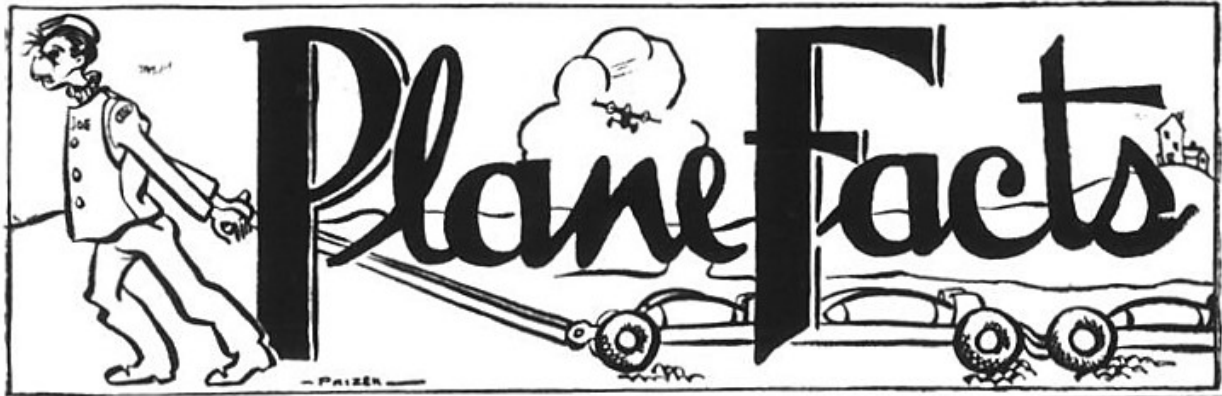


“Moonlight Mermaid” from East Moor



No. 4—22nd December, 1944

EAST MOOR

Price 2d.



Cpl. Thomas Dunn #R86146, posing in front of No. 432 Squadron Halifax B. Mk. VII, serial NP689, 11 September 1944. The National Film Board of Canada were in England, No. 432 Squadron, East Moor, Yorkshire, completing a 16 mm film on RCAF nose art and the Canadians who painted the bombers. The little nude lady [top image from Tom Dunn] had in fact been painted by Tom on 16 July 1944, and the Halifax has now receiving her 30th Operational Wings.

Thomas E. Dunn was born in Winnipeg, Manitoba, on 23 December 1912. During his high school years Tom enrolled in a correspondence course on hand lettering and show card painting. Tom was born with artistic skills, however Winnipeg schools offered very little in qualified artistic instruction, and he understood good money could be made painting signs, truck doors, and large store wall advertising. In the next two years he gained valuable experience, but during wartime Canada of 1941, sign painters were not in high demand. On 31 October 1941, Tom enlisted in the RCAF at No. 2 Manning Depot, Brandon, Manitoba, and completed his initial training at No. 2 ITS Regina, Saskatchewan. He was posted to St. Thomas, Ontario, for training as an aircraft mechanic [fitter class II] and learned his trade at RCAF Aylmer and Rockcliffe, Ontario, then served at No. 31 Operational Training Unit, [RAF] Debert, Nova Scotia, until August of 1943. LAC T.E. Dunn R86146 was now posted overseas to No. 432 Squadron at Skipton-on-Swale, Yorkshire, arriving weeks before the squadron move to a new RCAF base [No. 62] at East Moor, Yorkshire, where "M" Flight arrived on 16 September 1943.

No. 432 (R.C.A.F.) SQUADRON									
Officer i/o Partr			123850 P/O. G.D. Mitchell				CD(A/B)		
Alarms.									
Squadron Headquarters.					"A" Flight.				
R.55162	Cpl.	Gravel,	J.A.L.S.	ACE/GD.	R.66748	Cpl.	Eriard,	N.H.	F.II.A.
R.195849	LAC.	Hochon,	J.L.O.	ACE/GD.	1273607	Cpl.	Lovell,	A.F.	F.II.B.
R.174661	LAC.	Gardot,	J.F.H.	ACE/GD.	R.128602	LAC.	Arnold,	B.N.	F.II.A.
R.137669	LAC.	Frauts,	W.C.	ACE/GD.	R.168811	ACI.	Minty,	R.F.	F.II.B.
R.55520	LAC.	Lagace,	J.L.	ACE/GD.					
R.156418	LAC.	Ivry,	J.A.	ACE/GD.					
R.117968	LAC.	DUBO,	J.A.	ACE/GD.					
R.149531	LAC.	Bevoe,	M.	ACE/GD.	R.32384	Spl.	Bailly,	C.S.	F.II.B.
R.55839	LAC.	Boyer,	J.C.	CLX/GD.	R.64579	Cpl.	Boyer,	B.M.	F.II.A.
					R.154815	LAC.	Coburn,	M.J.	F.II.B.
					R.168534	AGI.	McKibbin,	W.R.	F.M.M.
Equipment Section.					"B" Flight.				
R.61727	LAC	McAr,	L.R.	E/Asst.					
Armament Section.					"C" Flight.				
970458	Sgt.	Jackson,	F.D.	F/Arm.	6217A	Cpl.	Ashinson,	F.G.	F.II.B.
1453817	LAC.	Howe,	D.A.	Arm/G.	R.65206	Cpl.	Mitchell,	F.	F.II.B.
R.130401	LAC.	Hyndak,	M.B.	Arm/D.R	R.110480	LAC.	Christensen,	P.	F.II.B.
					R.167440	LAC.	Dunlop,	B.D.	F.II.A.
					1212533	LAC.	Nowlan,	J.G.	F.II.B.
					1235206	LAC.	Mitchell,	W.	F.II.B.
E.D.T. Section.					"D" Flight.				
R.89746	Cpl.	Kopyman,	G.L.	ME/A.	R.101470	LAC.	Wickham,	L.G.	F.II.B.
R.160957	LAC.	Wickham,	F.F.	ME/A.	1136049	LAC.	Walker,	E.	F.II.B.
					1172143	LAC.	Smith,	K.	F.II.B.
					1019711	Cpl.	Dunlop,	J.	F.II.A.
Electrical Section.					"E" Flight.				
R.95659	Cpl.	Steele,	F.A.	Elcot. I	R.134213	Cpl.	Cotton,	A.J.	F.II.A.
1670276	LAC.	Armatrong,	J.	Elcot. II	R.7829	Cpl.	Hrymer,	H.M.	F.II.A.
1194484	LAC.	Novillo,	J.	Elcot. II	R.165709	LAC.	PUFFY,	H.E.	F.II.A.
					R.152011	LAC.	Brookes,	T.E.	F.II.A.
					R.120885	LAC.	Clabot,	J.F.	F.II.B.
					R.80346	LAC.	Dunn,	T.H.	F.II.A.
1129390	Cpl.	Fingorant,	B.	Inst/resp. I.	R.142557	LAC.	Gray,	T.A.	F.II.A.
					R.39557	LAC.	IBLI,	R.F.	F.II.A.
W/T. Section.					"F" Flight.				
R.51360	F/Sgt.	Welsh,	T.F.	W.E.M.	R.104609	LAC.	Pardetto,	J.	F.II.A.
R.30241	Cpl.	Laro,	F.	W/Mech.	R.116484	LAC.	Silverthorn,	B.	F.II.A.
R.7156	Cpl.	Andrews,	H.J.	W.O.M.	R.75462	LAC.	Darven,	B.J.	F.II.A.
144676	LAC.	Chesty,	P.	W/Mech.	1043671	LAC.	Woodthorpe,	G.	F.II.A.
TOTALS					"G" Flight.				
TOTALS					2039502	LACW	Page,	J.	D.M.T.
Officers:									
N.C.O's.									
O.E.									

From October 1943 until February 1944, No. 432 ["Leaside" - officially named 11 Oct. 43] Squadron flew the Lancaster B. Mk. II, and Tom had much to learn working on these new four-engine bomber aircraft. In his spare time, he was also kept busy painting many requests from his Commanding Officer [W/C W.A. McKay] for signs which were required around the new base. In the spring of 1944, Tom was promoted to Corporal, now second in charge of a ground crew of six. In February 1944, No. 432 began to convert from the Lancaster Mk. II to the Halifax B. Mk. III aircraft, and it became the nose painting from another 432 squadron

artist which spurred Cpl. Dunn into painting RCAF bombers. Ten of the first Halifax B. Mk. III bombers delivered to No. 432 Squadron came from a batch of 27 manufactured by English Electric Co., Salmesbury, Preston, serial LW572 to LW598. Halifax B. Mk. III serial LW593 was given the code letters QO-O and a squadron artist [unknown] created nose art of a Canadian cowboy being bucked off a horse, with name "Oscar the Outlaw." Shot down Berlin 24/25 March 1944.



Tom believed he could paint just as good, if not better, and his fancy style of lettering soon became his No. 432 squadron nose painting trademark. Cpl. Dunn would first mark off the Halifax nose with chalked squares, then chalk in his basic design followed by a white paint outline. Then when he had time, he would work on the nose art and finished with his fine style of white lettering for the aircraft name. Tom charged five pounds which was \$25 Canadian in 1944, a very good sum of money in wartime England. Tom also painted hundreds of bombs on many

of the squadron aircraft, which was a timeless job as each Halifax required a new bomb after every completed operation, all included in his total cost if he painted the original nose art painting.



