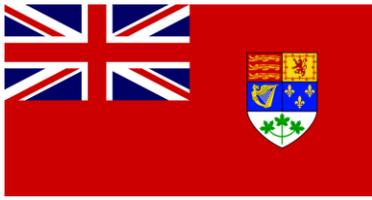


## A Prairie Boy's War – Saskatchewan – 1940 to 1946



During the Second World War – from 1942 to 1946, I received RCAF training at school in Regina on two days every week, as part of the High School Curriculum; In addition, I received training at No. 2 Initial Training School (ITS) Regina; and to a limited degree, experienced the life of an airman in training on an Elementary Flying Training School at No. 23 (EFTS) Yorkton; a Service Flying Training School No. 7 (SFTS) Fort McLeod; and a Bombing & Gunnery School No. 2 (BGS) Mossbank, SK.

On several occasions in early 1945 I watched Hawker 'Hurricane' fighter aircraft take off and climb to 20 or 25 thousand feet – with spiraling contrails in a clear blue sky over Moose Jaw, SK – attempting to intercept Japanese bomb carrying aircraft.

Just before Victory in Europe Day in early May of 1945 – I watched low-level, high-speed aerial demonstrations over Regina and Moose Jaw, by the Crew of De Havilland DH-98 'Mosquito' - *F for Freddy*, just a day or two before that aircraft was tragically destroyed at Calgary.

A few months after the War had ended, the RCAF awarded me an Air Cadet *Flying Training Scholarship*, and I learned to fly a DH-82C 'Tiger Moth' and became a Pilot.

All this happened from 1942 to 1946 – I was thirteen to seventeen years of age.

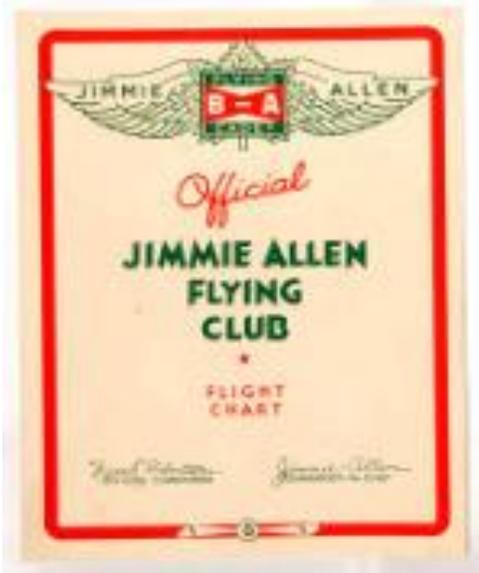
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William J. Cameron  
Okotoks, AB  
September 19<sup>th</sup>, 2013

I was born in, and lived for my first twelve years in the small, southwestern Saskatchewan village of Mankota (population 300) – about 150 miles southwest of Moose Jaw. My Mother and Father operated a fairly successful General Store in the Village throughout the ten years of drought and depression in the 1930's – and my Dad was the local Postmaster and Justice of Peace.

During the late 1930's – when I was 10 and 11 years old - I was enthralled by a 15 minute radio program - broadcast from CKCK Regina three days a week – about an intrepid 16 year old aspiring pilot called – *Jimmie Allen*. The program was sponsored by the British American Oil company. (*B-A all the way.!*)

*Jimmie Allen Flying Club Chart*



*Jimmie Allen flying model 'Skokie' – for Canadian Contests*



To popularize the program, local B-A Gas Service Station operators one year gave away a few cardboard -aircraft instrument panels. One of these simple panels was installed in an 'orange crate' airplane that I built at Mankota in 1939, when I was ten years old..



My imagination knew no bounds of speed or altitude as I 'flew' that airplane.

*Bill Cameron & airplane. Mankota 1938*

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Shortly after the start of the British Commonwealth Air Training Plan, No. 3 Air Observer School, Regina – opened on September 16<sup>th</sup>, 1940 – and during the winter of 1940/41, and on through all of 1941 – there were frequent flights



overhead Mankota of Avro 'Anson' Mk.I aircraft. These were exciting times for everyone, but especially school children – and when the sounds of the heavy aircraft were detected, the schools emptied out to see the big airplane.

