

“The Apple Does Not Fall Far From The Tree”

-The Story of George Lyall Arbuthnott McIntosh and his son John “Jack” McIntosh and their Very Special and Unique Connection to Medicine Hat.

By William J Anhorn K.C. ICD.D

The Mad Hatter Historian



The artwork (below) on the nose of a WWII Halifax Bomber JD114- “Medicine Hat” (circa 1943) depicts the Walt Disney Character-”Goofy” taking medicine [bombs] from the Hat to drop on Germany.

The story behind the WWII bomber and its unique nose art and the young pilot who flew the aircraft is another interesting chapter in the history of Medicine Hat.



About the Author:

"Mad Matter: "Have I gone mad?"

Alice: "I'm afraid so. You're entirely bonkers. But I'll tell you a secret. All the best people are."

From Lewis Carroll "Alice In Wonderland"



The Mad Hatter Historian

William J. Anhorn was born and raised in Medicine Hat, Alberta and graduated with a Bachelor of Arts degree (Political Science) from the University of Calgary and a Bachelor of Laws degree from the University of Alberta.

He returned to his hometown of Medicine Hat in 1976 and practiced law for over 35 years as a senior partner with the law firm of Pritchard and Company. He retired in 2012 and he and his wife Joan Elaine Anhorn (Medlicott), a retired teacher, continue to reside there.

Always having had a keen interest in writing and more recently genealogy, he has researched and written a series of articles on his own family and his extended family (Medlicott/Mclvor) and their family history.

He is also passionate about history including the history of Medicine Hat and has researched and written several articles in relation to the history of his "hometown".

He currently is a member of the Alberta Genealogical Society (Medicine Hat Branch) and the Historical Society of Medicine Hat and District. He is Past Chairman of the Historical and Heritage Resource Management Committee of the Medicine Hat Exhibition and Stampede Company.

He is a frequent contributor to the Alberta Genealogical Society newsletter, 'Relatively Speaking'.

His articles can be found on his website at <http://wjanhorn.ca>

Preface:

“The Apple Does Not Fall Far From the Tree” is an old proverb which suggests that children often inherit or demonstrate qualities or talents that are similar to those of their parents. “Like father like son” is another similar axiom.

The earliest version of this maxim in print was in a German book from 1605, “ Der Apffel felt nicht weit vom Baum”.

Inspired by this German proverb, the famed poet Ralph Waldo Emerson is credited with popularizing the phrase in North America by using a similar version for the first time in English in 1839-“*As men say, the apple never falls far from the stem.*”

Emerson’s phrasing helped introduce the idea that children often resemble their parents in behavior and personality, and not just necessarily in physical appearance.

The “saying” expresses the idea that a person inevitably shares traits with or resembles his or her parents or family. For most, this is a blessing.....for others, it can be a curse.

Introduction:

“Like Father Like Son”

John “Jack” McIntosh was born on June 26th, 1922 in Medicine Hat, Alberta. He was the second son of George Lyall Arbutnott McIntosh (1891-1956) and Jessie Wyllie Bruce Nicoll (1888-1963).



He grew up in Medicine Hat and attended public school and after graduating from Alexandra High School at age 17, he began employment with the Canadian Bank of Commerce in Medicine Hat. But much like his father before him, his life's plan was interrupted by the prospect of a world war.

He became a decorated World War II RCAF bomber pilot, whose service had a special and unique connection to his hometown-Medicine Hat

This is his story.

But let's start at the beginning.

His father, George Lyall Arbuthnott McIntosh emigrated to Canada from his native Scotland in 1912 and being young and “single”, he too, had great ambitions. He began modestly as a farm labourer in Drinkwater, Saskatchewan, and the opportunities in Canada seemed endless as compared to his native Scotland. But although “single”, he had fathered a child in Scotland in 1910 and had emigrated to Canada in search of a better life for his son and his mother.

He left the mother of the child back in Scotland to raise the child on her own as a single mom, while he sought out greater opportunities abroad.

The events in Europe and the involvement of Britain and the British Commonwealth in the First World War changed everything. For many young men, their hopes, dreams and aspirations would be “sidelined” as they heeded the call to take up arms on behalf of a grateful nation.

George’s plan to marry and bring his wife and child to Canada was interrupted by the outbreak of war. George left Drinkwater Saskatchewan in early December 1912 intending to travel to St Louis, Missouri in the United States. Later, with the news of the outbreak of WWI and the call to take up arms, George immediately returned to Saskatchewan.

George McIntosh, not unlike thousands of young men, was quick to enlist in the Canadian Expeditionary Force (CEF) as recruitment centers were established all across the country. He enlisted on December 31st, 1914 at Moose Jaw, Saskatchewan (reg # 426214) and one cannot help but wonder whether the festivities surrounding the bringing in of a new year, may have influenced that “brave” decision to go overseas to fight for his country.

He was assigned to the 46th Canadian Battalion (South Saskatchewan Regiment) which was an infantry battalion of the CEF during the Great War. The 46th Battalion was authorized on November 7th, 1914 and embarked for Britain on October 23, 1915.

On arrival in the UK, George obtained leave from his Regiment to travel to Scotland to marry Jessie Wyllie Nicoll.

The marriage took place on the 18th day of November 1915 at the Plans of Thornton in Scotland.

On 10/11 August 1916, the Battalion disembarked in France, where it fought with the 10th Infantry Brigade, 4th Canadian Division in France and Flanders until the end of the War.

Quite astonishingly, the unit had the unenviable distinction of becoming known as "The Suicide Battalion" due to its high attrition rate. The 46th Battalion lost 1,433 killed and 3,484 wounded – a casualty rate of 91.5 percent in 27 months of combat during WWI.

George McIntosh fought with distinction, moving up in rank from Private to Corporal to Sergeant. He received a "GSW", (the acronym for gunshot wound) to the left leg on 7-11-17 at Boulogne, France and was hospitalized for a period of time. But later, he returned to his battalion and was cited for bravery receiving a military medal and a subsequent bar.

Rank: Name: McINTOSH George Reg'l No. 426214
 Unit: 46th Bn. If in perm. Corps, What Unit? Married or Single: Single
 Place and Date of Enlistment: Moose Jaw, Sask. 31st December, 1914 Place of Birth: Montrose, Scotland
 Name and Address, Next-of-Kin: John McIntosh, Bonnyton Farm, Montrose, Scotland
 Name and Address, Next-of-Kin: Glean of Thornton, Douglas Town, Forfarshire, Scotland Relationship (Wife)
 Assigned Pay Monthly #: Payable to Relationship
 Separation Allowance #: Payable to Relationship
 Discharge, Date and Place: Reason: Character:

Report		Record of promotions, reductions, transfers, casualties, etc., during active service. The authority to be quoted in each case.	Place	Date	REMARKS Taken from Official Documents
Date	From whom received				
		Arrived in England, Scotland		2 1/2	
9.8.16	46th Bn.	Proceeded Overseas		10-8-16	Pt. 2, D. O. 107
11-12-16	"	Granted 10 days leave from 1/11/16	Great	1-12-16	Pt. 2, D. O. 285
9-3-17	"	Entitled to one good conduct badge	"	25-4-17	Pt. 2, D. O. 279
5-11-17	Sask Regt	Adm No 55 General Hospital	Boulogne	27-10-17	CLA 55 G. W. 8-2g 511
5-11-17	✓	Adm No 11 Consultant Hospital	✓	1-11-17	CLA 55 ✓
10-11-17	✓	Discharged to base duties	✓	2-11-17	CLA 60 ✓
26.4.18	46th Bn	Awarded The Military Medal for bravery in the field	Field	26-4-18	1432 Gazette 50450 22/4/18
30.9.18	46th Bn	Promoted Sgt	15	3-9-18	40101

Notwithstanding the high casualty rate within the South Saskatchewan Regiment, George managed to survive the war and return to Canada.

