943. Promoted Squadron Leader, 1 August 1944. To No.1 Training Command, 18 November 1944. To No.5 OTU, 28 November 1944. To Moncton, 24 April 1945. Posted 29 April to No.10 (BR) Squadron. To Torbay, 19 August 1945. To Halifax, 10 October 1945. Released 19 October 1945. Died in Central Saanich, British Columbia, 7 July 1980 as per British Columbia Vital Statistics.

This officer has been employed on flying instructional duties for the past three years and his diligence and efficiency in the execution of his duties have made an outstanding contribution to flying training. Trained at No.1 ITS, No.2 EFTS and No.10 SFTS.

This appears to have begun 13 July 1944 as a recommendation for an AFC when he had flown 2,340 hours (as of July 1944), 2,076 as instructor, 261 in previous six months (same hours as mentioned with his final AFC). Text was as follows:

Flight Lieutenant Young, a graduate of the C.T.E., has been employed as a Flying Instructor since October 1941. His diligence in the execution of his duties has been outstanding. An exceptional instructor, he has at all times demonstrated to pupils and staff alike outstanding qualities of leadership.

YOUNG, S/L John Humphrey (J6811) - **Air Force Cross** - No.5 SFTS - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25th January 1946 - Governor General's Records (R.7 Group 26, Volume 59, file 190-I, dossier 8) has citation. When recommended he had flown 2,340 hours (as of July 1944), 2,076 as instructor, 261 in previous six months. It appears that delivery by mail failed in December 1949 when he had moved to Britain.

This officer has been employed as a Flying Instructor for more than three years. His diligence in the execution of his duties has been outstanding. An exceptional instructor he has at all times demonstrated to pupils and staff alike outstanding qualities of leadership.

Assessments:

"A junior instructor who is hard working and conscientious. Capable and well disciplined. Deportment and conduct good. Has only been instructing at CFS three months." (W/C G.P, Dunlop, 18 November 1941).

"Capable of carrying out the responsibility of Deputy Flight Commander. Presently on loan to Visiting Flight for three months." (W/C J.G. Stephenson, 15 February 1943).

At No.5 SFTS, assessed as instructor, 2 October 1943. By then he had instructed for 1,745 hours. Tested on Harvard and Goose. Headings were Sequence ("above average"), Voice ("clear"), Manner ("convincing", Ability to Impart Knowledge ("above average"), Ability as Pilot ("above average"), and Remarks ("An above average instructor. Informative and convincing manner of instructing.") Assessed by S/L W.B. Hodgson.

"This officer is very keen and energetic in the performance of his duties as Examining Officer. He is exceedingly capable and hard working and is strongly recommended for the rank of Temporary Flight Lieutenant dated March 1st, 1943." (S/L R.H. Hyndman, 12 November 1943).

"This officer has done an excellent job as Examining Officer and the results are outstanding. He is considered a 'key' man on this unit." (S/L D.J. Brooker, 6 June 1944).

"An exceptional Examining Officer who was responsible for a very marked improvement in the standard of instruction at this unit and who is now acting as squadron commander with the same enthusiasm and devotion to duty. It is recommended that he be promoted to the acting rank of Squadron Leader." (S/L A.T. Wilson, Chief Instructor, 20 July 1944.)

Training Notes: At No.1 ITS he placed first in a class of 77.

At No.2 EFTS flew Tiger Moth (27.00 day dual, 32.35 day solo of which 6.05 was on instruments. Also ten hours in Link. "Steady pilot, confident and showed improvement considerably with experience." Placed second in a class of 33.

At No.10 SFTS flew Harvards - 36.15 day dual, 47.10 day solo, 3.50 night dual, 6.15 night solo. Of this, 15.30 on instruments. Also logged 20 hours in Link. Placed tenth in a class of 58.

Following course at Central Flying School (10 September to 13 October 1941) it was noted he had flown 11.50 day solo on Tiger Moth, 7.45 day dual on Tiger Moth, 7.50 day solo and 1.00 night solo on Harvard, 5.10 day dual and 2.00 night dual on Harvard, plus the following times on an unspecified twin-engine advanced trainer - 8.20 day solo, 1.00 night solo, 8.00 day dual and 1.00 night dual. "This Pilot Officer been a high average pupil throughout the course. Excellent knowledge of patter. With experience should become above average instructor. No major faults." (F/L W.M.E. Chester).