The 'Anson's' flew very low along the CPR tracks and the row of five grain

elevators – and then climbed away to the northeast, heading back to No. 3 AOS Regina. Mankota was at the end of a CPR branch rail line, and once the 'Anson' crew had read the name on the Pool elevator they could locate the village on their topographic maps – and plot a course back home.

All of us in the Village of course thought that the 'Anson' crews were giving us an 'air show' – and it brought the fact that we were at now war much closer to all of us in that small community. It was perhaps best that we didn't know that the crews were actually on a navigation exercise – and were lost.



Mankota Grain Elevators – 1940. (D. Van Gallen)

By the spring of 1940, nearly 10 years of depression and drought in Saskatchewan was coming to an end. During those ten years my Dad had had extended a great deal of credit in the General Store to many farmers and ranchers in that area.

When the rains came back in 1940, farming and ranching began to recover; Dad bought a one ton Dodge truck, and collected calves, pigs, sheep from farms and ranches as *barter* – payments on outstanding debt; and then made a number of trips to abattoirs in Moose Jaw with livestock. I often went with him.

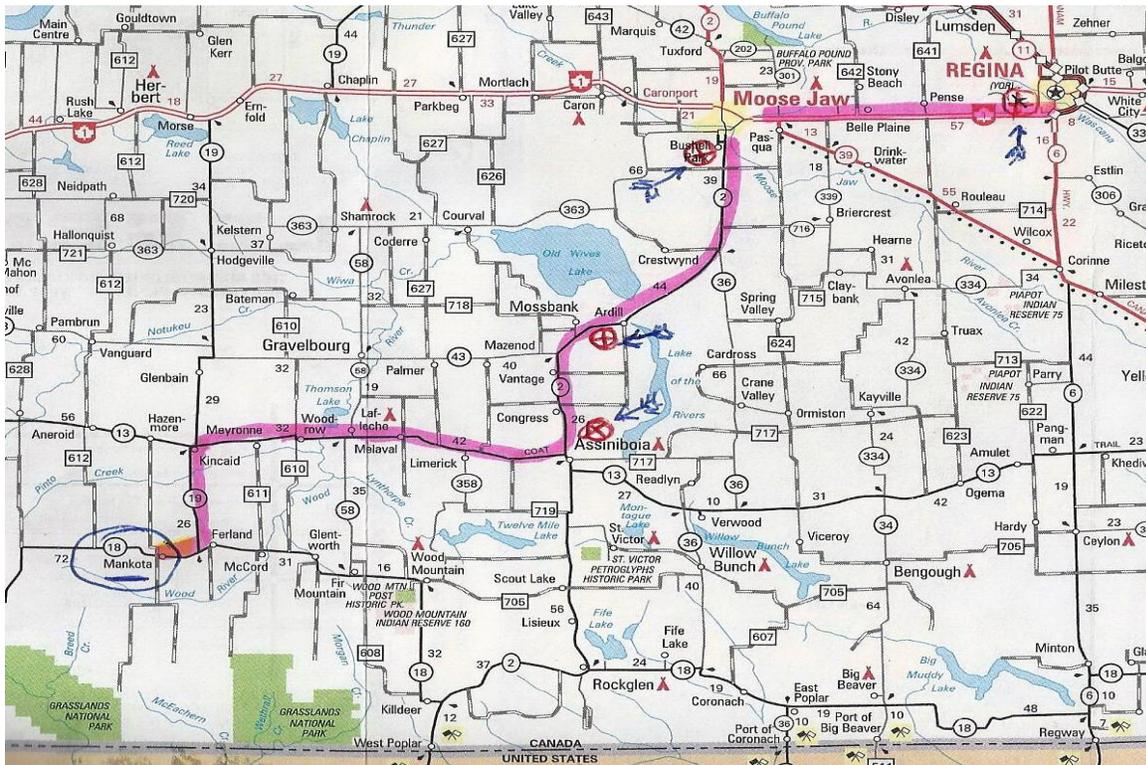


After cleaning the truck, Dad then loaded boxes of groceries from warehouses in Moose Jaw, to bring back to the General Store in Mankota; thereby saving some costs of rail transport.

The start of the British Commonwealth Air

Training Plan in Canada, meant a great deal of rapid construction activity – all across the Province of Saskatchewan – building Air fields for more than fourteen different BCATP Flying Training Schools.

On those trips to Moose Jaw and back in 1940 and 1941, the route that we travelled went quite near the towns of Assiniboia and Mossbank, and into Moose Jaw City – where new air bases were springing up miraculously out of the dry, barren Saskatchewan prairie.