Halifax B. Mk. III serial LW582, carried a most impressive cowgirl “Pistol Packin’ MAMA, QO-M. She failed to return from Aucheres, 8 June 1944, on her 25th operation.



Halifax Mk. III, serial LW583, "Leaside LuLu" is hung up on a fence. Shot down by German night-fighter Haine St. Pierre, 9 May 1944, her eleventh operation, three killed.

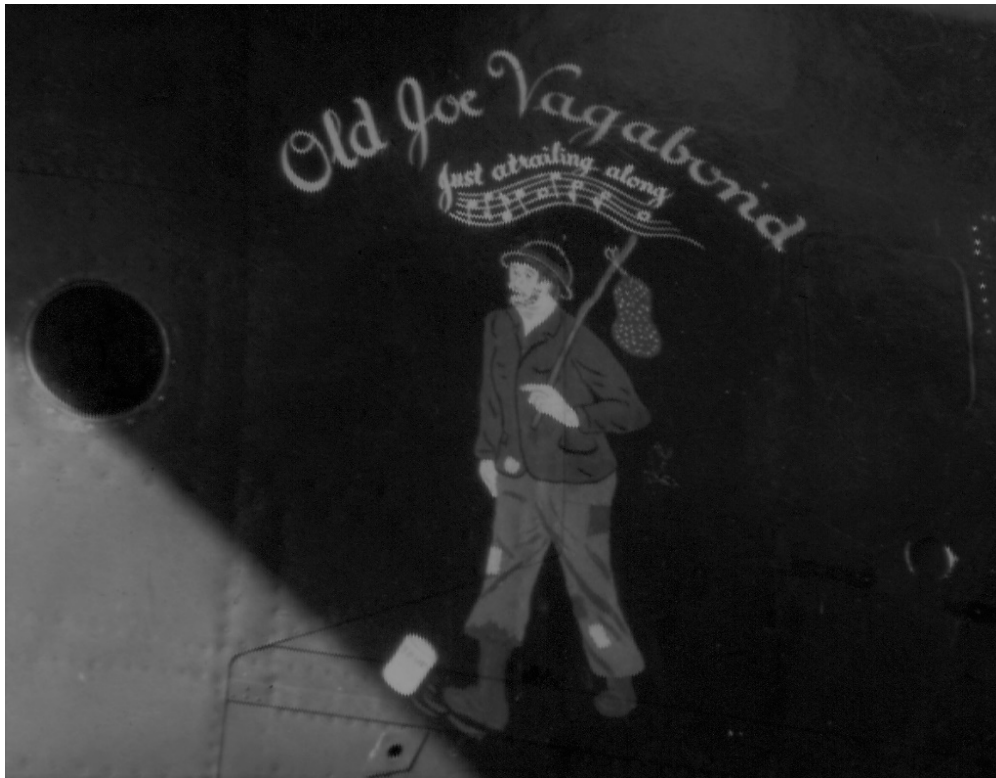


Halifax B. Mk. III, serial LW595, "Queen of Them All" wearing her banner "Miss Leaside." No. 432 Squadron was officially adopted by the Town of Leaside, Ontario, on 11 October 1943, and this was included in the nose art painting on QO-

Q for Queen. Flew 34 operations until 7 July 1944, transferred to No. 415 and became 6U-Q. Shot down 1st operation Hamburg, Germany, 29 July 1944, eight aircrew killed in action.



Halifax B. Mk. III, serial LK766, came from a batch of 20 constructed by Handley Page Ltd., Cricklewood and Radlett. Code QO-V “Old Joe Vagabond” [Just atrailing along] flew two operations then crash landed returning from Metz on 29 June 1944. Repaired and transferred to No. 415 Squadron where she completed 34 operatins as 6U-V and later 6U-Q.



On 11 June 1944, No. 432 received a complete 'stand down' in flying operations, to begin training in conversion to new Halifax B. Mk. VII aircraft, officially on 20 June. By the end of June, they had on charge 14 Halifax Mk. III and 10 Halifax VII aircraft. The old veteran Halifax Mk. III aircraft were slowly being moved across the field at East Moor and eleven were taken on charge by No. 415 Squadron, who became operational on 28 July. Between 16 June and 30 July 1944, the English Electric Co. Salmesbury, Preston, constructed a batch of 43 Halifax Mk. VII aircraft and 25 were delivered to No. 432 Squadron in June, July, and August 1944. The record on left column is the date each new Halifax Mk. VII flew their first operation in No. 432 [Leaside] Squadron, copied from operations records.

2 July 44 NP687 "A" Lost Stuttgart, 26 July 44. [10 Operations]

4 July 44 NP688 "X" Lost Stuttgart, 26 July 44. [7 Ops]

1 July 44 NP689 "M" "Moonlight Mermaid" painted by Tom Dunn. [81 Ops]

1 July 44 NP690 "G" Swung take-off, burnt, 18 Aug. 1944. [20 Ops]

5 July 44 NP691 "V" Damaged by night fighter Grevenbröich, 15 Jan. 1944. [62 Ops]

3 July 44 NP692 "D" Crashed and burnt, 27 September 1944.

15 July 44 NP693 "Q" "Queen of the Swamp" SOC 25 June 1945. [71 Ops]

5 July 44 NP694 "R" "Luke 3:5", painted by Tom Dunn. SOC 15 Aug. 1947. [85 Ops]

3 July 44 NP695 "K" "Clueless Kitty" crashed and burnt, 9 June 1944. [39 Ops]

6 July 44 NP697 "F" "Ferdinand II" [80 Ops]

5 July 44 NP698 "W" Sold for scrap 30 December 1948.

11 July 44 NP699 "O" "Oscar the Outlaw" [Mk. II] painted by Tom Dunn. Lost 18 December 44, returning from Duisburg, had mid-air with another Halifax. [42 Ops]

7 July 44 NP701 "S" Lost Duisburg, 18 December 1944. [36 Ops]

11 July 44 NP702 "B" Lost Hamburg, 29 July 44, [8 Ops]

11 July 44 NP703 "H" Flew until end of war 11 May 1945. [58 Ops]

7 July 44 NP704 "L" Lost Wanne Eickel, 3 February 1945. [56 Ops]

15 July 44 NP705 "Y" No art "82 bombs" painted by Tom Dunn.

11 July 44 NP706 "J" Lost Caen, 18 July 1944. [3 Ops]

11 July 44 NP707 "W" "Willie the Wolf" painted by Tom Dunn, [67 Ops] War Museum, Ottawa, the largest Halifax nose art in the world, and only Tom Dunn original art to survive.

11 July 44 NP708 "E" Sold for scrap 30 December 1949. [73 Ops]

24 July 44 NP719 "N" Lost Kiel, 16 September 1944, collided over target. [21 Ops]

1 Aug. 44 NP720 "A" Flew 9 Ops, transferred to No. 426 [Thunderbird] Squadron.

1 Aug. 44 NP721 "X" Collapsed wheel on take-off, burnt, 5 December 1944. [22 Ops]

11 July 44 NP722 "S" Crash landed 23 October 1944. [30 Ops]

4 Aug. 44 NP723 "D" Lost Wilhelmshaven, 15 October 1944. [28 Ops]

In July 1990, I spent five hours on a Saturday afternoon interviewing and sharing a few cold beers with Thomas Dunn and his wife. He had no problem recalling the first RCAF Halifax Mk. VII bomber he painted was “Moonlight Mermaid” serial NP689 QO-M. This story is now being published for the very first time.

American Billy DeVorss was working as a bank teller in St. Joseph, Missouri, when he walked a stunning young lady named Glenna. Billy was a self-taught part-time artist with no professional training, and Glenna became his first model, girlfriend, and wife. DeVorss worked with his fingers using a wide variety of pastel colors which he applied directly on his 30” by 40” art board, then finishing his artwork with small brushstrokes. In 1933, he sold his first three pin-up paintings of wife Glenna to the Louis F. Dow Calendar Company in St. Paul, and soon after left his bank teller job. The new couple moved to New York where they spent the war years working for three major calendar publishing firms, including the famous Brown and Bigelow Co. In 1939, Glenna appeared fully nude in a calendar painting titled “Honey Moon” with the sexy pose selling many, many, copies. Billy never sold his original copyright and this money-maker image appeared on more than one calendar.



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1943 JANUARY 1943

SUN	MON	TUE	WED	THU	FRI	SAT
NEW MOON 6th	FIRST QUARTER 13th	FULL MOON 21st	LAST QUARTER 29th		1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24 25	25	26	27	28	29	30

1943 FEBRUARY 1943

SUN	MON	TUE	WED	THU	FRI	SAT
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28			NEW MOON 4th	FIRST QUARTER 11th	FULL MOON 20th	LAST QUARTER 27th

In 1943, the DeVorss "Honey Moon" painting appeared once again on a calendar sold in United States/Canada, and Tom Dunn purchased a copy. On his overseas posting to No. 432 Squadron in Yorkshire, England, August 1943, he took along his little nude lady. When the aircrew of Halifax B. Mk. VII, serial NP689, code QO-M [Mermaid] ask Tom to paint a nude "Moonlight Mermaid" [July 1944] he used his calendar girl as the RCAF Halifax nose art model.