At No.5 OTU, 4 December 1944 to 8 April 1945. Day flying as follows: Mitchell, dual, 23.45; Mitchell first pilot, 28.45; Mitchell second pilot, 1.30; Liberator dual, 25.35, Liberator first pilot, 35.10. Night flying as follows: Mitchell, 6.45 dual, 9.20 as first pilot; Liberator dual, 4.00,

Liberator first pilot, 26.25. Also flew 18.10 as passenger and logged 24.00 in Link. Ground training and tests in Aircraft Recognition (62/100), Navigational Meteorology (172/200), Plotting (70/100), Airmanship in Mitchell (270/300), Airmanship in Liberator (276/300). Tested in Morse (eight words per minute, sending and receiving) and Aldis (five words per minute receiving, seven words per minute sending). "This officer obtained good results by attending to all lectures. He has always shown interest in his work." (S/L W. Grierson-Jackson, Chief Ground Instructor); "This officer's conduct has been very good throughout his course. His appearance and service knowledge has helped him in winning a high place in the esteem of his instructors."

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YOUNG, F/L (acting S/L) John Maitland (C939) - **Mention in Despatches** - No.10 (BR) Squadron - Awarded as per **London Gazette** of 1 January 1943 and AFRO 55/43 dated 15 January 1943. Born in Toronto, 29 June 1917. Junior audit clerk and aero engineer student. Applied to join the Royal Air Force in 1936 and was interviewed at Headquarters, No.2 Military District. The report of that interview (signature of interviewing officer illegible) dated 9 October 1936 noted that he was in possession of a Private Pilot's License, described him as "neat and well dressed" and having a pleasant personality. "Keen to make flying his career, especially military flying." He was recommended for appointment to a Short Service Commission in the RAF. There appears to have been no follow-up (reasons unknown). Enlisted in Hamilton, Ontario, 1 October 1938 when he was appointed Provisional Pilot Officer in No.119 (B) Squadron, Auxiliary Air Force. Qualified for pilot's badge, 20 October 1939. To No.2 Coastal Artillery Cooperation Squadron, 6 November 1939. To No.119 (BR) Squadron, 28 December 1939. To No.8 (BR) Squadron, 4 January 1940. To No.119 (BR) Squadron, 3 June 1940. Promoted Flight Lieutenant, 1 December 1940. To No.1 ANS, Rivers, 8 January 1941 for further training. To No.119 (BR) Squadron, 17 April 1941. To No.10 (BR) Squadron, Gander, 14 October 1941. Involved in accident on 5 November 1941, Digby 756 when aircraft collided with crash tender while taxiing (Young appears to have been in crew; the captain was F/O J.C. Redman). To Eastern Air Command Headquarters, 5 January 1942. Promoted Squadron Leader, 15 August 1942. To No.11 (BR) Squadron, Dartmouth, 15 November 1942. To Eastern Air Command Headquarters, 5 January 1943. To No.10 (BR) Squadron, 11 July 1943. Promoted Wing Commander, 15 August 1943. Missing in action with No.10 (BR) Squadron, 4 September 1943; flying accident 150 yards off shore, north side of Gander Lake and one mile southwest of the runway, Liberator 589; no known grave.

Flight Lieutenant Young has made 62 operational sorties and has completed 410 hours of operational flying. This officer, while senior flight commander of No.10 (BR) Squadron, carried out his duties in an exemplary manner. Since taking over command of No.10 (BR) Squadron, his ability and keenness have been instrumental in its efficient working. His devotion to duty is outstanding and an inspiration to the personnel under his command.

Recommended for Air Force Cross, 25 August 1942 by Commanding Officer of No.10 (BR) Squadron as follows:

Flight Lieutenant Young while senior flight commander of 10 (BR) Squadron has carried out his duties in an exemplary manner. His ability and keenness have been instrumental in the efficient working of his squadron. His devotion to duty is outstanding. Since taking over the command of 10 (BR) Squadron this officer has carried out the above qualities to an even greater extent and it is strongly recommended that he be awarded the Air Force Cross. He has made 62 operational sorties and has completed 410 hours and 55 minutes operational flying. It is due to his organizing ability and ground work that the other officers in this squadron have made such fine records.

The Station Commander (Gander) concurred on 26 August 1942, as did the Air Officer Commanding, Eastern Air Command (date not shown). However, it was the Chief of the Air Staff (Air Marshal L.S. Breadner) who appears to have turned it into a Mention in Despatches submission.