Construction of No. 2 Bombing and Gunnery School at Mossbank SK began in early 1940, and the Base opened in October 1940.

The runway system was single set of triangular runways.

The trips that I took with my Dad from Mankota to Moose Jaw and Regina in 1940 and 1941 always required a short stop on the highway near the Mossbank air base, to watch the different aircraft types that were flown at No 2. BGS: Fairey 'Battles', Westland 'Lysanders' – some of those aircraft were painted black and yellow, and used as 'Target Tugs'.



a

No. 2 BGS Mossbank, SK - March 6, 1941  
- Aerial view - (Courtesy G. Elmer)



Westland 'Lysander'  
Aircraft No. 2314  
No. 5 BGS - Lethbridge, AB  
1942

15/08/2007



Fairey 'Battle' - (Target Tug)  
Aircraft No. 1898  
No. 5 BGS, Dafoe, SK  
1942

15/08/2007



Avro 'Anson' Mk.I  
Aircraft No. N4967  
No. 31 BG Picton, ON - 1942



Bristol 'Bolingbroke'  
Aircraft No. 9160  
No. 2 BGS, Mossbank, SK  
1943

15/08/2007

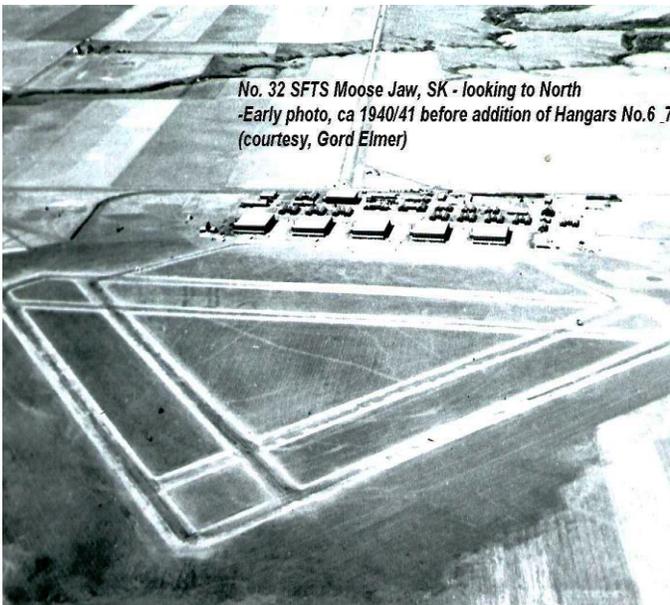
Other aircraft types that were used for bombing and air gunnery practice were the Avro 'Anson' Mk.I, and most interesting of all – the Bristol 'Bolingbroke'.

The '*Bolingbroke*' was a Canadian built version of the Bristol '*Blenheim*' – a very fast, RAF operational *light-bomber* that had seen action in the Battle of France in 1940, and was a front-line bomber at the beginning of the War.

No. 2 Bombing and Gunnery School, Mossbank opened on October 5<sup>th</sup>, 1940, and was a very active airfield. On a number of occasions – in particular when our family made a trip to the City by car – we stopped to pick up hitch-hiking airmen from the Base. That was an exciting time, as many of those airmen were from exotic places like New Zealand, Australia, and even Rhodesia.

The other BCATP airfield that was quite near the highway on our trips to the city was No. 32 SFTS Moose Jaw (A Royal Air Force Base). The Base opened on December 9<sup>th</sup>, 1940, and by early 1941 the Flying Training was operating at full speed.

We always stopped for a short while to watch North American "*Harvard*" aircraft, landing and taking-off at No. 32 main airfield, and at R.1 Relief Field Buttress, that was right beside No. 2 Highway - just 6 miles south of the air base.



North American '*Harvard*' – Advanced training aircraft.