He was discharged from service in July 1919 in Calgary.

Having been promoted to Provost Sgt. with the South Saskatchewan Regiment just prior to the end of the war, it seemed natural for Sgt. McIntosh to seek employment in law enforcement.

History will tell that George Lyall Arbuthnott McIntosh while overseas befriended two Scottish band members from the CEF

(Pipe Major Alexander Hosie and Sgt. Joseph McQueen).

Both suggested to McIntosh, who had become an accomplished piper, that after the war he should come to their hometown of Medicine Hat and join their Pipe Band-”The Medicine Hat Kiltie Pipe Band”.

They indicated that they would be able to find him suitable employment.

Unabashed, he took up their offer and moved to Medicine Hat.

McQueen, as it happened, was also a member of the 46th Battalion and had been a member of the Medicine Hat Police Force prior to enlisting in the CEF. With his military background, and no doubt a little help from his friend, George applied for and joined the Medicine Hat Police Force (1920), a career that lasted over 31 years.

Being a talented player of the bagpipes, McIntosh became an integral part of the Kiltie Pipe Band, which later became known as the Medicine Hat Pipe Band (and then the Royal Canadian Legion Pipe Band).



The Medicine Hat Pipe Band in 1912. (photo: G. McQueen)

For years, the Medicine Hat Pipe Band performed at various parades and civic events. And to this day continues to do so.....under the name-South Alberta Pipes and Drums.



Medicine Hat Pipe Band in parade, 1923. (Photo: Esplanade Archives)

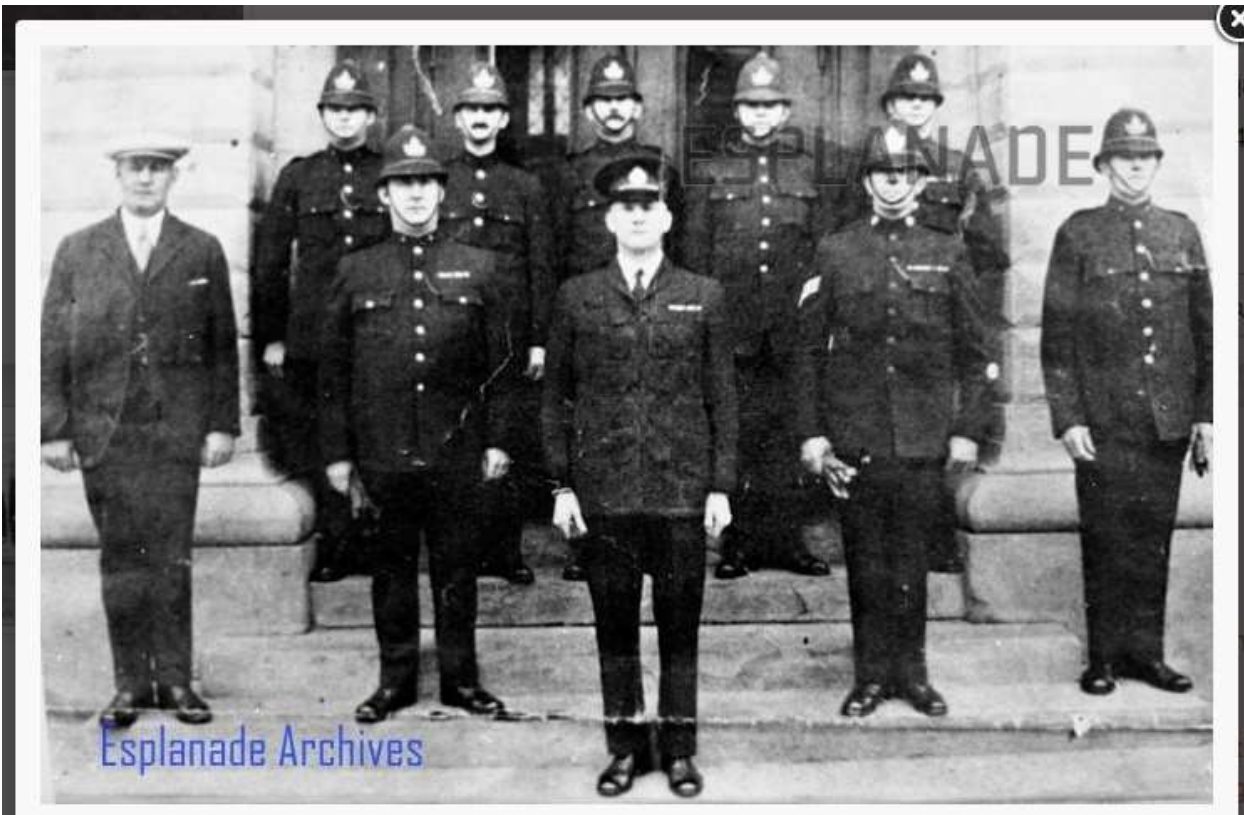
This picture (above) is at the corner of 2nd Street and 4th Avenue, kitty-corner from the Old City Hall. The Monarch Theatre can be seen on the upper right corner of the photo. Note the “gas” lamp post in the middle of the intersection.



The band plays for the King and Queen during their Royal Tour through Medicine Hat in 1939. Pipe Sergeant George McIntosh on the left. (Photo: Bob Townsend)

Following his retirement, (1951) McIntosh served the community as a probation officer with the local welfare service, where he became known as a strong advocate for “young people”.

Both as a police and probation officer, the genial Scotsman was known as a friend to children and young people, once stating *“if they got into trouble, not serious trouble but just little misdemeanors, I would give them a lecture or a word of advice and offer some future guidance and send them on their way”* (*Medicine Hat News -1956*)



Medicine Hat Police Department. Front row L-R: Detective Francis Gilbert, **Sergeant George McIntosh**, Chief Constable James M. Taylor, **Sergeant Joseph McQueen**, Constable Harry A. Tingley. Back row, in doorway L-R: Constable James. G. Cairney, Constable Sidney Appleyard, Constable James Sherward, Constable H.W Watts. Constable Frederick E. Creswell (circa 1929)



Members of the Medicine Hat Police Force, Jim Sheward, Sgt. McIntosh and Bill McKenzie (ca. 1934).

The affable and sociable Scotsman became well known within Medicine Hat both as a police officer and community leader.

He was also an active member of the Salem Memorial United Church and the Royal Canadian Legion.