A listing of the types of aircraft he flew is remarkable - Shark II and III seaplane and wheels), DH.60 Moth, Tiger Moth, Tomtit, Vedette, Norseman seaplane, Fairchild 51 wheeled, Fairchild 71, wheels and floats, Delta, Bolingbroke, Digby and Liberator.

Training: The reports of his training demonstrate the process in an Auxiliary Squadron of the period. Between 14 January 1939 and 18 October 1939 he flew Tiger Moths (30 hours 55 minutes dual, 104 hours 50 minutes solo). Courses and marks as follows: Theory of Flight (89/100), Engines (78/100), Rigging (85/100), Airmanship (68/100), Air Pilotage (162/200), Meteorology (74/100), Administration (80/100), Law (74/100), History and Organization (166/200), Musketry (78/100), Ground Gunnery and Bombing, practical and oral (not taken or marked), Photography (75/100), Wireless (not taken or marked), Signalling, Practical (42/50), Drill (78/100). TOTALS were thus 1151/1450 or 79.99 percent. "Pilot Officer Young's special aptitude was evidenced in the fields of navigation and meteorology, having taken his first year of Toronto University Aeronautical Engineering." (S/L N.S. MacGregor, Commanding Officer, 20 October 1939).

Gunnery training in No.119 Squadron (Bolingbroke and Digby aircraft) was all with fixed guns in the air and consisted of the following exercises: 28 August 1940 (200 rounds), 13 October 1940 (160 rounds), 14 October 1940 (160 rounds), 16 October 1940 (160 rounds), 17 October 1940 (160 rounds), 24 October 1940 (160 rounds), 31 October 1940 (160 rounds), 21 November 1940 (160 rounds), 24 November 1940 (160 rounds), 29 November 1940 (160 rounds), 2 December 1940 (160 rounds).

Attended No.1 Air Navigation School, Rivers, 13 January to 5 April 1941, graded 73.8 percent and qualified to wear Special Navigation badge This course included flying on Ansons (25.40 day, 16.00 night, all navigation work). Ground courses were Astro Navigation (341/500), DR (228/300), Meteorology (200/250), Magnets and Compasses (165/250), Maps and Charts (195/250), Mathematics (140/200), Instruments (121/150), DF (90/100). "A good student but

mainly interested in the practical applications.” Placed eighth in a class of ten.

Selected Assessments: “Intelligent, capable, shows marked keenness and ability if interested. Good knowledge of photography and navigation. Average pilot.” (W/C N.S. McGregor, No.119 Squadron, 15 December 1940).

“Above average pilot. Awarded the symbol ‘N’. Enthusiastic only towards his own work, at which he is doing a good job. Fair administrator and average ability to lead. Should develop with proper guidance into an above average Squadron Leader. Satisfactory officer.” (W/C N.S. McGregor, No.119 Squadron, Yarmouth, 15 June 1941).

“This officer is employed as navigation officer at this unit and his work has been excellent. He is a loyal, enthusiastic officer with high standards, is a good, experienced operational pilot and has an inventive mind. A university engineering graduate. He is particularly suited to operational squadron employment where his ready mind can adapt or incorporate new ideas or equipment as required. This officer is considered fit for promotion to Squadron Leader.” (W/C C.L. Annis, No.10 Bomber Reconnaissance Squadron, 18 June 1942).

Signal, 9 July 1942 from Eastern Air Command to AFHQ - “Strongly recommend F/L J.M. Young (C939) (GL) be posted as officer commanding No.10 Squadron in the event of W/C Annis being posted. F/L J.M. Young strongly recommended for Acting Rank of Squadron Leader.”

“An excellent Bomber Reconnaissance pilot with a very thorough knowledge of operations. Thorough, conscientious, gentlemanly officer with excellent qualities of leadership.” (G/C L.E. Wray, SASO, Eastern Air Command Headquarters, 10 August 1943).

Report of Attack on U-Boat: The following document, dated 26 January 1942, was sent to the Commanding Officer, No.10 (BR) Squadron.