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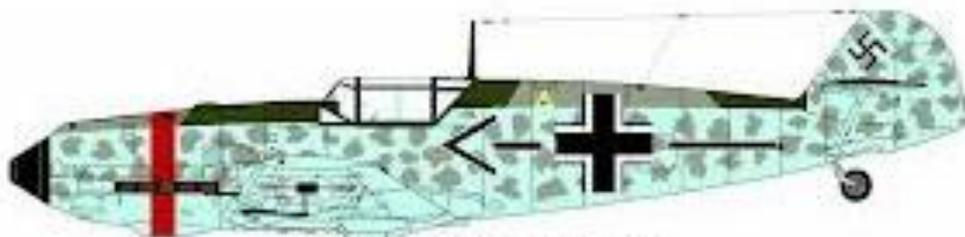
My maternal grandparents lived on a farm four miles south of Regina Airport – right along Highway No. 1 – and on summer visits there during the late 1930's - before the War began - my Dad, or one of my Uncles often took me to watch the aircraft landing and taking off at the airport – sometimes even the Lockheed 10A's of TCA, or Beechcraft 18's of Prairie Airways. I was captivated by aviation.

During one family visit to my Middleton grandparents, in October 1941 – just before he was mobilized for Active Service – Dad took me to a display that had been set-up in a store in down-town Regina. The display was organized by the ‘Queen’s Canadian Fund for Air Raid Victims’- and displayed the “Iron Duke” Tea Car Number 239 - a vehicle that had been used to provide refreshments for citizens of London during the 1940 ‘Battle of Britain’ and Blitz.



“Battle of Britain” booklet – Regina, SK – October, 1941 (half-size cover)

But what was even more exciting for me, was the display of the fuselage of a Messerschmitt Me-109 that had been shot down over England. There were no engine, wings or propeller – just the fuselage and tail surfaces. I will always remember the unusual smell of the fuel, oil, paint in the inside of the cockpit – and the German instrument panel.



MESSERSCHMITT Me-109E-3

Stab, Jagdgeschwader 53, Luftwaffe  
Theville-Maupertus (Cherbourg-Oct), France  
August 1940

From 1928, my Father had been a member of a Canadian Army - Reserve Field Artillery Battery, that was based in the town of Aneroid, SK – about 25 miles north of Mankota. Dad was the Battery Quarter-Master Sergeant. The Battery was mobilized for active service in November, 1941 – and Dad went off to Regina, where the Battery was re-formed for further training, before being sent overseas with the 2<sup>nd</sup> Canadian Army Division.

To Dad's disappointment (but mother's great joy) he was denied overseas duty due being over age for Active Duty (54), – and was re-assigned to the South Saskatchewan Regiment, Military District HQ Stores in Regina – as a Quarter Master Sergeant of the 2<sup>nd</sup> Battalion, SSR.



*'A' Company of Royal Canadian Artillery 60<sup>th</sup> Field Battery (Reserve) – Aneroid, SK – 1931  
Wallace J. Cameron – (my father) - Quarter-Master Sergeant – middle row, third from right.  
Kenneth E. Cameron (my uncle) – Battery Sergeant-Major – middle row, sixth from left.*

By May of 1942, Dad realized that he would be based in Regina for the duration of the war, so my parents arranged for oversight management of the Mankota Store and Post Office, and at the end of that school year, our family moved to Regina.

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Travelling by car from Mankota to Regina on August 20<sup>th</sup>, 1942 – we listened to the noon CBC radio news, with announcer *Lorne Greene* – telling of the British Army raid on Dieppe, France – on August 19<sup>th</sup>. One of the units involved in that Raid was the South Saskatchewan Infantry Regiment.

Lieutenant Colonel Charles Merritt, C.O. of the SSR, was awarded the Victoria Cross for his actions during that first Command-type Allied raid into Europe.

On our arrival in Moose Jaw, We stopped at the old Rosedale Airport at the west side of the city; a turf field. Dad bought tickets for my brother Gordon and me, for a Prairie Airways, Beechcraft S-18D flight to Regina (20 minutes).



Mom & Dad and my sister drove on to Regina by car, and picked up Gordon and me at the Regina Airport Terminal. That was my first ever airplane ride.



Beechcraft S-18D CF-BKO - 2005  
Staggerwing Museum, Tullahoma TN  
(Prairie Airways Ltd. 1940 colours)

*Beechcraft S-18D – CF-BKO  
Prairie Airways colour scheme.*

Prairie Airways had initiated daily service from Regina to Moose Jaw, Saskatoon, Prince Albert, North Battleford in 1938. In July of 1942, one month after our flight to Regina –Prairie Airways became part of the new Canadian Pacific Air Lines, Ltd.

Regina – at the age of 13 years; and became a member of No. 34 Squadron, Air Cadets Canada.