Sgt. McIntosh of the Medicine Hat Police Force and Pipe Sgt is shown wearing traditional Scottish Band attire. He was a member of the Medicine Hat Police Force from 1920 to 1951 including being Acting Chief in 1945

George Lyall Arbuthnott McIntosh passed away in Medicine Hat at the age 64 on the 2nd day of August 1956 and is buried at Hillside Cemetery. (Medicine Hat)

He was a man of great integrity and one who will be remembered as one who provided incalculable service both to his country and to his community.

Lest We Forget!



George and his sister, Jane (Jean) Milne Arbuthnott McIntosh Davidson visiting from Toronto, outside the family home at 1163 Balmoral Street Medicine Hat (circa 1954)

An Interesting Sidebar and a Connection to Royalty.....

Prior to emigrating to Canada in 1912, George McIntosh had been employed as a teamster/farm laborer (ploughman) on a farm at the Plans of Thornton, which was near the Glamis Castle.

Glamis Castle had long been the ancestral home to the earls of Strathmore and Kinghorne as early as 1372, when King Robert II granted the Estate to Sir John Lyon in recognition of his military service. It was once visited by Mary, Queen of Scots and her father, King James V, maintained a permanent royal residence at Glamis from 1537 to until his death in 1542. Some suggest that Glamis Castle was the inspiration for William Shakespeare's "MacBeth".

More recently, Glamis Castle was the childhood home of Lady Elizabeth Bowes Lyon (1900) who was the youngest daughter of Claude Bowes Lyon, the 14th Earl of Strathmore and Kinghorne. More importantly from a historical perspective, she later married (1923) Prince Albert, Duke of York, second son of King George V and became "Queen Elizabeth , Queen Consort", when the Duke of York succeeded his father and became King George VI after his brother King Edward VII had abdicated the throne.(1936)



She later became affectionately referred to as the “Queen Mother” following the death of King George VI and the ascension of her oldest daughter to the throne, who then became Queen Elizabeth II (1952) .

Glamis Castle was the birthplace of HRH Princess Margaret (1930).

Queen Elizabeth II (1926-2022) would have been a frequent visitor to the castle.



Prince Albert, Duke of York and Lady Elizabeth Bowes Lyon at Glamis Castle in Scotland (circa 1922)



The Queen Mother

The McIntosh family history records that George and Jessie had a child on February 10th, 1910, (Nicoll) while Jessie was employed at Glamis Castle as a servant/housekeeper or chambermaid.



The wedding photo of George Kyall Arbuthnott McIntosh and Jessie Wyllie Bruce Nicoll taken on November 18th, 1915 at the Plans of Thornton, Scotland

Another child was born to the union in 1917 ("Charlotte"). Both Jessie and her two children did not join George in Medicine Hat until they emigrated to Canada in 1919.

Another child, Elizabeth (1920-1981) was born in Medicine Hat shortly after their arrival in Canada. Later, Jack McIntosh (1922) was born in Medicine Hat.

In the years before the war and up until her marriage in 1915 (and perhaps beyond until she emigrated to Canada) while Jessie was employed as a chambermaid or housekeeper at Glamis Castle, there is little doubt that she likely would have been in close and regular contact with the future Queen Elizabeth I, Queen Consort of Great Britain.

In fact, a McIntosh family historian reports that Charlotte, born in Scotland in 1917, was named by Lady Elizabeth Bowes Lyon, (the future Queen Mother) as the “best looking baby of the year” and given an



award at Glamis Castle .

L to R, Nicoll, John (“Jack”), Charlotte (“Lottie”) and Elizabeth (“Betty”) McIntosh (circa 1923)

Another Apple From the Tree?

It should not go unnoticed that Jack's older brother, Nicoll McIntosh (1910-2006) also served overseas



during the Second World War.

He had immigrated to Canada with his mother and sister arriving in Quebec City on July 2nd, 1919 with their intended destination being Medicine Hat, where the family would join their father, George McIntosh.

In 1925, not unlike his brother years later, he joined the Canadian Bank of Commerce in Medicine Hat and had various postings throughout Alberta including Yellowknife in the NWT. In June 1940, he left the Bank and enlisted with the Canadian Army as a member of the Royal Canadian Engineers. He started as a sapper with the 2nd Canadian Pioneer Battalion of the Royal Canadian Engineers, and served overseas in World War II for 5 years, achieving the rank of Sergeant. While overseas, he was mentioned in several despatches for "gallant and distinguished service".

He was discharged from active military service in Calgary, Alberta in October 1945 and returned to the Bank of Commerce and worked for them until his retirement in 1972. He married the former Della May Brown (1922- 2007) in Lethbridge in 1953 and they had one child, Janet.

He passed away on November 21st, 2006 at 96 years of age.

The Second World War and No. 6 Group RCAF and the Infamous 419 Squadron RCAF

Although hundreds of Canadians were serving with Bomber Command in the Royal Air Force at the outbreak of the Second World War, the Canadian involvement was one that grew as the war progressed. Through the training of large numbers of aircrew in Canada by the British Commonwealth Air Training Plan,(BCATP) the number of Canadians serving in all aspects of air warfare increased dramatically and members of the Royal Canadian Air Force played a major role in the war effort. Many members of the RCAF served in Royal Air Force squadrons.

Medicine Hat's contribution to the war effort is well documented as the Royal Air Force Station #34 Service Flying Training School (SFTS) operated in Medicine Hat from 1941 until 1944. This base operated under both the British Commonwealth Air Training Plan (BCATP) and the Empire Training Plan.

#34 SFTS opened in Medicine Hat on the south-east part of town, at the current site of the municipal airport. It began operation as a Royal Air Force school on April 8, 1941. Auxiliary facilities were established at Holsom County Road (paved runways) and in the District of Whitla (grass runways). The aircraft used included Avro Ansons, Oxfords and Harvards.

Over 2000 airmen were trained at the school and 48 airmen were killed flying from the station. The school closed November 17, 1944.

Due In large part to this training program, one third of all of the Allied Bomber Command aircrew were Canadians.

In October of 1942, No.6 Group of Bomber Command was created to be completely manned by Canadian officers and men and at the end of the war it had grown to fourteen squadrons. One of the



squadrons was the 419.

419 Squadron formed at Mildenhall, in December 1941, as the third RCAF bomber squadron overseas. Originally in No. 3 Group of Bomber Command, the squadron joined No. 6 (RCAF) Group when it was formed on the 1st of January 1943. From Mildenhall 419 Squadron moved to Leeming, Topcliffe and Croft for short periods before settling down, in November 1942, at Middleton St. George, where it remained based until the end of WWII.

Beware of the

Moose

Beginning operations with the Wellington bomber, they later converted to the Halifax and then to Lancaster Xs. 419 Squadron returned to Canada in June 1945.

The RCAF Bomber Command effort in WWII reached its peak in 1944 when 25,353 sorties were flown. In total, No. 6 Group flew a total of 40,822 sorties during the Second World War. 271,981 hours were flown, a total of 126,122 tons of bombs were dropped and 814 aircraft lost. Eight thousand decorations for bravery were awarded to No. 6 Group aircrew.