Report of Attack Delivered on Submarine on 19.1.42

class=WordSection8>

in Position 48 31" N 51 31" W by Digby 756

1. During the course of an Anti-Submarine patrol from Gander, Newfoundland, in Digby 756 of which I was Captain on the 19.1.42, a submarine was sighted on the surface about 40 degrees on the starboard beam on the surface at 1539 hours GMT, in position 48 31" N 51 31" W. I altered course to deliver my attack and at the same time the submarine started to dive. I was now approaching the submarine on its starboard beam and at 90 degrees to his track. Time did not permit delivery of a quarter attack. On the approach, bomb doors were opened, speed was increased in a dive to about 160 m.p.h. and height lost from 1,500 feet to 50 feet. On the approach the submarine was continuing its dive, and about fifteen seconds before releasing depth charges her tail went up in the air and she disappeared. My front gunner released the depth charges in a stick of three with

about one-half second interval between, and as we passed over the track, the submarine's shadow or outline could still be distinguished in the water. The depth charges were seen to enter the water even with the bow of the submarine, and bracketing it perfectly. It is estimated that the explosions would have occurred even with, or just forward of the conning tower, and below it. I wheeled the aircraft around to make a further attack, this time from the port quarter at 30 to 45 degrees to his track on diving. No swirl could be seen in the rough water and so the circles of white water from the explosions of the first three charges were used as an aiming mark. A larger spacing was used and the depth charges dropped at a distance of 75 to 100 feet apart across the track of the submarine. The second attack was delivered about 45 to 60 seconds after the first. An illustration of the relative position is shown in the attached drawing. It is to be noted that the circles of disrupted water from the first three charges interlocked, whereas there was about 50 feet between the circles of the second three charges.

2. We remained in the vicinity for a period of approximately 25 minutes dropping smoke floats to mark the position but no visible signs of damage appeared. A snow storm came down on us and so as it would be impossible to see much longer, we set course for home and sent out an amplifying report on our first sighter [sic], which was despatched after the delivery of our second attack.

3. The front gunner, co-pilot and myself sighted the submarine at about the same time and our first impression was of a small well-laden tanker. As we altered course we realized it was a submarine running with its decks awash. The water was quite rough and so revealed most of the hull at times. The net cutters were very plainly visible to us. I would have estimated its size as being in the neighbourhood of some 200 feet, but as it was the first submarine I had sighted I would be in error to try to estimate its tonnage.

4. A photograph of the submarine could have been obtained by the front gunner, or by the Observer if they had been provided with a small "R" type camera. We had an F.24 type camera with a 14 inch cone fitted, in the front gunner's compartment, but the gunner had no time to get the camera, operate it, and at the same time get the depth charges away. With the smaller camera, which can be operated with one hand, he would have had time for a picture.

5. To all the crew, as well as myself, the attack seemed perfect and I am convinced that it would have been impossible to be any closer to our target. The first stick bracketed perfectly and the explosions occurred at the recommended position, near the conning tower.

6. We were armed with six 250 lb depth charges, each set to explode at 50 feet depth. Due to this setting, it is thought that the second attack might have been ineffective as the submarine could have dived beyond this depth by the time the

attack was delivered. With the first attack, though, the submarine should have been just at the correct depth for this setting.

7. Due to the fact that approaching snow prevented our remaining in the vicinity any longer, and no visible signs of wreckage had been seen by that time, there is no available proof of damage or destruction. But if the attack was a complete failure, the only conclusion I could draw was that the 250 lb depth charge is not sufficiently powerful enough for the job required and not lethal for submarines at any distance.

8. This report on the attack delivered is submitted as per signal from No.1 Group Headquarters, St. John's, Newfoundland, A.25, dated 23/1/42.

9. The crew of Digny 756 were as follows:

Captain: Flight Lieutenant J.M. Young
Second Pilot: Pilot Officer E.J. Padden
Navigator: Pilot Officer E.C. Walsh
Front Gunner: Sergeant Brotherhood, D.M.
Rear Gunner: Sergeant Reeves, P.L.
Wireless Operator: Sergeant Arseneau, J.D.

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YOUNG, FS Richard Edward (R146488) - **Distinguished Flying Medal** - No.432 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born in Chilliwack, B.C., 30 July 1923, home in Sardis, B.C. Student. Enlisted in Vancouver, 21 February 1942. Award presented by Governor General in Winnipeg, 20 May 1955. Served in postwar RCAF (229078). No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHIST file 181.009 D.2618 (R.24 Vol.20627) has recommendation dated 24 March 1945 when he had completed 34 sorties (165 hours 30 minutes) between 24 June and 6 December 1944.

In the completion of thirty-four successful operational sorties this NCO has contributed to the success of his crew by his co-operation, coolness and strong sense of duty. His cheerful confidence has inspired a high standard of morale in the crew.