Halifax Mk. VII, NP689 flew her first operation on 1 July 1944, and Tom began his painting around this same date, completing "Moonlight Mermaid" by 16 July 1944. Day operations were painted with a white star and night was painted in yellow. [Tom Dunn photo]



#1 1 July 1944 V-bomb site Biennais J12339 F/O R. Jack 99 attacked
 #2 4 July 1944 V-bomb site Biennais J7438 F/L G. Larson 98 attacked
 #3 5/6 July 1944 V-bomb site Biennais F/L G. Larson 99 attacked
 #4 6/7 July 1944 V-bomb site Coquereaux J19885 P/O J. Webb 147 attacked
 #5 7/8 July 1944 Caen P/O J. Webb 87 attacked
 #6 11 July 1944 Thiverny [Gardening] P/O J. Webb 7 attacked
 #7 15/16 July 1944 V-bomb site Nucourt R138409 Sgt. J. Kerr 91 attacked

15/16.7.44	HALIFAX VII MP. 689 "M"	R138409 Sgt Kerr, J. do R157551 Sgt Bellharts, H. J35672 P/O Hayes, R. CAN2239 W/O Vexyard, G. R200189 Sgt Willson, D. R253463 Sgt James, R. 2003020 Sgt Atkins, D.	23:43	04:01
7 th OP		This crew report good visibility over the target area. The target was identified by the P.F.F. markers and an attack was made from 9400 ft at 0147.8 hours. The markers were in the bomb sight at moment of release. The Master Bomber was very clear. There were some large fires burning in the target area. The base was reached without incident. Load carried: 8 x 1000 lbs. G.P., 5 x 500lbs. G.P.		
				A. 1453

#8 17/18 July 1944 Caen F/L G. Larson 97 attacked
 #9 20 July 1944 Ferme du Grand Bois F/L G. Larson 99 attacked
 #10 24/25 July 1944 Ferfay F/L G. Larson
 #11 25/26 July 1944 Stuttgart J21377 F/O P Lawrens 153
 attacked
 #12 28/29 July 1944 Hamburg P/O J. Webb 209 attacked

The 28/29 July Hamburg raid was the very first operation for No. 415 Squadron, and they had on charge eleven ex-No. 432 Halifax Mk. III aircraft, including Thomas Dunn painted “Queen of Them All” LW595, which was shot down with eight killed, and “Old Joe Vagabond” LK766.



This enlarged image [ground crew member Ian Duncan] clearly shows artist Tom Dunn has outlined at least fifteen stars for future operations, and he would paint many, many, more white and yellow stars.

NP689 OO-M operations for August 1944

#13	1 August 1944	Ferme du Forestal	P/O J. Webb	151 attacked
#14	3 Aug.44	Forret de Nieppe	P/O J. Webb	251 attacked
#15	4 Aug. 44	V-site Bois de Gassone	J8973 F/L D VonLaufer	206 attacked

Ground crew member Russel Beach recorded the fifteenth white star painted by Tom Dunn.



#16	5 Aug.44	Leu D'Esserent	P/O J Webb	230 attacked
#17	9/10 Aug. 44	Foret de Nieppe	P/O J. Webb	161 attacked
#18	10/11 Aug. 44	La Pallice	J85061 P/O R. Card	130 attacked
#19	12/13 Aug. 44	Mont Richard	F/L G. Larson	38 attacked
#20	14 Aug. 44	Falaise	P/O J. Webb	214 attacked
#21	15 Aug. 44	Brussels	P/O J. Webb	98 attacked
#22	18/19 Aug. 44	Bremen	J8973 F/L Von Laufer	94 attacked
#23	25/26 Aug. 44	Brest-St. Pte Robert	F/O J. Webb	27 attacked
#24	27/28 Aug. 44	Mimoyceques	F/O J. Webb	197 attacked
#25	31 August 44	Ile de Cezembre	F/O J. Webb	22 attacked
#26	3 September 44	Volkel	F/O J. Webb	101 attacked
#27	6 Sept. 44	Emden	F/O J. Webb	139 attacked
#28	9 Sept. 44	Le Havre	F/O J. Webb	104 attacked
#29	10 Sept. 44	Le Havre	J25979 F/O A. Craig	201 attacked
#30	11 Sept. 44	Castrop-Rauxel	F/O A. Craig	103 attacked

DAY 11.9.44	HALIFAX VII NP.689 "M"	P J.25979 F/O Craig, A. BOMBING	16:02	20:52
30 th OP		N J.28071 F/O Howard, M. CASTROP		
		W/B J.28931 F/O Seaple, J. RAUXEL		
		WOP R164466 F/S Forbes, R.		
		A/G R128334 F/S Walker, G.		
		A/G R225418 Sgt Graham, T.		
		F/E 186875 Sgt Stock, C.		
This crew report good visibility. The target was identified visually and by the Red T.I.'s. The attack was made from 18000 ft at 1846.18 hours on a heading 151° at 160 I.A.S. The bombs bombs were released 400 yards to starboard of the Red T.I.'s. The bombing was concentrated. The base was reached without incident. Load carried: 9 x 1000 lbs, 4 x 500 lbs. M.C.				A.1879



"Moonlight Mermaid" has received her 30th Operational Wings painted on by Tom Dunn.



The National Film board of Canada were at No. 432 [Leaside] Squadron making a newsreel film titled 'Frontline Artist's' and Tom Dunn was used in a pose, painting the 30 Operational Wings on Halifax NP689, "Moonlight Mermaid." I have looked for this film many years, but it must be lost in old archives someplace in Ottawa. This print frame came from the 16 mm film, and Tom sadly never saw the final product, which was shown in movie theatres across Canada.

#31	12 Sept. 44	Wanne-Eickel	F/O A. Craig	100 attacked
#32	13 Sept. 44	Osnabruck	J18651 F/O W. Tobias	98 attacked
#33	15/16 Sept. 44	Keil	F/O A. Craig	190 attacked
#34	17 Sept. 44	Boulogne	F/O A. Craig	197 attacked

Operations flown in October 1944 by NP689

#35	9 Oct. 44	Bochum	F/O A. Craig	201 attacked
#36	12 Oct. 44	Wanne-Eickel	F/O A. Craig	105 attacked
#37	14 Oct. 44	Duisburg	J27831 F/O G. Speirs	238 attacked
#38	14/15 Oct. 44	Dusiburg	J29832 F/O G. McNicall	225 attacked
#39	21/22 Oct. 44	Hannover	F/O A. Craig	101 attacked
#40	23/24 Oct. 44	Essen	F/O A. Craig	45 attacked



NIGHT	HALIFAX VII	P J. 25879 P/O Craig, A.	do	16:07	21:21
23/24.10.44.	NP, 689 "M"	N J. 28071 P/O Howard, W.			
		A/S J. 28931 P/O Bessie, J.			
		WCP R164466 P/S Forbes, B.			
		A/G R128334 P/S Walker, G.			
		A/G C. 89614 P/O Graham, T.			
		P/E 1868675 Sgt Stook, G.			
40	OP	This crew report 10/10th cloud. The target was identified by the Red Flares. The attack was made from 19000ft at 1922 hours on a heading 002° at 155 I.A.S. The bombs were released on the Red Flares. No results were observed owing to the cloud. 1 x 1000lbs. S.A.P. hung up and was brought back, the other 4 x 1000lbs. crashed without incident. Load carried; 1 x 2000lbs. H.C., 3 x 1000lbs. S.A.P., 6 x 500lbs. G.P. The aircraft landed at New Market without incident.			



The ground crew also celebrated her 40 operation. Fitter LAC Ian Duncan from B.C.

#41	28 October 44	Cologne	J36215 F/O S. Dean	151 attacked
#42	30/31 Oct. 44	Cologne	J89337 F/O J. Hamilton	237 attacked
#43	1/2 Nov. 44	Oberhausen	F/O J. Hamilton	239 attacked
#44	2/3 Nov. 44	Dusseldorf	J29071 F/O J. Gault	209 attacked
#45	6 Nov. 44	Gelsenkirchen	F/O A. Craig	130 attacked
#46	21 Nov. 44	Castrop-Rauxel	J9550 F/L C.R. Fyfe	220 attacked
#47	27/28 Nov. 44	Neuss	J3489 F/L E.A. Hayes	220 attacked
#48	30 Nov. 44	Duisburg	J290068 F/O F.E. Jeffery	231 attacked
#49	4/5 Dec. 44	Karlsruhe	C35269 F/O N.E. Patterson	196 attacked
#50	6/7 Dec. 44	Osnabruck	F/O N.E. Patterson	182 attacked

NIGHT 6/7.12.44	HALIFAX VII MP.689 "M"	Q.35269 F/O Patterson N.E.	No.	16,08	22,12
50 Op.		This crew report 10/10ths, cloud with good visibility. The target was identified by Gee homing, glow on cloud and D.R. The attack was made from 20,000 feet at 1947.5 hours on a heading of 106° at 150 I.A.S. The bombs were released on glow on cloud. No results were seen. 4 x 500 lbs. M.C. hung up over target. The aircraft landed at base without incident. Load carried, 15 x 500 lbs. M.C. and 1 x 500 lbs. G.P.			