But hidden among these statistics was a stark reality.

During World War II, the attrition rate among Royal Air Force (RAF) and RCAF bomber pilots was alarmingly high, reflecting the intense and perilous nature of their missions. Bomber Command, tasked with carrying out strategic bombing campaigns over Nazi-occupied Europe, faced formidable challenges, including enemy fighter planes, anti-aircraft fire (flak), and treacherous weather conditions.

The average life expectancy of a bomber pilot was shockingly low, with many pilots not surviving beyond their first few missions. It is estimated that the overall casualty rate for Bomber Command during the war was around 44%, making it one of the most dangerous roles in the military.

Approximately 55,000 airmen lost their lives out of the 125,000 who served.

These losses were driven by the hazardous nature of night bombing missions, where pilots had to navigate in darkness, often under fire.

The psychological toll was equally severe, as crews faced the constant fear of death, injury or capture. Despite these dangers, bomber pilots demonstrated remarkable bravery and resilience, contributing significantly to the Allied victory. Their sacrifices played a crucial role in weakening the German war effort, but at a devastating human cost.

The attrition rate among pilots and crew members was shocking, a fact that was not lost among those who took to the skies over Europe.

During World War II, bomber pilots and crew members were exposed to extreme stress and trauma, leading to what is now recognized as Post-Traumatic Stress Disorder (PTSD). But little was known about the disorder at the time.

These airmen faced intense combat, often flying multiple missions under heavy enemy fire, witnessing the deaths of comrades, and facing the constant threat of their own mortality. The psychological toll was profound, with many suffering from "combat fatigue," a term used at the time to describe symptoms like anxiety, nightmares and flashbacks.

Unlike ground troops, bomber crews experienced prolonged periods of high stress during operational missions, followed by abrupt return to relative safety and normalcy, creating a unique psychological strain.

The high casualty rates among bomber crews, combined with the isolation of their experiences, contributed to feelings of helplessness and survivor's guilt. After the war, many struggled to reintegrate into civilian life, with their trauma often going unrecognized or untreated. The stigma surrounding mental

health issues, coupled with a lack of understanding about PTSD, meant that many veterans suffered in silence. It wasn't until decades later that the psychological impact on these airmen was fully acknowledged, leading to greater recognition of PTSD as a serious and long-lasting consequence of war.

At the time, however, those suffering from the stresses associated with these perilous combat missions, were expected to "man up" by their superiors and those who failed to meet the test and refused or were unable to handle the situation were often labeled. And rather than being treated for the disorder, they were ridiculed and punished.

The term "LMF" became synonymous for those suffering from this malady.

Lack of Morale Fiber (LMF)

Lack of Moral Fibre or "LMF" was a punitive designation used by the Royal Air Force during the Second World War to stigmatize aircrew who refused to fly operations.

By early 1940, RAF commanders were concerned about mounting psychological casualties in Bomber Command and Coastal Command, as combat operations continued to take their toll.

A letter circulated to commands on 22 April 1940 recommended that squadron commanders identify men who had lost their confidence or ability to fly by distinguishing between genuine medical causes from those "lacking moral fiber". By the summer of 1940, senior commanders became concerned that medical officers were removing too many men from flying duty. More detailed guidance was given in the *Memorandum on the Disposal of Members of Air Crews Who Forfeit the Confidence of Their Commanding Officers* S.61141/S.7.C(1) issued on 28 September 1940, signed by Charles Evans, Principal Assistant Secretary for Personnel in the Air Ministry. This "LMF memorandum" was revised on 19 September 1941, 3 February 1943 and 1 March 1945.

Under this procedure, aircrew refusing to fly operations were to be classified as (i) medically fit, (ii) medically unfit on nervous grounds (introduced in the 1941 revision) or (iii) medically unfit for other reasons. Aircrew would not be placed in the first two categories if they had been subject to "exceptional flying stress", and to be assigned to category (i), they "had to be proved to be lacking in moral fiber". From February 1943, aircrew on their second tour (**30 operations in Bomber Command**) could not be classified LMF, though commanders were urged not to publicize this provision. According to Wing Commander James Lawson, the Air Ministry officer who handled all cases under the *Memorandum*, 746 officers and 3,313 non-commissioned officers were referred. Of these, 2,726 cases (including 2,337 NCOs) were classified as LMF.

A man classified in categories (i) or (ii) would lose his flying badge, "to prevent his getting a lucrative job as a pilot in civil life".

The service records of those classified LMF were stamped with large red "W" (for "waverer"). Officers would lose their commissions and be refused ground jobs in the RAF, while NCOs would be reduced to

aircraftman second class and assigned menial tasks, such as latrine duty, for at least three months. From 1944, men released as LMF could be called for work in the coal mines or drafted into the army.

Contemporary opinion of the system was divided.

Though severe, it was less harsh than a court martial¹ Senior commanders such as Air Vice-Marshals Keith Park (11 Group) and Arthur Harris (5 Group and later Bomber Command) considered it essential. Squadron commanders such as Leonard Cheshire viewed it as justified in a desperate situation. RAF psychiatrists, while acknowledging the deterrent effect, considered it harsh and deficient in failing to take account of individual situations. Many Commonwealth countries resented the application of this procedure to their personnel scattered throughout the RAF. Canadian Air-Vice Marshal Harold Edwards was particularly critical. As the end of the war approached, the LMF procedure became politically sensitive, and was officially dropped in 1945. However, the term remained in popular use in the RAF until the 1960s. Post war veterans continued to discuss lack of moral fiber as part of a victim narrative and only with the passage of time and the recognition of PTSD and its impact, has the horrendous situation facing those pilots and crew members of Bomber Command been fully understood.

Into this melee or maelstrom, stepped a young 20 year old from Medicine Hat, who, not unlike his father before him, felt a compelling sense of duty to serve his country when yet another world war broke out in Europe..

This is his story!

Pilot Sgt. John “Jack” McIntosh DFC-“A skilful and courageous pilot.....”

Not unlike many young men in Southern Alberta and out of respect for his father's own military achievements, John “Jack” McIntosh joined the local Militia [South Alberta Regiment] in 1938. Militia parades were held each week with three weeks summer training at Camp Sarcee on the outskirts of Calgary. It is here where Jack learned all of the requisite skills of an infantryman in the Canadian Army.

Having just settled into his new job with the Canadian Bank of Commerce, war was declared by England against Germany in 1939. By March 1941, Jack was a fully qualified infantry sergeant and decided to join the regular service, but not with the Canadian Army but with the Royal Canadian Air Force (RCAF), perhaps for a number of good reasons.

On March 14th, 1941, he enlisted in the RCAF at Calgary, Alberta and was posted to No. 2 Manning Depot at Brandon, Manitoba. Due to his militia training, he was promoted to Corporal after one month, which meant no kitchen or guard duty. He next trained at No. 2 Initial Training School at Regina, Saskatchewan, and then pilot training at No. 8 E.F.T.S. at Vancouver, B.C. [two months] then No. 7 S.F.T.S. at Fort Macleod, Alberta.