For his excellent example and operational ability, Flight Sergeant Young is strongly recommended for the award of the Distinguished Flying Medal (Non-Immediate).

The sortie list was as follows:

24 June 1944 - Barniers (3.35)
1 July 1944 - Biennais (3.40, day)
3 July 1944 - Biennais (3.50, day)
7 July 1944 - Caen "S" (4.10, day)
12 July 1944 - Thiverny (4.15, day)
15 July 1944 - Nucourt (4.10, day)
17 July 1944 - Caen (4.00)
1 August 1944 - Ferme de Forestel (4.00, day)
3 August 1944 - Foret de Nieppe (3.50, day)
4 August 1944 - Bois de Casson (4.35, day)
5 August 1944 - St. Leu d'Esserent (4.25, day)
7 August 1944 - La Hogue (4.40, day)
9 August 1944 - Foret de Nieppe (3.35)
10 August 1944 - La Pallice (6.20)
14 August 1944 - Bons Tassilly (4.15, day)
15 August 1944 - Brussels (3.45, day)
16 August 1944 - Kiel (5.30)
28 August 1944 - Brest (3.30)
31 August 1944 - Ile de Cezembre (4.45, day)
6 September 1944 - Emden (3.50, day)
9 September 1944 - Le Havre (4.45, day)
25 September 1944 - Calais (4.05, day)
15 October 1944 - Wilhelmshaven (4.35, day)
23 October 1944 - Essen (5.40)
25 October 1944 - Homburg (5.15)
6 November 1944 - Gelsenkirchen (4.45, day)
16 November 1944 - Julich (5.00, day)
18 November 1944 - Munster (5.45, day)
21 November 1944 - Castrop Rauxel (7.05)
27 November 1944 - Neuss (5.10)
30 November 1944 - Duisburg (6.25)
2 December 1944 - Hagen (7.25)
5 December 1944 - Soest (6.20)
6 December 1944 - Osnabruck (5.35, day)

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YOUNG, LAC Richard Oliver (R171855) - **Mention in Despatches** - No.9408 Servicing Echelon, No.62 Base in AFRO) - Awarded 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 26 April 1915. Enlisted in Edmonton, 29 June 1942. To No.1 Manning Depot, 1 September 1942. To Technical Training School, St. Thomas where he trained as an electrician. Promoted AC1, 3 March 1943. To No.1 BGS, 4 March 1943. To "Y" Depot, 12 May 1943. To RAF, 26 May 1943. Discharged (in United Kingdom ?), 9 January 1945.

Recommendation noted he had served 1 year in Canada, 14 months overseas. No citation in AFRO or biographical file; recommendation found in DHIST file 181.009 D.1719 (PAC R.24 Vol.20606).

Leading Aircraftman Young has displayed outstanding qualities as a tradesman and in all-round airmanship, and he is marked for promotion at the earliest opportunity. Exceptionally keen and conscientious towards his work, he has designed and made several special tools, now in use in his section, that were otherwise unobtainable. The initiative and the high standard of his workmanship he displays commend LAC Young to the attention of all ranks.

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YOUNG, P/O Robert Evans (C15749) - **Member, Order of the British Empire** - No.425 Squadron - Award effective as per **London Gazette** of 13 July 1943 and AFRO 1949/43 dated 24 September 1943. Born 22 February 1913. Enlisted 10 May 1939 in Armourer trade. With No.110 (Army Cooperation) Squadron, 16 December 1939 and proceeded overseas with them. Promoted LAC, 29 February 1940. Promoted Corporal, 15 May 1940. Promoted Sergeant, date uncertain. Promoted Flight Sergeant, 26 January 1942. Commissioned late 1942. Promoted Flying Officer, 12 May 1943. Promoted Flight Lieutenant, 1 June 1944. Repatriated to Canada 14 February 1944. To No.5 OTU, 31 March 1944. To No.15 Explosives Depot, 26 October 1945. Remained in postwar RCAF. To Winter Experimental Establishment, 2 September 1947. To AFHQ, 10 July 1950. Promoted Squadron Leader, 1 January 1951. With office of Vice Chief of the Air Staff (Chief of Armament), 1 September 1951. Award presented 1 February 1946. Photo PL-7531 shows him instructing LAC G. Patterson on armament; PL-80270 is a portrait (May 1953); PL-119945 is a portrait (May 1959).