#51	17/18 December 1944	Duisburg	J35687 F/O G.E. Peaker	215
#52	24 Dec.44	Dusseldorf	F/O G.E. Peaker	144
#53	28 Dec. 44	Opladen	F/O N.E. Patterson	144
#54	29 Dec. 44	Trois-Dorf	F/O N.E. Patterson	142
#55	30/31 Dec. 44	Cologne	J27545 F/O J. M. Mills	198
#56	2 January 1945	Ludwigshafen	F/O N.E. Patterson	156
#57	5 Jan. 45	Hannover	F/O N.E. Patterson	177
#58	6 Jan. 45	Hanau	J87362 P/O E.F. Patser	185
#59	13 Jan. 45	Saarbrucken	J28109 F/O L.W. Loppe	139
#60	14 Jan. 45	Grevenbroich	J87336 P/O G.T. Sherlock	134
#61	28/29 Jan. 45	Stuttgart	F/O N.E. Patterson	158
#62	1 February 1945	Mainz	F/O N.E. Patterson	83
#63	2/3 Feb. 45	Wanne-Eickel	F/O N.E. Patterson	97
#64	4/5 Feb. 45	Osterfeld	F/O N.E. Patterson	97

#65	7/8 Feb. 45	Goch	F/O N.E. Patterson	48
#66	8/9 Feb. 45	Wanne-Eickel	F/O N.E. Patterson	89
#67	13/14 Feb. 45	Bohlen	F/O N.E. Patterson	110
#68	14/15 Feb. 45	Chemnitz	F/O N.E. Patterson	112
#69	17 Feb. 45	Wesel	F/O N.E. Patterson	2
#70	20/21 Feb. 45	Monheim	F/O N.E. Patterson	109
#71	21/22 Feb. 45	WormsJ14456	F/L J. M. Wallace	105
#72	27 Feb. 45	Mainz	J87033 F/O A.L. Potter	182
#73	1 March 1945	Mannheim	J3489 F/L E.A. Hayes	159
#74	2/3 March 45	Cologne	J10491 F/L F/J. Horan	177
#75	5/6 March 45	Chemnitz	R189667 F/Sgt. W.J. Gelineau	170
#76	8/9 March 45	Hamburg	F/O N.E. Patterson	82
#77	11 March 45	Essen	F/O N.E. Patterson	194
#78	12 March 45	Dortmund	F/O N.E. Patterson	191
#79	13 March 45	Wuppertal	J91163 P/O J.B. Turner	97
#80	14/15 March 45	Zweibrucken	J42472 F/O S.M. Bonter	192

NIGHT 14/15.3.45	HALIFAX VII RP. 689 "H"	J.42472 F/O Bonter S.M.	do	17:00	00:10
80	OP	<p>This crew report no cloud, slight ground haze. The target A.29054 was identified by gas and red and green T.I's. The attack was made from 13,700 feet at 2017.4 hours on a heading of 070° at 160 M.P.H. The bombs were released on green T.I's. Marking was ample and well concentrated. Smoke covered a wide area and bomb bursts were plentiful. Large explosion occurred at 2023.0 hours in the smoke area following immediately by two smaller ones. The aircraft landed at base without incident. Load carried: 6 x 500 lbs. ANM. 64 and 6 x 500 lbs. M.C.</p>			



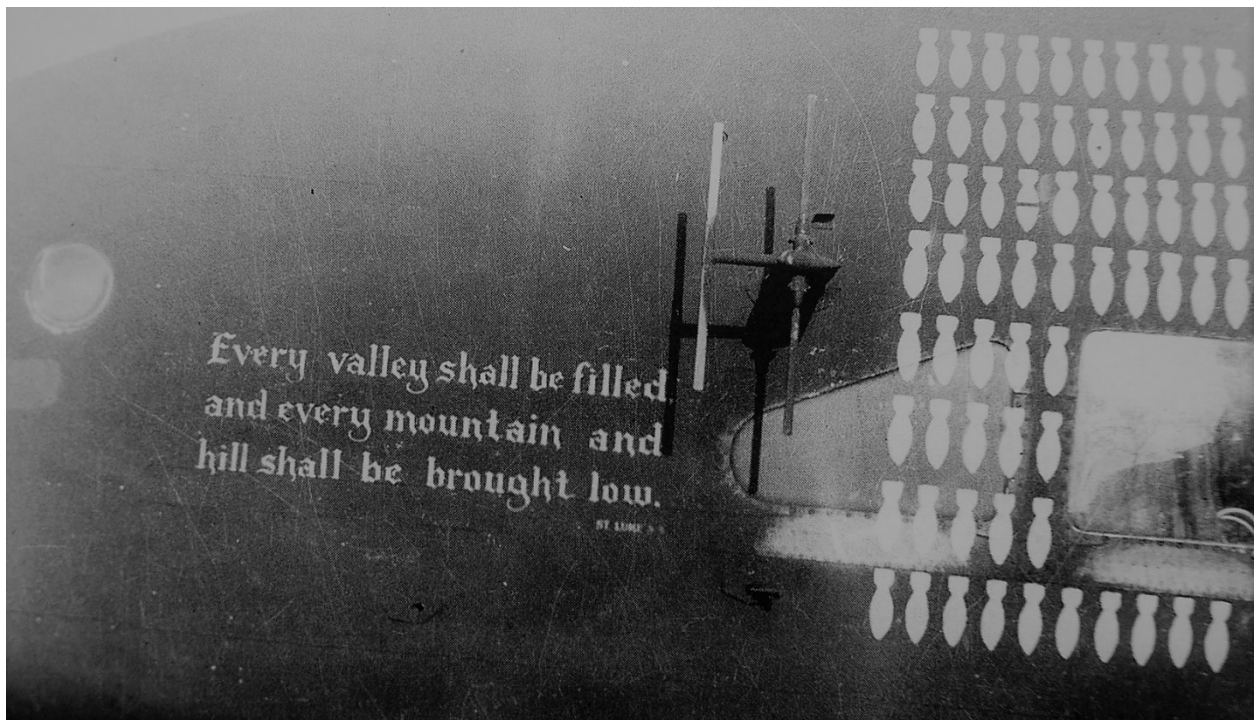
The 80th operation was a special celebration for the ground crew who kept the little nude Mermaid flying. They are from the left: Pinky Molinsky, Peter Wilson, W.J. McDonald, J. Robinson, Ian Duncan, L. Lawson, John Bright and Jack Webb. Their joy was short lived.

#81 15 March 45 Hagen F/O S.M. Bonter [F.T.R.] 139 attacked

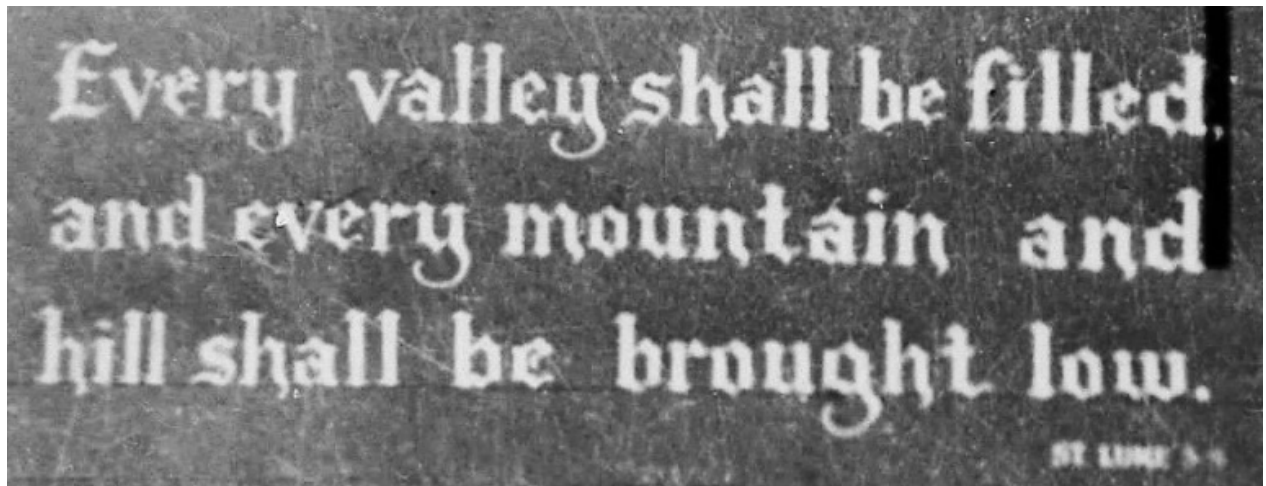
DAY	HALIFAX VII	J.42472	F/O Bonter S.M.	do	17:07		
15.3.45.	NP.689 "X"	This aircraft failed to return from this operation. Nothing has been heard from any member of the crew since take off. Below are the operational trips, points and hours of the crew. Load carried: 1 x 2000 lbs. H.C. and 12 x No. 14 clusters.					L. 2926
						<u>OPERATIONAL</u>	
						points. Trips. Hours.	
J.42472	F/O S.M. Bonter	(pilot)	10	3	19:40		
J.41395	F/O H.E. Vachon	(NAV)	10	3	19:40		
J.41608	F/O A.T. Binchcliffe	(A/B)	10	3	19:40		
R129717	W/O Andersen E.V.	(WCP/AG)	10	3	19:40		
R265982	Sgt Lorton D.C.	(A/G)	10	3	19:40		
R267359	Sgt Scott T.D.	(A/G)	10	3	19:40		
1681850	Sgt Colquhoun D. (RAF)	(F/E)	10	3	19:40		

F/O Stewart Millen Bonter, 26 years of age and three of his crew were killed, three survived and became POW's, F/O Vachon, F/O Hinchcliffe and WO2 Anderson. The rear gunner P/O Scott bailed out but was killed by the Gestapo on 3 April 45.