The Tiger Moth was the the principal trainer at # 7 S.F.T.S. (Fort Macleod). Student pilots then graduated to the Avro Anson or the Harvard aircraft



A replica painting of a Harvard formation from #34 S.F.T.S. (Medicine Hat).The South Saskatchewan River and the City of Medicine Hat can be seen in the background.



The Avro Anson aircraft

After four months of pilot training on the Avro Anson, Jack McIntosh received his “wings” on April 15th 1942, and with that came a promotion to Sgt. Pilot. He then went overseas with the RCAF No 4 Bomber Command.

He was posted to No. 419 [Moose] Squadron, Middleton St. George, County Durham, England.

His first operation was flown on February 13th, 1943, 'second dicky' to Sgt. Pilot Malcolm “Bill” Gray and his crew, who were instructed to bomb Lorient, France.

For many new aircrews in Bomber Command, the full risks of death associated with combat flying did not become evident until they began flying operations. A tour of combat was based on the accumulation of 200 hours of combat operations, or roughly 30 operational trips. If they survived a first tour, members were assigned to a training period for the next six months, thirty days leave, followed by a second operation tour of 30-35 trips. During the war, the odds of aircrew survival varied considerably due to the bombing campaign, enemy aircraft involved, ground flak and always the weather.

The challenges facing the young aircrew often seemed overwhelming, and they were highly vulnerable to physical and mental symptoms of stress.

The common denominators of stress were identified as showing up in the first five operations flown. This combined with the matter-of-fact acceptance of the prospect of a sudden death left an indelible mark.

On their third operation which involved dropping mines in the area of the Frisian Islands, Halifax DT619 flown by Pilot Sgt. McIntosh was attacked by a German fighter and two crew members were killed with the navigator seriously injured. On landing back at his base, McIntosh saw first hand the battle damage done to the rear of his bomber which had resulted in the death of his two crew members. The psychological impact of seeing the remains of his rear gunner F/Sgt George Irving Herbert Dunbar R108858, age 22 years, had an instant impact on the young 20 year old pilot.

The 20 mm cannon shells from the German fighter had destroyed the rear gun position, and the entire rear gunner turret was covered in blood, bone, and brain tissue as his rear gunner had been decapitated. Jack recounted later being overcome with a fear of making a mistake, killing more of his crew, and mostly, resigning himself to the fact that he thought he would never survive his tour of 30 operations.

McIntosh was taken off combat operations for a short period of time, assigned two new crew members, and then began training flights with his new aircrew, navigator F/O G.J.M. Harvey, F/Engineer [RAF] Sgt. E.S. Mulholland, and rear gunner F/Sgt. K.N. Doe, who had been his original mid-upper gunner. These men flew together on their 1st operation on Halifax DT629 "V" on 30 April/1 May 1943, and the 4th operation for the original four crew members.

*Hatter Fought Fire;
Brought Bomber Home*

By ALLAN NICKLESON.

With the R.C.A.F., Somewhere in England, March 8.—While flames licked at the deadly mines in the bomb bay of a ~~shot-riddled~~ Halifax bomber, two former bank clerks, one badly wounded, brought the crippled giant safely over the North Sea to their home airbase. The aircraft, complete with mines, landed at more than 100 miles an hour and stopped within only a few yards of a fence.

The airmen are Sgt. Pilot J. McIntosh of Medicine Hat, Alta., and Sgt. Arthur Mellin of Duncan, B.C., who was wounded in the leg and is recovering in hospital. They are members of a squadron led by Wing Cmdr. M. M. Fleming, D.F.C., of Ottawa. The third Canadian member of their crew was Sgt. Dick Doe of Barrie, Ont., the front gunner who helped extinguish the fire. Two members of the crew were killed when the plane was attacked by a Nazi fighter aircraft during a recent mine-laying operation.

"We were flying at less than 1,000 feet and nobody saw the fighter which attacked from behind and below," McIntosh said. "The rear gunner and the flight engineer were killed. The bullets came right through the plane and bits of phosphorous from incendiaries burned little spots on my hands."

McIntosh ordered the crew to bail out but was not heard because the inter-communication system had been damaged. The plane dived within 400 feet of the sea before it was straightened out and then the crew noticed the fire in the bomb bay. The mines could not be released because the mechanism had been jammed when the aircraft was hit.

"We did not know until we landed that it was parachutes on top of several mines that were burning," McIntosh said. "They were hung up in the bays. The fire was under control after an hour's struggling with it."

"Mellin managed to get up beside me and take over part of the flight engineer's job despite his wound. Then he returned to his navigator's table, worked out the course and said he would hit East Anglia. We did."

MARVELLOUS WORK

Mellin stayed at his post until the plane was about to land. Then he lost consciousness. "It was a mar-

velous piece of work and he deserves all the credit in the world," McIntosh said.

For the record there were holes in the perspex over McIntosh's head, made by the Nazi fighter's cannon shells that missed him by inches. A machine-gun bullet ripped a chunk out of the shoulder of his tunic but did not hit him. Then he had to land at high speed because the hydraulic system was wrecked and would not work the wing flaps.

"It was lucky Jerry shot off our rear wheel," he said. "The wreckage of that dug into the runway and stopped us 50 yards from a fence."

Sergeant Jack McIntosh is the son of Sergeant and Mrs. George McIntosh of 1163 Balmoral street. He was born and educated in the city, and prior to enlistment was employed by the Bank of Commerce here. He joined the R.C.A.F. July 9, 1941, and trained at Brandon, Regina and Vancouver, and received his wings at Macleod. He was posted overseas on May 2, 1942. His brother, Nichol, aged 32, is a member of the Royal Canadian Engineers and has been overseas for the past 2½ years.

The Third Mission of Sgt Pilot Jack McIntosh and the heroics of McIntosh, Sgt Arthur Mellen and Sgt Dick Doe were widely reported and this newspaper account describes in detail the harrowing experience which regrettably resulted in the loss of two of his crew members.

Most of the Bomber pilots were well aware of the consequences of being convicted of the Lack of Moral Fibre designation, issued in 1941, and employed against aircrew who could not fly for reasons considered unjustified. These airmen were grounded, stripped of all rank badges in front of all squadron members in a parade square ceremony. The Canadian was then dishonorably discharged and returned to Canada disgraced to all.

This threat became the most powerful incentive that powered many to continue their combat operations.

While many Canadian RCAF aircrews turned to booze and party drunkenness to battle their stress, Jack, by his own account, was not a drinker and turned to the squadron Padre to express his feelings and challenges.

On 1 May 1943, the C.O. Wing Commander Merv Fleming, the squadron padre and Jack had a long talk about life, death and real wartime aviation situations.

In retrospect, this might well have been his salvation.

The Handley Halifax Bomber B Mk II “Special” Bomber

In mid-1942, the Handley Halifax Mk II Bomber, which had been the “workhorse” of the RCAF and RAF, came under a new test program where the front nose gun turret was removed and replaced by a nose fairing with two front ward windows. The mid-upper gun turret was also removed and this saved a weight of 1,450 lbs, giving the new bomber an additional airspeed of sixteen mph and a saving of 840 lbs of fuel per mission. The tests resulted in a new Mk II “Special” going into mass production.