On three occasions this officer who is employed on armament duties has displayed outstanding gallantry and coolness in the face of imminent danger. In February 1943 he supervised the demolition of a five-hundred pound bomb which had been dropped by accident on the airfield, and a few days later he rendered harmless two mines when the aircraft carrying them crashed while taking off. In similar circumstances Pilot Officer Young dismantled a four-thousand pound bomb within five minutes of the crash. This officer has set a splendid example and has shown little regard for his personal safety.

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YOUNG, FS Walter Mungo (Can 12209A) - **Mention in Despatches** - No.420 Squadron (AFRO gives unit only as "Overseas") - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born in Regina, 17 March 1920. Enlisted in Regina, 13 September 1939 as Armament Assistant with No.120 (Bomber) Squadron. To No.1 Manning Depot, Toronto, 30 October 1939. To Trenton, 27 December 1939 to attend Armament Artificer Course (finished 15th in a class of 32). Promoted AC1, 25 March 1940. To No.115 (F) Squadron,

26 March 1940. To No.1 (Fighter) Squadron, Montreal, 28 May 1940. Proceeded overseas with No.1 (C) Squadron. To No.110 Squadron, 19 September 1940 (later 400) Squadron. To No.2 (F) Squadron (later No.402 Squadron), 10 January 1941. Promoted LAC, 1 April 1941 when reclassified as Armourer. Promoted Corporal, 1 December 1941. To No.420 Squadron, 5 April 1942. Promoted Sergeant, 1 July 1942. With No.420 Squadron in North Africa, 15 May to 25 October 1943. Promoted Flight Sergeant, 10 July 1943. To No.9420 Servicing Echelon, 12 December 1943. To No.62 Base, 31 July 1944. Promoted WO1, 1 November 1944. Repatriated 17 February 1945; to No.2 Air Command, Winnipeg, 28 February 1945. To No.23 EFTS, Yorkton, 6 April 1945. To No.6 Release Centre, 25 April 1945; released 15 May 1945. Died in Vancouver, 10 May 1972 as per British Columbia Vital Statistics. No citation in AFRO.

Notes: Assessed at East Moor, 2 October 1944 - "This NCO has had years of experience overseas; is particularly keen and alert, and handles his section with intelligence."

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YOUNG, WO Wilfred George (R153261) - **Distinguished Flying Cross** - No.35 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 19 January 1945 and AFRO 508/45 dated 23 March 1945. Born 6 May 1923. Home in Cornerbrook, Newfoundland; enlisted in Halifax, 28 April 1942. To No.5 Manning Depot, 28 May 1942. To No.4 Manning Depot, 2 July 1942. To No.5 ITS, 12 September 1942; promoted LAC, 5 December 1942; to No.4 BGS 27 December 1942; graduated and promoted Sergeant on 19 March 1943. To "Y" Depot, 2 April 1943. To RAF, 3 May 1943. Promoted Flight Sergeant, 19 September 1943. Repatriated 11 February 1945; to No.7 OTU, 31 March 1945; to Debert, 11 July 1945; to No.1 Release Centre, 19 August 1945; released 22 August 1945. Award sent by registered mail 20 April 1949. Photo PL-35164 is a formal portrait. Died in Liverpool, Nova Scotia, 10 February 1998 as per **Legion Magazine** of September 1998. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/9039 has recommendation dated 21 October 1944 when he had flown 60 sorties (224 hours), 3 October 1943 to 12 October 1944.