The next Halifax Mk. VII painted by Cpl. Tom Dunn became NP694, code QO-R. Constructed on 24 June 1944, she was delivered to No. 432 Squadron four days later, and flew her first operation on 4 July 44, completing nine operations in July, while her art was being painted.



Tom recalled this Halifax art due to the fact he painted her nose twice, both with Biblical poem from Luke 40:3-5. The above image came from the Dunn collection and shows his original nose art which contained only white lettering. Halifax NP694 flew 65 Ops with this art lettering.



Russel Beach photo.



After completing 65 operations, [17 February 1945] a new aircrew commissioned Tom to repaint new nose art, which involved moving the same lettering up 20 inches. This image was taken by F/L Lindsay Roll #1, Print #4, while the Halifax

was at No. 41 Group, waiting to be sent for scrapping at 45 Maintenance Unit, RAF Kinloss, Scotland, 78 Operations.



The clouds were Lt. Blue with Dark Blue highlight, cross Bright White, Blue outline, lightning bolts Yellow, German Swastika Bright Red, and German factory building Lt. Blue.

No. 432 Halifax B. Mk. III serial LW593 was painted [unknown artist] with the nose art of a cowboy beginning bucked off a wild horse, and the name "Oscar the Outlaw. This was the art which first inspired Tom Dunn to try his hand at creating his own style of bomber painting and lettering. The original "Oscar" was shot down over Berlin on 24/25 March 1944. When the new Halifax Mk. VII aircraft arrived in June and July 1944, the code letters QO-O were assigned to Halifax NP699, and Tom was asked to create a second "Oscar the Outlaw. This Halifax flew her first operation on 11 July 1944, and went on to complete 41 more operations. On 18 December 1944, raid to Duisburg, Germany, "Oscar" collided with an RAF Halifax from No. 10 Squadron and crashed over Belgium. Only pilot F/O M. Krakovsky survived, six killed in action.



NIGHT	HALIFAX VII	J. 26685 P/O Krakovsky M.	do	02:48	-
17/18.12.44	HP. 699 "C"				

9 x 500 lbs. G.P.

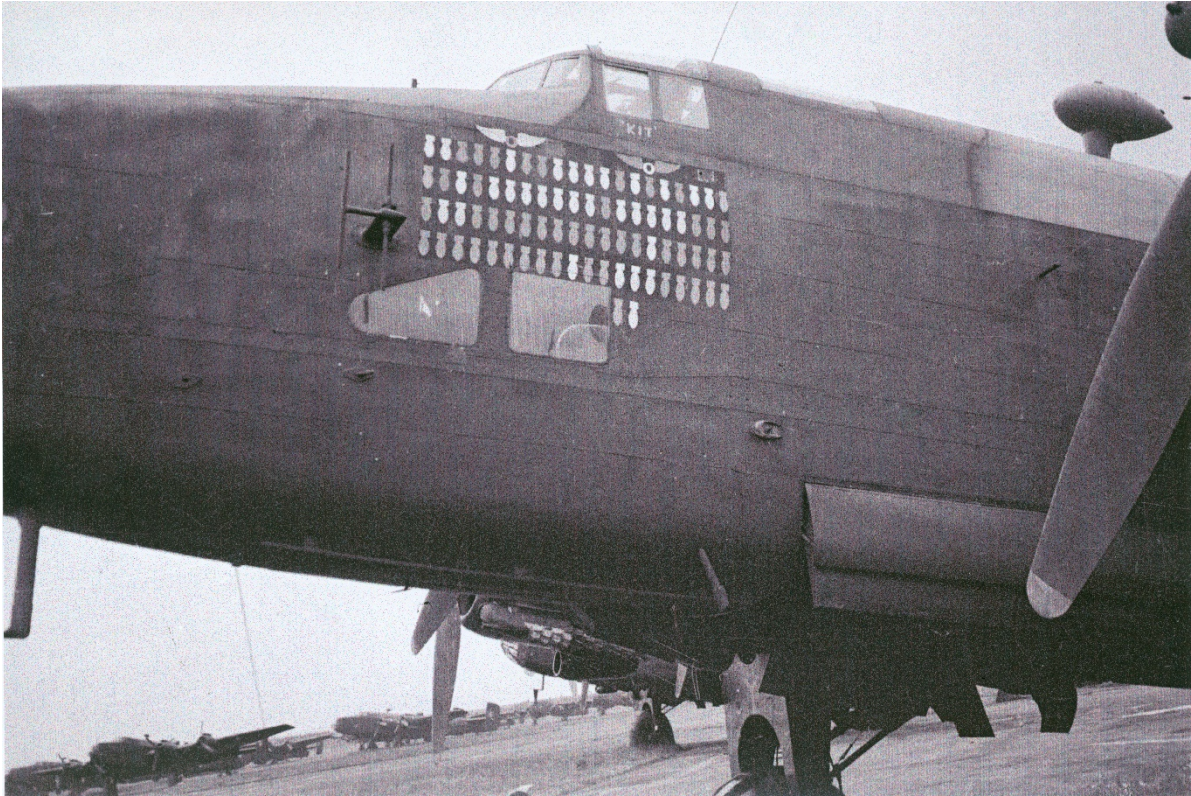
This aircraft failed to return from this operation.

Below are the operational points, trips and hours of the members of the crew. *This aircraft had 10 mid-air collisions.*

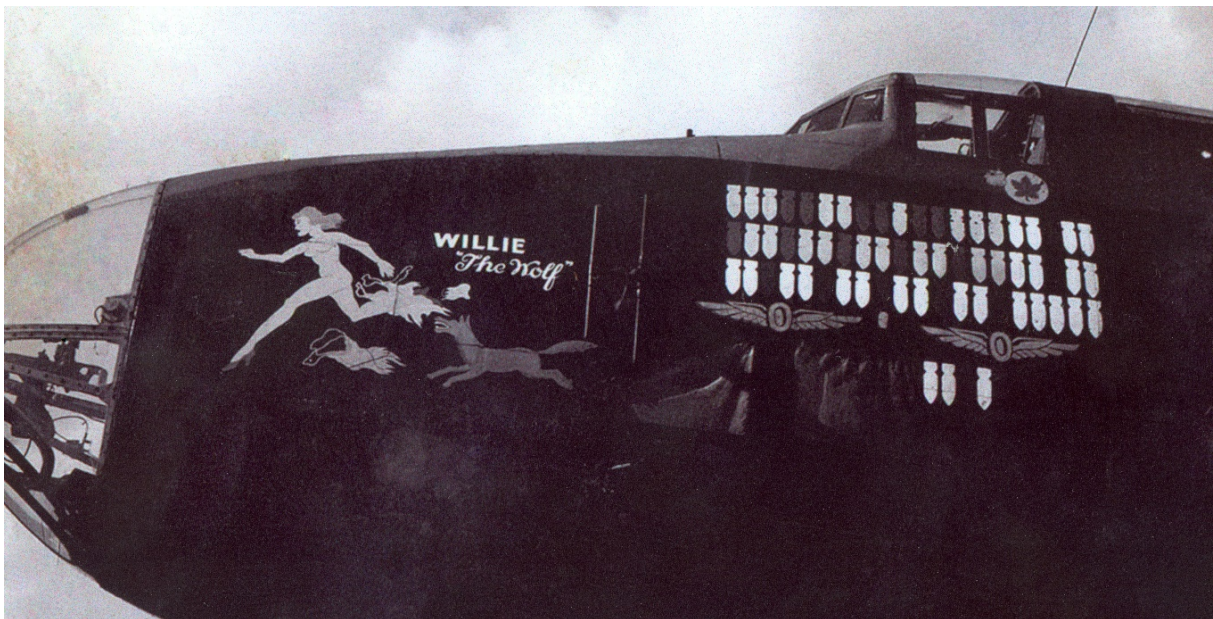
OPERATIONAL.

		Points.	Trips.	Hours.
J. 26685	P/O M. Krakovsky (Pilot)	105	29	142.15
J. 36389	P/O R. L. Cann (Nav)	92	26	127.30
J. 37726	P/O G. D. Wilson (A/B)	92	26	127.30
J. 90827	P/O A. G. W. Blayney (WCP/AG)	92	26	127.30
R215835	P/S Zadorozny S. R. (A/G)	92	26	127.30
R217140	P/S Green J. W. (A/G)	92	26	127.30
187754	P/O M. J. Boylan (P/B)	92	26	127.30

P/O Krakovsky was the only survivor and of crew. Collided with another Halifax over Belgium. See entry in diary for 10.1.45



Halifax B. Mk.VII, serial NP705, QO-Y, constructed 5 July 1944, delivered to No. 432 the following day. Never received nose art, but all 82 bombs were painted by Tom Dunn.