The Handley Halifax II bomber (circa 1941) Note the nose and mid-upper gun turrets which were subsequently removed after undergoing a redesign in mid-1942.

On 22 April 1943, the English Electric Co. Samlesbury, Preston, England, began production of 223 Halifax B. Mk. II, Series 1, "Special" aircraft, serial numbers JD105 to JD476.

The new Mark II "Special" had new Merlin XXII engines, with the front nose guns removed, with a smooth nose fairing, mid-upper turret removed.

Despite the absence of the nose guns and mid upper gun turret, these modifications resulted in a modest but very much welcomed increase in airspeed.

The first production batch of twenty-four bombers received the serial numbers JD105 to JD128. Five of these first batch new bombers were assigned to RCAF units, JD107 to 408 Squadron, JD113 and **JD114 to No. 419 Squadron**, and JD123 and JD124 to No. 405 Squadron.



This is a painting of the Halifax Bomber JD114 “Medicine Hat” which hung in the home of Jack McIntosh post-war.

Hope Springs Eternal



After the talk, the Commanding Officer informed Jack McIntosh that he would be given a new Halifax Bomber Mk. II “Special” directly from the factory.

Jack made a special point of getting a ride over to meet the English female ferry pilot, who delivered his new Halifax bomber. He recalled how upset the ferry lady pilot became when he approached her to take delivery of the new aircraft. The female ferry pilots had a superstition of not wanting to meet any operational pilots, realizing that many of them would not survive the war.

Wing Commander

Merv Fleming 419 Squadron RCAF 1941-1945

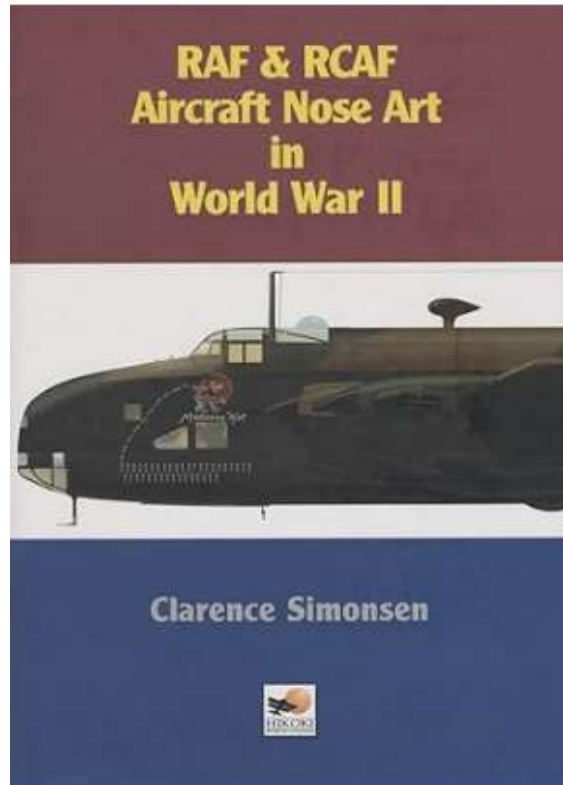
Jack recounts that for that reason, the English female ferry pilot refused to look him in the eye, when they met on the tarmac, as he personally took delivery of JD114.

Pilot Sgt. Jack McIntosh and his crew members proudly received the new aircraft with “open arms”. On May 6th, 1943, the Halifax bomber JD114 was ready for its first test flight piloted by McIntosh and his crew members. The aircraft was assigned the squadron code letters VR and the initial call sign “O” for Orange.

After the completion of six operations, the aircrew decided it was time to give their bomber a name and the traditional nose art painting. McIntosh was given the privilege of naming the aircraft and Jack christened his new bomber with his Canadian town of birth and hometown, “**Medicine Hat**”.

Jack McIntosh recalls that “*we had flown six operations before the crew decided it was time to give our Halifax a name and some type of nose art painting. I was asked to pick a name and selected my home city in Alberta, Medicine Hat.*”

One of their ground crew chose the Walt Disney character- “Goofy” to be the centerpiece of the nose art and the crew loved the idea. McIntosh was able to incorporate his hometown into a play on words in a



comical but bomber-specific way.

Jack stated, “*the thinking was that each time the aircraft flew, the enemy was receiving more ‘medicine’ from the “hat”.*”

The result was a Nose painting on the new aircraft showing the Walt Disney Character “Goofy” picking bombs from a hat and dropping them on Germany.



The original nose art of the infamous “Medicine Hat” Halifax bomber JD114 depicting Goofy dropping bombs (medicine) on Germany.

The nose art work was the idea of the ground crew artist, named P/O Bennett Ley Kenyon. The painting was completed in one day and “Medicine Hat” first flew on operation number seven, 21/22 June 1943, when fifty-seven RCAF bombers struck Krefeld, Germany.

McIntosh and his crew completed the mission unscathed.

Regrettably, eight other aircraft were shot down on this operation with the loss of 56 airmen.

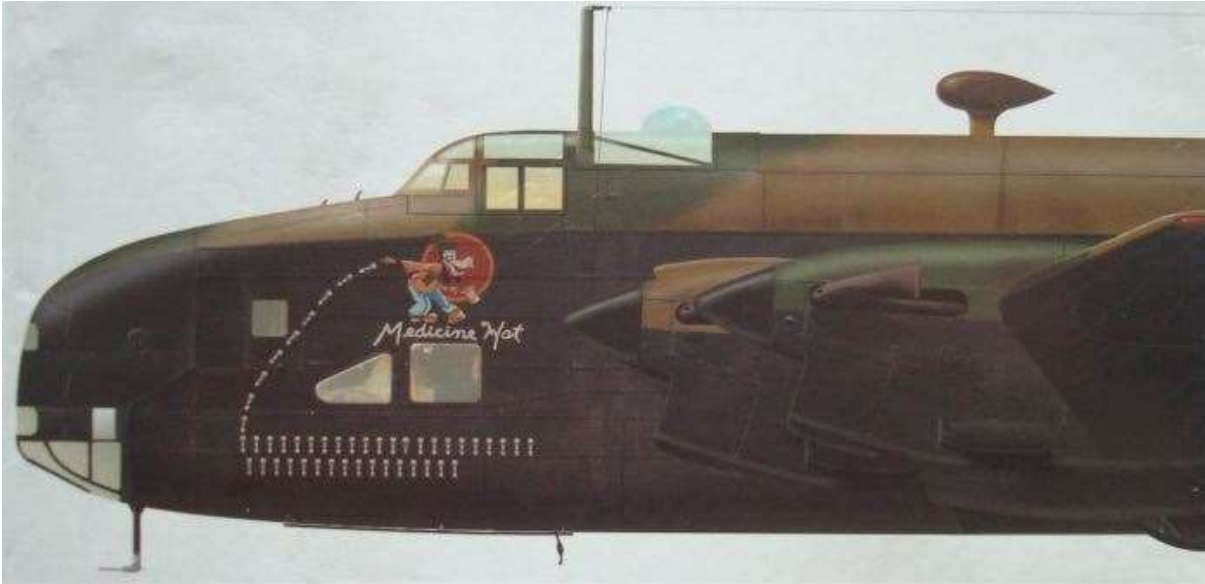
Over the next five months Jack completed twenty-three operations in "**Medicine Hat**", and the aircraft never received another hit nor were there any injuries to any of his crew members.