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3 October 1943 - Kassel

8 October 1943 - Hanover

22 October 1943 - Kassel

20 November 1943 - Berlin

25 November 1943 - Frankfurt

15 February 1944 - Berlin

1 March 1944 - Stuttgart

9 April 1944 - Lille

11 April 1944 - Aachen

18 April 1944 - Rouen

26 April 1944 - Essen

27 April 1944 - Friedrichshafen
30 April 1944 - Achenes
3 May 1944 - Montdidier
19 May 1944 - Boulogne
5 June 1944 - Longues
7 June 1944 - Floret de Cerisy
8 June 1944 - Fougères
11 June 1944 - Tours
15 June 1944 - Lens
16 June 1944 - Renescurs
23 June 1944 - Courbroune
24 June 1944 - Middel Straete
6 July 1944 - Calquerean
7 July 1944 - Caen
10 July 1944 - Nucourt
12 July 1944 - Rollez
15 July 1944 - Nucourt
16 July 1944 - St.Philibert
18 July 1944 - Wesseling
20 July 1944 - Mont Condon
22 July 1944 - LAHEY
23 July 1944 - Floret du Croc
25 July 1944 - Stuttgart
28 July 1944 - Hamburg
30 July 1944 - Caen
5 August 1944 - Tress
6 August 1944 - Floret de Dieppe
7 August 1944 - TOTALISER
9 August 1944 - Floret de Dieppe
11 August 1944 - Douai
12 August 1944 - Russelsheim
14 August 1944 - Malaise area
15 August 1944 - Le Culot
16 August 1944 - Stettin
3 September 1944 - Gilze Rijn
5 September 1944 - Le Havre
6 September 1944 - Le Havre
8 September 1944 - Le Havre
9 September 1944 - Le Havre
10 September 1944 - Le Havre
11 September 1944 - Le Havre
12 September 1944 - Dortmund
15 September 1944 - Kiel
17 September 1944 - Westkappel

20 September 1944 - Calais
24 September 1944 - Calais
5 October 1944 - Saarbrucken
6 October 1944 - Dortmund
12 October 1944 - Fort Frederick Hendrik

Warrant Officer Young is an Air Gunner with an excellent operational record. He has taken part in a total of 60 bombing operations against the enemy. Targets he has attacked include Berlin, Hanover, Stuttgart and the Ruhr. Recently his crew has operated in Master Bomber and Visual Marker roles with much success. This Warrant Officer is still operating against the enemy with undiminished enthusiasm and it is considered that his excellent record of efficiency and vigilance fully merits the non-immediate award of the Distinguished Flying Cross.

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YOUNG, WO2 (now P/O) William Henry (R182469/J50825) - **Mention in Despatches** - No.145 Squadron - Award effective 21 April 1945 as per **Canada Gazette** of that date and AFRO 802/45 dated 11 May 1945. Born 26 February 1911. Home in Peterborough, Ontario; enlisted in Toronto, 4 August 1942. To No.5 Equipment Depot, 25 September 1942. To No.4 WS, 20 November 1942; promoted LAC, 21 December 1942; to No.4 BGS, 11 June 1943; graduated and promoted Sergeant, 26 July 1943. To No.34 OTU, 6 August 1943. To No.145 Squadron, 10 August 1943. Commissioned 28 September 1944. Promoted Flying Officer, 20 March 1945. To Eastern Air Command Headquarters, 8 May 1945. To Halifax, 12 July 1945. To No.4 Release Centre, 29 August 1945. Released 5 September 1945. Died 26 July 1984 as per **Airforce Magazine** of January 1985.

This wireless air gunner has flown numerous operational sorties over the North Atlantic on convoy and anti-submarine patrols. His willingness, coolness and determination in carrying out his duties have been a source of inspiration to all members of his crew. His devotion to duty has been exemplary.

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YOUNG, P/O William John (J17392) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 20 September 1943 as per **London Gazette** dated 1 October 1943 and AFRO 2258/43 dated 5 November 1943. Born 8 May 1919. Home in Calgary; enlisted there 8 April 1941. To No.2 Manning Depot, 16 May 1941. To No.33 SFTS (non-flying duties), 8 June 1941; to No.4 ITS, 2 July 1941; promoted LAC, 17 August 1941), to No.3 AOS, 17 August 1941; to No.2 BGS, 6 December 1942; graduated and promoted Sergeant, 17 January 1942. To No.1 ANS, 17 January 1942; graduated 23 February 1942. To "Y" Depot, 24 February 1942. To RAF overseas, 18 March 1942. Commissioned 23 June 1943. Promoted Flying Officer, 23 August 1943.

Repatriated 31 July 1944. To Lachine, 9 February 1945. To No.7 Release Centre, 13 March 1945. Released 24 March 1945. Award presented 13 November 1948. Photo PL-25096 is a portrait view; PL-15997 is a group shot of the following: FS R.L. McGillivray (rear gunner, Regina), FS W.J. Young, P/O J.H. Marcotte (pilot, Montreal), Sergeant J. Wobson (WOP, Trail, British Columbia), P/O W.R. Spackman (navigator, Innisfail, Alberta); PL-10673 is another crew portrait showing Young, McGillivray, Sergeant J. Holsch (WOP, Winnipeg), Sergeant Spackman and Sergeant R.H. Gervin (Edwards, Mississippi).