Halifax B. Mk. VII, serial NP707 was constructed on 5 July 1944, delivered to No. 432 the following day. It was flown to bomb Thiverney, on 11 July 44, by pilot F/L Von Laufer J8973. Tom could not remember the date he painted “Willie the Wolf” however he said it was finished during the period the Halifax aircraft was in the hangar for repairs due to a serious accident.

NP707 was damaged on 26 July 1944 and did not return to operations until 27 August 44. A second accident took place on 13 September 1944, and NP707 did not return to operations until 6 October 1944. Tom was busy painting other Halifax nose art in July, thus, it is possible the nose art of WILLIE “The Wolf” was painted in the period of the second major accident, 13 Sept. to 6 Oct. 1944.

This panel is taken from Halifax VII aircraft NP-707 (squadron letters QO-W) assigned to No. 432 (RCAF) Squadron in July 1944. It carried out the following operations:

<u>DATE</u>	<u>CAPTAIN</u>	<u>TARGET</u>	<u>REMARKS</u>
11.7.44	J8973 F/L D. von Laufer	Thiverney	
15/16.7.44	J86836 P/O R. Diamond	Nucourt	
17/18.7.44	J12339 F/O R. Jack	Caen	
20.7.44	J25979 F/O Craig	Fermes du grande Bois	
25/26.7.44	J8973 F/L D. von Laufer	Stuttgart	
26.7.44			Damaged in accident
27/28.8.44	J29071 F/O J. Gault	Mimoysesques	
28/29.8.44	J19885 F/O J. Webb, D.S.O.	Brest	
3.9.44	J87003 F/O A. Potter	Volkel	
6.9.44	J29071 F/O J. Gault	Enden	Painted by Tom Dunn
9.9.44	R174418 Sgt. McQuire, L.	Le Havre	Date not known.
10.9.44	J87003 F/O A. Potter	Le Havre	
11.9.44	" "	Castrop Rauxel	
12.9.44	" "	Wanne Eickel	
13.9.44			Damaged in accident
6.10.44	" "	Dortmund	

Tom next received a request to paint the very same nose art and name on Halifax, B, Mk. III, serial MZ632, which had been transferred to No. 415 Squadron. This Halifax had flown with No. 432 Squadron as QO-W, completing 25 operations without any nose painting. A second “Look-a-like” nose art [below] with same name, was painted some date in August or mid-September.



This is the second “Willie the Wolf” nose art on Halifax B. Mk. III, serial MZ632, which was transferred to No. 415 Squadron with no art. Tom explained this WILLIE “The Wolf” was painted after he finished his original art on No. 432 Squadron NP707. Transferred to No. 1665 H.C.U. the landing gear collapsed on landing at RAF Tilstock [Shropshire] on 17 March 1945, the bomber swung, crashed, and was destroyed. This nose art seen below, was never salvaged.



Artist Thomas Dunn and his original [surviving] No. 432 Squadron nose art, RCAF Officer's Mess, Gloucester St. Ottawa, 7 August 1991. This original panel is still being confused with the No. 415 nose art which was destroyed on 17 March 1945.

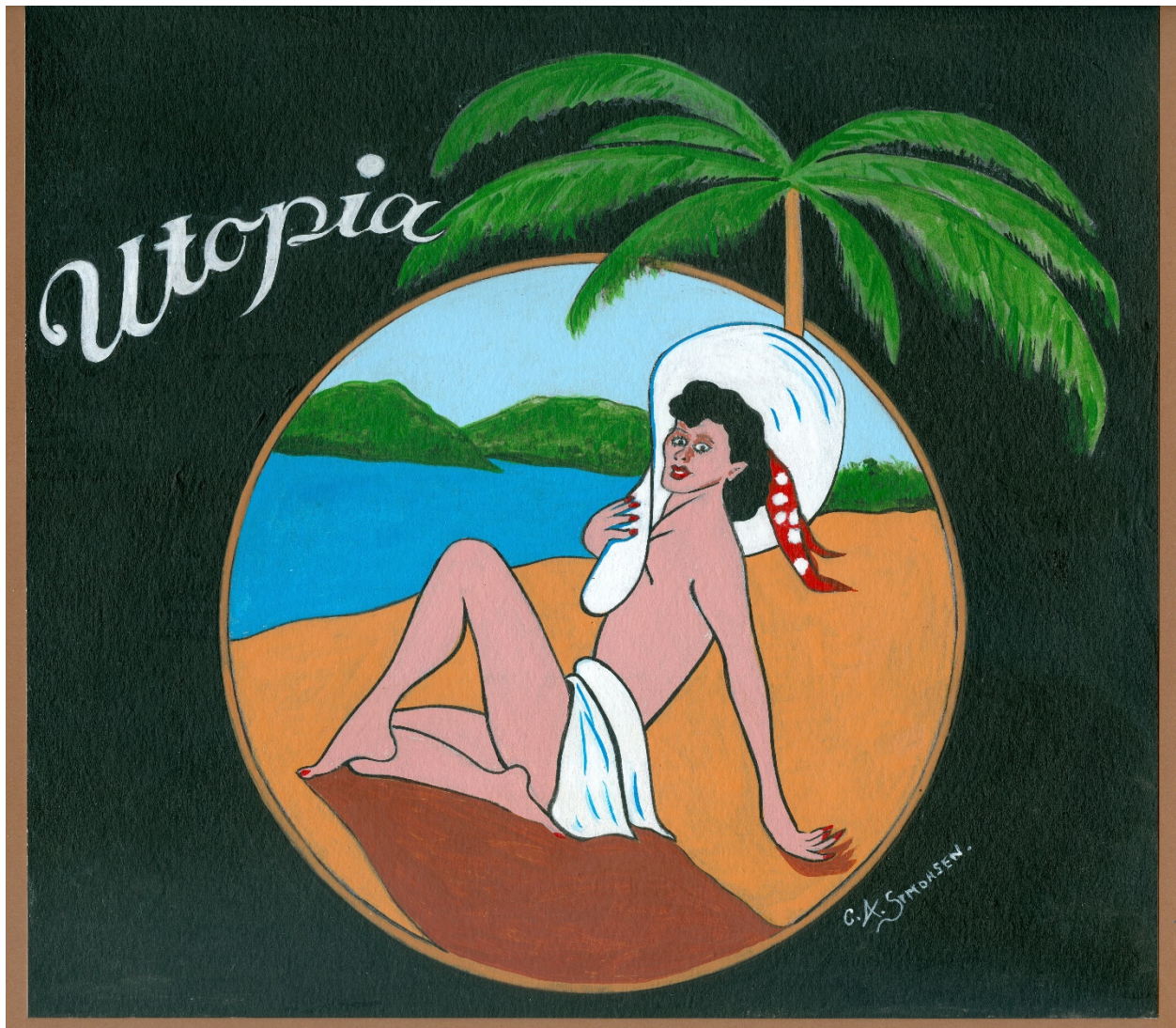


June 1945, F/L H. Lindsay file card on "Utopia" QO-U, serial RG478, a Halifax B. Mk. VII, painted by Sgt. Thomas E. Dunn, No. 432 Squadron. Ottawa neg. #RE77-70.



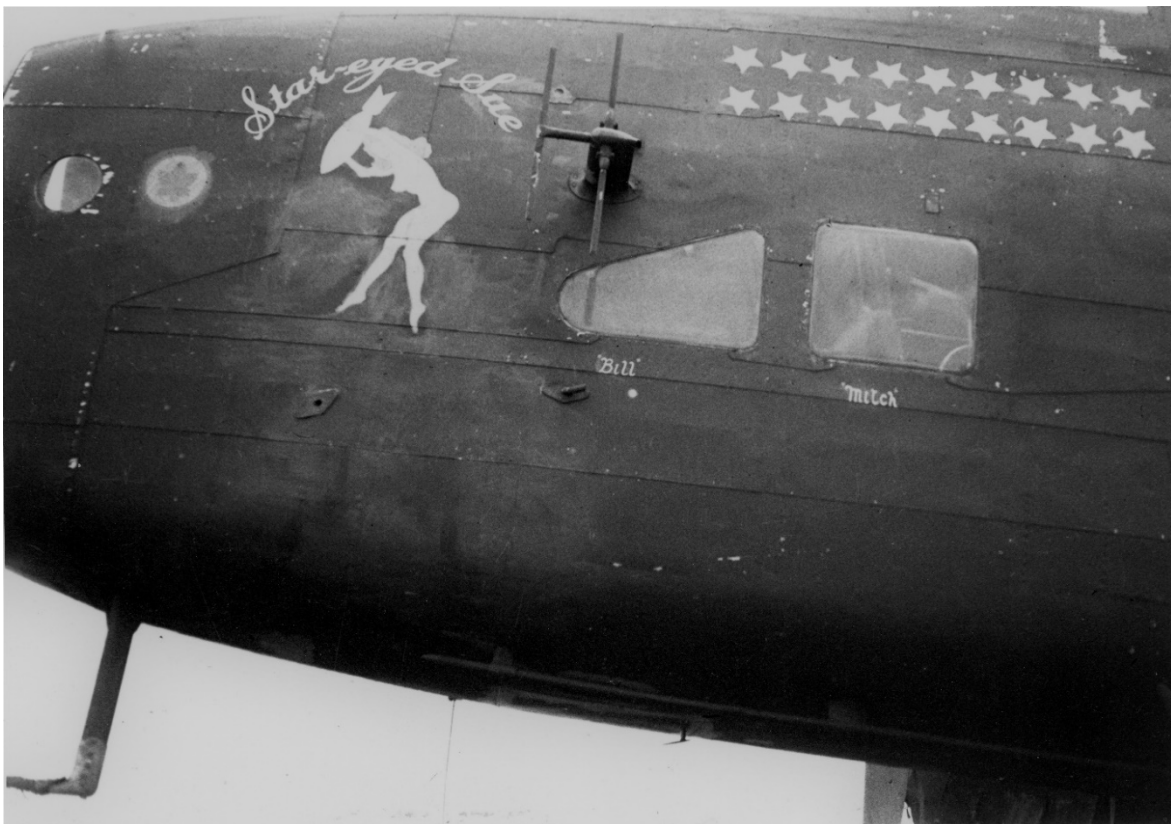
Halifax B. Mk. VII serial RG478 was constructed 5 February 1945, delivered to No. 432 Squadron 7 February. She flew seventeen operations from 1 March 45 until 25 April 1945, but Tom never painted the 17th Palm tree, the war in Europe