During the last three operations Jack and his aircrew experienced an increase in tension and stress as they approached their 30th mission.

He expressed his feelings by stating later – *“the name and nose art made it feel like she was ‘our’ aircraft and she would always bring us home.”*

This new aircraft and its nose art perhaps became the small inspiration needed, as Jack by his own account, acquired a renewed sense of hope that he would actually survive his 30th operation.

That was the psychological power of the WWII nose art, which most would find difficult to understand. But “hope” or “good luck” is sometimes found in the simplest of superstitions as “hope springs eternal”.





A rare photo of P/O Jack McIntosh and the crewmembers of the Halifax II Bomber JD 114 “Medicine Hat”.

The Final Flight of JD 114 “Medicine Hat”

The Halifax B. Mk. II Special named “Medicine Hat” was flown by many other crews, other than Jack McIntosh and his crew members and carried both the code letters VR-O and VR-D, with serial # JD114.

Medicine Hat JD114 set a record in the RCAF (419 Squadron) during WWII by flying 50 operations, more than any other bomber.

On February 19th 1944, Halifax B. Mk. II Special “Medicine Hat” took off on its 51st mission.



The pilot was Pilot Officer Douglas Kenneth MacLeod, aged 23 (Timmons, Ontario).



His crew members on JD 114-Medicine Hat were as follows:

-Sgt. Alfred Harvey Hackbart aged 21, rear gunner
(Kitchener Ontario)



-Flying Officer John Ralph Piper aged 27, navigator
(Toronto, Ontario)



-Warrant Officer II John Leslie Beattie aged 20, bomb aimer (Vancouver B.C.)



-Sgt. Martin Benedict Leboldus aged 21, flight engineer
(Vibank, Saskatchewan)



-Sgt. Thomas Gettings RAF aged 30, (Dundee, Scotland)



-Pilot Officer Donald Clifford Lewthwaite aged 21, air gunner,
(Banff Alberta)

The crew of Sgt. Macleod had arrived at 419 Squadron on October 28th, 1943 and took part in additional training at the RAF base at Middleton St. George while Sgt. Macleod completed his “second dickey” assignment in order to qualify him to fly over enemy territory. With his flight training completed on 18th and 19th November 1943, he and his crew were ready to go into combat.

The next 419 Squadron mission was scheduled for November 22/23 1943, where the operation was to bomb Berlin, Germany.

This was the first time the Macleod crew would fly together as a full crew in the JD114-Medicine Hat.

The next operation in early December was over Leipzig, Germany where the crew experienced for the first time heavily defended enemy targets. Heavy flak damaged the port wings and engine covers. There was also severe damage by flak to the port outer engine which punctured the engine oil tank but Mcleod was able to bring the crippled “Medicine Hat” safely back to England.

The crew’s 5th mission would bring them back to Leipzig, Germany where they had previously encountered heavy ground artillery over the target.

Their apprehension and fear would have been palpable.

On the night of February 19th, 1944, JD114 with Pilot Officer Douglas Kenneth MacLeod at the controls left its base to join up with 823 other aircraft for another bombing run back to Leipzig.

A small diversionary force was sent out first to try to attract German fighters away from the main force of bombers. But German air traffic controllers only sent out a small number of German night fighters to meet these diversionary aircraft. These night fighters were then called back when the Germans realized that the main bomber command force was heading to Leipzig. The full force of German fighters were dispatched to meet the incoming wave of Allied bombers.

As a result, the bombers were attacked by German night fighters all the way to the intended target. Four bombers were lost as a result of mid-air collisions. Heavy flak was again encountered over the target zone resulting in the loss of an additional 20 bombers. Of the force of more than 800 bombers sent out on the Leipzig mission, a total of 78 bombers were lost.

Squadron 419 would lose two aircraft and all of its crew members as a result of this disastrous mission.

One of the aircraft that was lost that night with all the crew members on board was JD114-Medicine Hat.

No details concerning the loss of JD114 were ever determined as “Goofy” simply did not return to its base in England. It was presumed to have been shot down over Leipzig, Germany on February 20th, 1944.

All of the crew members of the last flight of “Medicine Hat” have no known gravesites but rather, all have been memorialized with their names inscribed at the Runnymede War Memorial at Englefield Green, Egham, Surrey, England.

Home Sweet Home

Jack McIntosh returned to Canada in March 1945 with the 419 Squadron and was assigned to flying duties with the North West Air Command operating out of Edmonton from March 1945 to September 1945. He was discharged from active service with the RCAF on October 16th, 1945.

He married Agnes (Nan) Ferguson [1921-2018] on March 9th, 1945 at Vancouver, British Columbia. The couple had three children: John, Jean and Hugh.

He returned to his earlier career as a bank employee with Canadian Bank of Commerce, whose employment had been “rudely” interrupted by world events. He was first posted to a branch in Edmonton and then later he was transferred to Claresholm in Southern Alberta (1949), where he was a bank clerk. Not surprisingly, he moved up the “ranks” within the Bank and made his home in several locations in Alberta including Gleichen, Camrose, Drumheller, Lethbridge and lastly, Calgary, where he became a branch manager.

He passed away on December 7th, 2004 at Edmonton, Alberta at the age of 82 years of age.



Jack and Nan McIntosh December 25th 2001

In Memoriam:

The following is offered as a tribute to John “Jack” McIntosh, a true Medicine Hat hero:

“Jack” McIntosh was a distinguished Royal Canadian Air Force (RCAF) pilot during World War II. Born on June 26th, 1922, at Medicine Hat, McIntosh served as a Pilot Sgt. with the 419 Squadron, RCAF. He was involved in various significant operations during the war, flying the Halifax heavy bomber-JD114, which he named “Medicine Hat” after his hometown and place of birth.

McIntosh, despite unfathomable odds against survival among Second World War bomber crew members, completed 30 missions piloting his beloved “Medicine Hat” and managed to survive the war and return home safely to Alberta.

For his bravery and service, McIntosh was awarded the Distinguished Flying Cross (DFC). This award was officially recorded in the London Gazette on February 15th 1944 (effective February 5th) and presented on August 3rd, 1945 .

The following is the statement in the Gazette which accompanied the award of the DFC medal:

“This officer has taken part in sorties on most of the important German targets during a most successful tour of operational duty. On one operation his aircraft was severely damaged by an enemy fighter, two of the crew being killed and one wounded. In spite of this, by fine airmanship, P/O McIntosh made a successful return to base where he executed a skilful crash landing. On another occasion, a wing of his aircraft was set on fire and one of the tail fins was rendered unserviceable in an encounter with a fighter. Despite such harassing experiences, this officer has displayed continued gallantry. He is a skilful and courageous pilot.”