This officer has proved himself to be a courageous and skilful bomb aimer. He has consistently achieved success over the most difficult targets and in the face of intense opposition. His cool judgement and determination have contributed in no small measure to the repeated successes of his crew.

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YOUNGS, S/L George Riley (J3106) - **Air Force Cross** - No.12 SFTS - Award effective 1 January 1946 as per **Canada Gazette** for that date and AFRO 82/46 dated 25 January 1946. Born 9 November 1918. Home in Toronto. Enlisted 10 May 1940 in Fort William. To No.1 ITS, 27 May 1940; graduated and promoted LAC, 21 June 1940; posted that day to No.2 EFTS; to No.1 SFTS, 18 August 1940; graduated 12 October 1940 (according to one card), but not posted until 26 November 1940 to Trenton and not commissioned until 30 November 1940. To No.19 EFTS, date uncertain; promoted Flying Officer, 21 December 1941; to No.2 EFTS, 16 March 1942; to No.12 SFTS, 4 May 1942. Promoted Flight Lieutenant, 1 October 1942. Promoted Squadron Leader, 15 December 1943. To "Y" Depot, 23 August 1944; taken on strength of No.3 PRC, Bournemouth, 29 August 1944. Repatriated 9 July 1945. To No.4 Release Centre, 29 August 1945. Released 7 September 1945. As of December 1943 he had flown 1,600 hours, 1,400 as instructor, 145 in previous six months. Award sent by registered mail 20 April 1949.

This officer served at this unit for almost two years and for six months was Officer Commanding a squadron. He proved himself very capable of carrying out all duties to which he was assigned and supervised instructors in the interests and advancement of the training plan in a very conscientious manner. His devotion to duty has made a splendid contribution to the successful flying training at this unit.

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YULE, Sergeant Andrew Campbell (R53177, later C19528) - **Distinguished Flying Medal** - No.428 Squadron - Award effective 27 November 1943 as per **London Gazette** of 14 December 1943 and AFRO 297/44 dated 11 February 1944. Born in England, 3 November 1916, home in Toronto. Enlisted in Toronto, 20 November 1939 as Aero Engine Mechanic. Promoted AC1, 29 February 1940. To Technical Training School, St. Thomas, 25 March 1940. To Trenton, 25 July 1940. Promoted LAC, 1 October 1940. To "Y" Depot, 11 March 1942. To RAF overseas, 30 April 1942. Promoted Corporal, 1 September 1942. Remustered to Flight Engineer and

promoted Sergeant, 14 June 1943. Commissioned 28 November 1943. Promoted Flying Officer, 28 May 1944. Repatriated 9 March 1945. To No.2 Air Command, 20 March 1945. To "Y" Depot, 21 April 1945. To RAF overseas again, 8 May 1945. Repatriated 15 February 1946. To No.2 Release Centre, 23 February 1946. Retired 8 April 1946. Immediately joined the Royal Canadian Navy and served on both HMCS **Magnificent** and HMCS **Bonaventure**, retiring in 1966 as Chief Petty Officer. Died 11 June 2002. Cited with Sergeant Peter Stuart (RAF). Award presented by King George VI 11 August 1944. RCAF photo PL-28392 (ex UK-9095 dated 22 March 1944) shows the following (all decorated) waiting to be interrogated after a mission - back row is F/O Jim de Rosenroll (Moose Jaw, navigator), F/O Jack Greco (Toronto, air bomber), front row, Sergeant Denny Salmon (Astoria, Long Island, rear gunner), F/O Al Miles (North Sydney, N.S., wireless operator), P/O A.C. Yule, DFM (Toronto, flight engineer). RCAF photo PL-32415 also shows him.

Sergeants Stuart and Yule were mid-upper gunner and flight engineer, respectively, of an aircraft which attacked Kassel one night in October 1943. Shortly after leaving the target the bomber was hit by machine-gun fire from an enemy fighter and the rear gunner was wounded. Sergeant Stuart used his guns effectively, however, and drove off the attacker. Another attack quickly developed but, although his oxygen supply had failed, this resolute gunner continued firing his guns. Whilst giving skilful evading directions to his pilot another fighter was also evaded, and then Sergeant Stuart left his turret to extinguish the fire in the rear turret. Sergeant Yule, who had been wounded in both arms and in the hip when going to the assistance of the rear gunner, displayed great courage and fortitude and insisted on fulfilling his engineering duties until the aircraft reached base. In circumstances fraught with great danger these airmen displayed courage, determination and devotion to duty of a high order.

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