was over. Assigned code QO-U, [Utopia] the Halifax was sent for disposal on 28 May 45, and flown to RAF No. 41 Group, No. 45 Maintenance Unit, at Kinloss, Scotland. Marked for salvage and return to Canada, it never arrived with the nose art collection on 7 May 1946. This was the last nose art painted for No. 432 [Leaside] Squadron by [now promoted] Sgt. Thomas E. Dunn.



This RCAF Halifax B. Mk. VII nose art was one of nine photographed by F/L Harold Lindsay in June 1945, and all bombers were selected to be flown to RAF

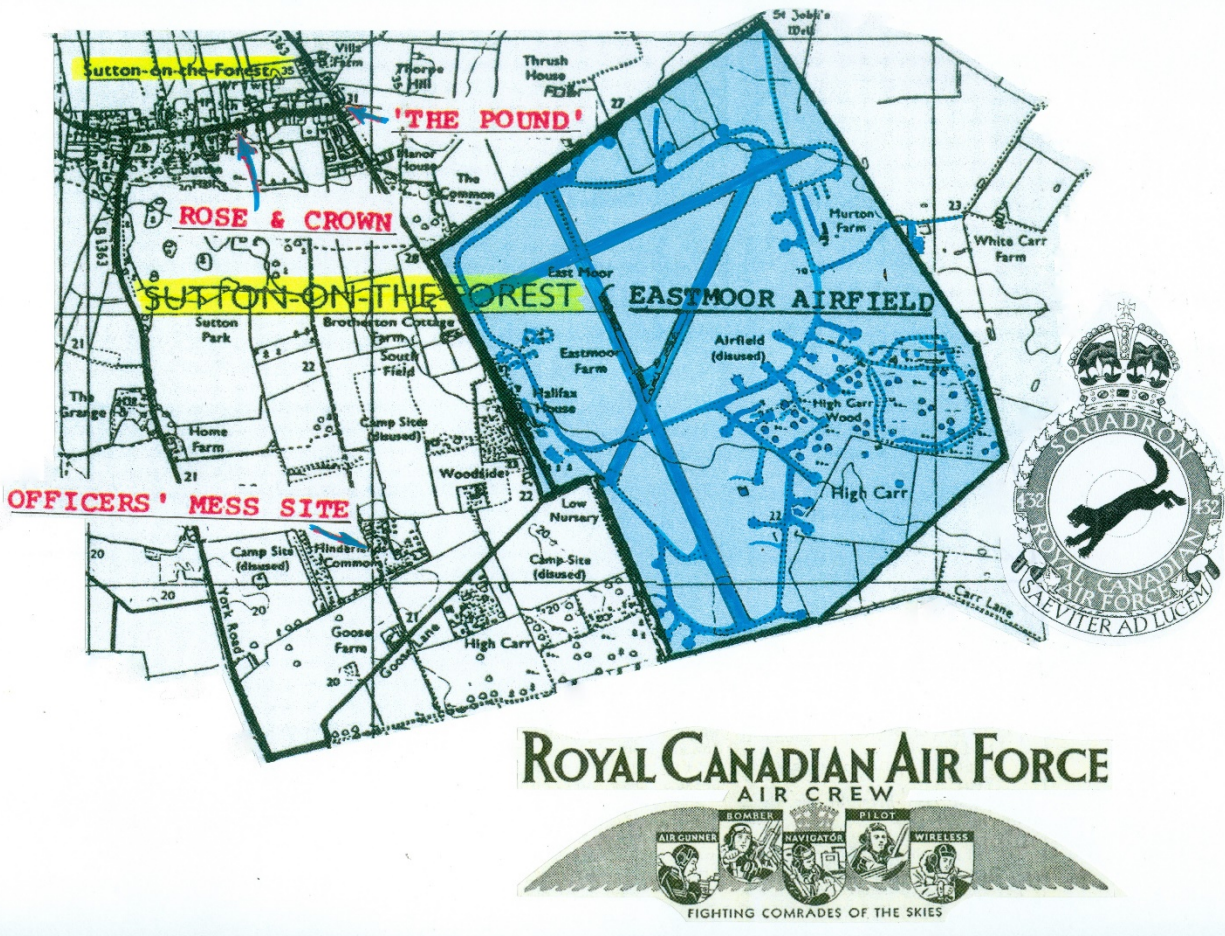
Station Kinloss, in Northern Scotland for scrapping. Six of the nine bombers were veterans from No. 432 [Leaside] Squadron, and three had been painted by Sgt. Thomas E. Dunn, RG478 "Utopia", NP694 Luke 40:3.5 poem, and NP705, no nose art but 82 bombs. These three are missing from the War Museum nose art collection on display in Ottawa, Canada, today. Their fate is unknown, however in May 2012, an interesting part of Halifax scrapping history was revealed by the British Government at ex-RAF No. 41 Group, No. 45 Maintenance Unit, Kinloss, Scotland. This was selected as a remote postwar dumping ground for Halifax instruments which contained fluorescent radium paint and other chemical weapons including Sulphur mustard. If the RCAF Halifax nose art panels were cut from the fuselage in July to September 1945, [as F/L Lindsay had directed] and the art was never shipped to Canada, they could possibly have been thrown in the burial pits at RAF Kinloss and forgotten. The British Army are investigating the contaminated sites, and might just dig up some old forgotten Canadian nose art.



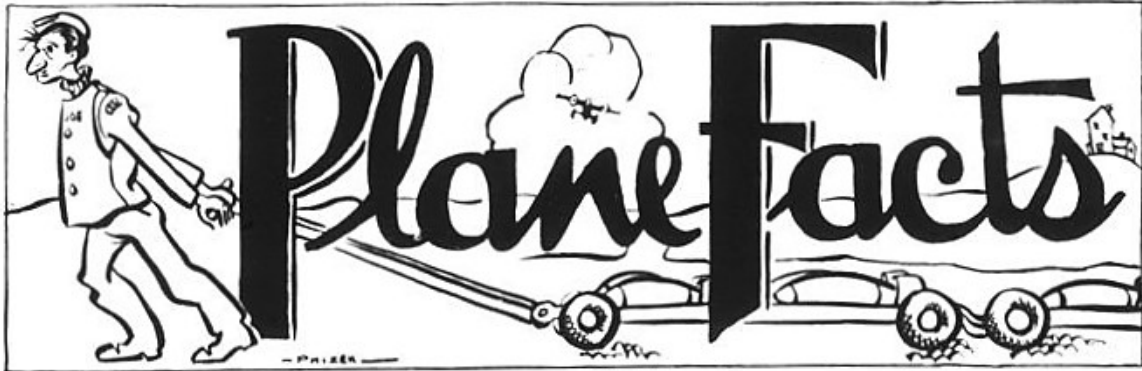


Halifax B. Mk. VII, serial RG447, constructed 4 March 1945, delivered to No. 426 Squadron on 6 March, then to No. 415 Squadron on 7 March. Flew eighteen operations, for disposal 20 May 1945. Last Halifax nose art painted by Tom Dunn at No. 62 [RCAF] Base East Moor, Yorkshire, England, for No. 415 Squadron. Flown to No. 48 M.U. RAF Hawarden for scrapping 28 May 1945. Replica painted on original skin from Halifax NA337, donated to Royal Western Aviation Museum, Winnipeg, March 2009, to honor Winnipeg born nose artist Thomas E. Dunn.

No. 62 [RCAF] Base, East Moor, Yorkshire, England



Sgt. Thomas E. Dunn arrived at No. 62 RCAF Base East Moor, Yorkshire, on 16 September 1943 and departed in July 1945. In those twenty-two months, he painted hundreds of RCAF signs, and decorated twelve Halifax aircraft with thirteen different nose art images. RCAF #62 Base officially closed on 15 May 1945, and this was the last issue #9 of the newsletter "Plane Facts."