This 18” by 24” painting by Clarence Simonsen was completed on original aircraft skin from a WWII vintage aircraft built in 1938. The painting is part of an exhibit on display at the Bomber Command Museum in Nanton, Alberta as a tribute to this *“skilful and courageous pilot from WWII who called Medicine Hat his hometown.”*

William J Anhorn K.C. ICD.D

Postscript

Operations Record of JD 114 “Medicine Hat” flown by Jack McIntosh - (Operations flown by Jack McIntosh and his aircrew are marked in yellow).

	<i>Date</i>	<i>Target/purpose</i>	<i>Despatched</i>	<i>Attacked primary</i>	<i>Early return or aborted</i>	<i>Lost</i>
May 1943						
	4/5	Dortmund	70	55	9	6
1	12/13	Duisburg	60	40	10	8
2	13/14	Bochum	60	47	6	6
	16/17	Gardening	21	20	1	0
	18/19	Gardening	4	4	0	0
	21/22	Gardening	24	17	6	1
3	23/24	Dortmund	76	65	8	3
	25/26	Düsseldorf	58	49	6	2
4	27/28	Essen	50	43	3	4
	28/29	Gardening	6	6	0	0
	29/30	Wuppertal	82	63	12	6

June 1943						
	1/2	Gardening	9	8	1	0
	3/4	Gardening	8	4	4	0
5	11/12	Düsseldorf	101	80	14	7
6	12/13	Bochum	37	28	5	3
	12/13	Gardening	8	4	4	0
	13/14	Gardening	6	6	0	0
	14/15	Gardening	6	5	1	0
	19/20	Le Creusot	42	38	3	1
7	21/22	Krefeld	72	57	7	8
	22/23	Mülheim	48	34	8	6
	22/23	Gardening	10	8	2	0
	23/24	Gardening	3	2	1	0
	24/25	Wuppertal	62	48	5	7
8	25/26	Gelsenkirchen	36	31	2	3
	26/27	Gardening	8	4	3	1
9	28/29	Cologne	51	42	8	1

	<i>Date</i>	<i>Target/purpose</i>	<i>Despatched</i>	<i>Attacked primary</i>	<i>Early return or aborted</i>	<i>Lost</i>
	July 1943					
	2/3	Gardening	16	14	2	0
10	3/4	Cologne	68	52	10	6
	6/7	Gardening	8	4	4	0
	8/9	Gardening	6	4	2	0
	9/10	Gelsenkirchen	42	37	2	3
	12/13	Gardening	6	5	1	0
11	13/14	Aachen	69	55	7	7
12	24/25	Hamburg	72	66	6	0
13	25/26	Essen	66	56	8	2
14	27/28	Hamburg	78	67	9	2
15	29/30	Hamburg	83	74	7	2
	30/31	Remscheid	33	30	1	2

	August 1943					
	2/3	Hamburg	73	26	42	4
	3/4	Gardening	12	10	0	0
	6/7	Gardening	6	6	0	0
16	9/10	Mannheim	39	32	6	1
17	10/11	Nuremberg	41	40	0	0
	11/12	Gardening	7	5	1	0
18	12/13	Milan	47	42	4	1
	12/13	Gardening	8	5	2	1
	15/16	Gardening	8	8	0	0
19	17/18	Peenemünde	62	47	3	12
20	22/23	Leverkusen	62	52	9	1
21	23/24	Berlin	68	50	11	5
	24/25	Gardening	12	12	0	0
	25/26	Gardening	14	10	3	0
	26/27	Gardening	6	5	0	0
22	27/28	Nuremberg	66	57	7	2
	27/28	Gardening	12	11	1	0
23	30/31	Mönchengladbach	76	63	9	3
	31/1	Berlin	58	43	8	7

Below is the Operations Report of the Third Operation of Pilot Sgt Jack McIntosh, which resulted in the death of two of crew members-Sgt Grogan and Sgt

3rd OP. 27 FEB.

Eight aircraft carried out mining operations in the area of the FRISIAN ISLANDS. One of these aircraft was hit by flak and subsequently forced to ditch in the sea. A SEA SEARCH carried out the following morning was successful in locating the dinghy containing the crew who were rescued after being 23 hours in the sea. Another of our aircraft was attacked by a Fighter during the course of this operation, and sustained severe damage from cannon-fire as well as from flak. The Captain succeeded in bringing the aircraft back and made a forced landing at R.A.F. STATION, COLTISHALL. The Flight Engineer and Rear Gunner were killed in this action, and the Navigator seriously wounded.

27th Feb.	HALIFAX II DT.619	Sgt McIntosh, J. Sgt Mellin, A.	Captain Navigator	18:00 22:00	WOUNDED
		Sgt Keary, R.W. Sgt Rumsan, A.G.	Bomb Aimer W/Opt.A.G.		
		Sgt Grogan, A.D. Sgt Doe, K.N.	Flight Eng. M/J Gunner		KILLED
		Sgt Dunbar, G.I.	Rear Gunner		KILLED

This aircraft was attacked by an Enemy Fighter while carrying out mining operations in the area of the FRISIAN ISLANDS. 4 x 1,500-lb. mines. Aircraft badly damaged by cannon fire and flak, which killed the Rear Gunner and Flight Engineer and badly wounded the Navigator. The Captain made a successful forced landing at R.A.F. Station, COLTISHALL, with three mines on-board. Remainder of the crew uninjured.

Dunbar

“The Last Canadian to Bomb Peenemunde”

On the night of 17-18 August 1943, RAF Bomber Command attacked a remote research establishment on the German Baltic coast. The site was Peenemünde, where Hitler’s scientists were developing both the V-1 flying bomb and the V-2 rocket whose destructive powers could have swung the course of the War. The raid was meticulously planned and hopes were high. But the night sky was so cloudless that the British bombers presented an easy target for German night fighters, and over 40 were lost.

Pilot Sgt Jack McIntosh and his crew aboard JD114 “Medicine Hat” were part of the Bomber Command Force that attacked Peenemunde.

It was his 19th operational mission.

	12/13	Gardening	8	5	2	1
	15/16	Gardening	8	8	0	0
19	17/18	Peenemünde	62	47	3	12
20	22/23	Leverkusen	62	52	9	1
21	23/24	Berlin	68	50	11	5
	24/25	Gardening	12	12	0	0

For full details of this mission see my footnote # 11 at page 26 and the link to the article written by Clarence Simonsen entitled “**The Last Canadian to Bomb Peenemunde**”

Obituary-McINTOSH, Jack

On December 7, 2004, Jack McIntosh of Edmonton passed away at the age of 82 years. He is survived by his loving wife Nan; his children, Dr. John McIntosh (Dr. Pat McIntosh) of Arizona, Jean Orchuk (Wayne) of Edmonton, Hugh McIntosh (Katharine) of Toronto; six grandchildren, Steven, Travis, Kelsey, Jeffrey McIntosh, Kelly and Sean Orchuk; his brother Nicol McIntosh (Della) of Calgary; favorite brother-in-law Frank Ferguson; and numerous nieces and nephews. Predeceased by two sisters, Betty and Lottie.