No. 9—May 23rd, 1945.

EAST MOOR

PRICE 2d

The last issue header of No. 432 and No. 415 Newsletter at East Moor, 23 May 1945.

The final entry for RCAF Station East Moor, Yorkshire, England, Headquarters Operations Record Book, 31 October 1945.

OPERATIONS RECORD BOOK

R.C.A.F. STATION, EASTMOOR.

of (Unit or Formation)

OCT. 31

1

Summary of Events

SECRET.

Today is the last day of the existence of East Moor as a R.C.A.F. Station. The work of turning over the Station to the R.A.F. has run very smoothly, due to the fine co-operation and hard work of all those involved. With all R.C.A.F. personnel posted to Tholthorpe it is not without regret that we see the Station folding, as we think back to the fine times we have had here that will never come again.

~~all day~~

The month of October ran very very shortly summarized as a month which started off at a very slow gait, the only activity being the gradual disposal of personnel, and ending up in a flurry of activity involving the transfer of the Station to the R.A.F. from 54 O.T.U. No. 12 Fighter Group.

With the closing down of R.C.A.F. Station, East Moor, we look back over its 2 years and 8 months of existence with a great pride over its splendid achievements and the decisive part taken as a component of the great bomber force that finally brought our European enemies to their knees. Although it was years of intensive work and great anxieties, nevertheless, we take back home with us many happy memories of the good times had, not only in our station activities and entertainments, but also the favoured sport of "pubbing". Such names as "Laura's", "The Rose and Crown" and the "Mucky Duck" will live in our memories for years to come. Others went further afield to the "locals" at Stillington, Stronall, Huby, and Harbydy. And so the English pub became a part of our existence, providing a means to pass a pleasant evening and to blow off much pent-up steam.


But, on the more serious side, the R.C.A.F. moved into East Moor at a time when every human means was being utilized to repel the Nazi Luftwaffe and to bomb their factories and communications out of existence. Taken over from the R.A.F. on April 1st, 1943, under No. 6 R.C.A.F. Group, with W/C J.A.P. Owen (RAF 33066) in command, the station was composed of No. 429 Squadron, flying Wellingtons, and No. 4251 A.A. Flight. The first operational sortie took place on April 4th, 1943, with Kiel as the objective. From then on East Moor took its place among the Bomber Command units which played such an important role in the final collapse of Germany and her European allies. East Moor has since provided the base for three R.C.A.F. squadrons as well as thousands of airmen from cross-sections of the world. On April 5th, 1943, No. 4251 A.A. Flight was moved to Littlehampton and were replaced on April 6th, 1943, by No. 4313 A.A. Flight from Parashara. At the end of the first month of operation, we find that the total station strength stood at 1141, comprised of 50 Officers, 153 N.C.O.s and 938 Other Ranks. May 23rd, 1943, saw the arrival of initial personnel on the newly-formed 1679 Heavy Conversion Unit from Dishforth with the nucleus arriving June 2nd, 1943. On June 1st, 1943, W/C J.L. Savard (C:1664) assumed command of 429 Squadron vice W/C J.A.P. Owen who was posted to S.H.V. supernumerary and on June 4th, 1943, W/C Savard took over Station Commander duties with the posting of W/C Owen to 3 A.F.U. Bobbington, and then on June 18th, 1943, G/C H.N. Carswellen (C:148) assumed command of the station. June 29th, 1943, saw the disbandment of No. 4313 A.A. Flight and personnel posted to various units throughout the country and No. 2799 R.A.F. Regiment replacing them.

After 4 months of intensive operations against the enemy, the station became non-operational for a period of 5 weeks with No. 429 Squadron moving to Leeming on August 12th, 1943, until No. 432 Squadron moved in from Sipton-on-Swale September 18th, 1943, under the

Command of W/C W.A. McKay (J.15175). The official conversion from Wellingtons to Lancasters took place November 26th, 1943, with the initial operation over Berlin, and on December 13th, 1943, No.1679 Conversion Unit bid farewell to East Moor on moving to Wombleson. They returned again, however, on January 15th, 1944, with No.1666 Conversion Unit when runways at Wombleson became unserviceable but again departed for Wombleson on January 30th, 1944. February, 1944, brought a few more changes to the station, including conversion from Lancasters to Halifaxes on the 8th and another change in station commanders on the 10th with G/C J.E. Fauquier, D.S.O., D.F.C. (C.1399) taking over from G/C Caracallen on the latter's repatriation to Canada. On March 29th, 1944, station commander duties again changed with the posting of G/C Fauquier to No.6 Group and replacement by G/C G.L. Wurtale (RAF.37220) from 62 Base Linton and again on April 12th, 1944, with G/C H.H.C. Rutledge (C.149) taking over from G/C Wurtale.

From their initial sortie over Hanover on September 22nd, 1943, No.432 Squadron deserves a great deal of credit for the "softening up" of the enemy which brought about the opening of the 2nd Front on June 6th, 1944, during which show they were right in there with a 20-aircraft effort on Coutance and continued to pull their weight with a maximum effort and without scarcely any respite until Germany's final defeat on May 7th, 1945. However, we are getting ahead of ourselves, so to go back to where we left off, on July 18th, 1944, No.432 Squadron was provided with a sparring partner in the form of No.415 Squadron who threw in their lot on July 28th, 1944, on a combined raid on Hamburg which began a fine record of intensive and successful sorties over enemy territory. On October 14th, 1944, station commanders changed again with G/C R.A. McLernon, D.F.C. (C.1637) replacing G/C H.H.C. Rutledge who was posted to Dalton. In the meantime, the two Squadrons were building up a fine record of successful day and night sorties over enemy-occupied territory which was finally terminated on May 7th, 1945, with the announcement of the cessation of hostilities in Europe. And so ended the splendid operational activities of these two famous squadrons, commonly known as the "Leaside" and "Swordfish" squadrons, who contributed so much to the final victory in Europe. Credit, too, must be given to the fine work and co-operation of the ground staffs without whom final success could not have been achieved. East Moor has indeed been very fortunate in having as fine squadrons as 429, 432 and 415 and also a ground staff who so fully co-operated and put their maximum efforts into their job. With the squadrons being officially disbanded on May 15th, 1945, East Moor settled down to its non-operational status and assumed the role of a holding unit, although it has never been officially designated as such.

June 1st, 1945, brought another change in command with W/C F.W. Ball (C.841) former 415 Squadron O.C., taking over from G/C R.A. McLernon and June also brought the beginning of large-scale movements of personnel with 120 aircrew posted to Middleton St. George and 110 groundcrew moving out for repatriation June 20, 21 and 22. From then on there was a continuous flow of personnel, both aircrew and groundcrew to and from. Station Commanders changed again on July 28th, 1945, W/C W.F. McKinnon (C.8412) relieving W/C F.W. Ball for repatriation. No further change was effected until September 3rd, 1945, when W/C J.F. Clark, D.F.C., was posted in to assume command from W/C W.F. McKinnon. W/C Clark remained until the bitter end when the station was turned over to No.54 O.T.U. from No.12 Fighter Group. And so ends the history of R.C.A.F. Station, East Moor, whose personnel and bomber squadrons have played such an important role in the final victory over Germany and her allies.


(G.H. McMAHON) S/L
-for Officer Commanding
R.C.A.F. EAST MOOR.

Psychologists can tell you that many young RCAF airmen in WWII needed to trust, and even have an affection for the large Halifax bombers they climbed into night after night and departed for war. They knew they were out-gunned, overloaded with volatile fuel and explosives, yet somehow they hoped their personalized nose art would give them that little edge to defy the odds and cheat death in the dark, freezing, skies over Europe.

Tom painted nose art images which provided the wartime RCAF morale builder and today he is totally forgotten, by the RCAF Association, our Air Force Historians, and sadly the War Museum in Ottawa, Canada. The largest original RCAF Halifax nose art in the world hangs in the Canadian War Museum in Ottawa, Canada, yet there is not one word to explain the reason for these World War Two aircraft paintings, or the forgotten artist who painted this panel called WILLIE "The Wolf." It's very simple, Tom only painted what the aircrew asked for, and it was their way of boosting morale in a terrible war, where hundreds of young airmen were killed each night for Canada. Tom painted nude ladies which were frivolous, but they were never anti-social, or offensive towards the female sex or any other group, other than Germans. In the past fifty plus years, I have made a serious effort to document, repaint, and preserve the history of our WWII RCAF aircraft nose artist. I still can't find one Canadian museum which will display the history of nose art or the men who painted WWII aircraft. Please, do not apply today's sexual attitudes to the young airmen who flew and died for Canada from 1939 to 1945.



Tom painted the largest, and most impressive original surviving Halifax RCAF WWII nose art in the world, but no body knows. Please Ottawa, don't be ashamed to show and tell the truth, that's what these young Canadians died for.

In 1990, I ask Tom which painting was his favorite Halifax nose art and he replied "Moonlight Mermaid." One year later a package arrived by mail, inside was a little nude lady, painted on WWII RCAF original Avro Anson aircraft skin, by a 79-year-old-nose artist.