In September 1942, I entered Grade 9 at Scott Collegiate,

*Scott Collegiate – Regina, SK.*

In the early 1940's all the male High School Students in Regina were required to participate in one of the school-based Cadet units; Navy, Air Force and Army.

Air Cadets was a popular choice – but most boys were assigned to the Army Cadet unit.



During the School Year from September 1942 to June 1943, Cadets wore uniforms to school on Tuesdays and Thursdays each week, and one-and-a-half hours on each of those days were devoted to some form of military training – foot drill, aircraft recognition, signaling, etc.



Bill Cameron - 1943  
No.34 Squadron  
Air Cadets Canada  
Regina, SK

The High School curriculum was revised to give *credits* towards Junior or Senior Matriculation, for all boys participating in the Cadet Training Program.

During ‘Cadet’ Instruction periods at School, the girls were given instruction in knitting, cooking, and other domestic skills – as well as First Aid. *Credits* were given under the category “Home Economics”.

Teachers at Scott Collegiate were commissioned as RCAF temporary officers, and were the Training Instructors for Air Cadets during school hours on those two days each week.

The population of Scott Collegiate in the early 1940’s – before a post-war addition to the school building – averaged around 475 students, and 24 teachers



No. 34 Squadron, Air Cadets Canada - Scott Collegiate, Regina - Officers

*P.F. Winters - Mr. Glover - Mr. Nealy - Mr. Reid –Principal - Mr. Adair - Mr. Walker*  
*Mr. Winters was commissioned as a Flight Lieutenant, and was the C.O. of No. 34 Squadron.*  
*The other teachers were commissioned as Flying Officers.*

In 1942 the war was going badly for the British & the Commonwealth – Hitler’s Nazi forces controlled nearly all of Europe, and Japanese Armies had over-run Singapore, Malaysia, Hong Kong – all the outposts of the British Empire in Asia had been lost; and the Philippines, a U.S.A. Protectorate was gone as well. Those were bleak and uncertain years for everyone in Great Britain, Canada and the U.S.A.

Air Cadets were enlisted in the Regina District Civil Defence corps. Each Cadet was assigned several city blocks to monitor, in the area in which they lived. No training was given, but Cadets were instructed to patrol their area if Air Raid Sirens were activated; and if at night - to warn residents to turn off all lights.

Quixotic as it now seems 70 years later; the Civil Defence Corps in Regina was taken fairly seriously – as in early 1942 it was not inconceivable that the War might possibly come to Canada if Great Britain should fall.



There was also great uncertainty about the possibility of Japanese air raids or troop landings on Canada’s west coast. The Japanese had - after all, caused great damage to the U.S.A. Navy at Pearl Harbour, in Hawaii – and might be capable of even more air raids on the North American mainland. In 1945 – at the end of the War with Japan - a *Certificate of Service* was given to the Air Cadets that had participated in the Regina Civil Defence Force.

In July of 1943, eighteen Air Cadets and one Officer from No. 34 Sqdn. Air Cadets Canada (Scott Collegiate Regina) were assigned for a two-week summer camp at No. 2 BGS, Mossbank, SK. The School was operating at full speed that summer – with many aircraft in the air every day.

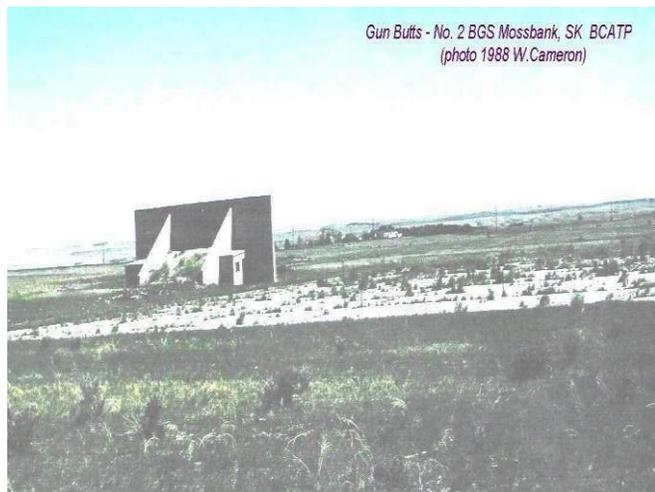
On a number of trips from our previous home of Mankota, to Moose Jaw and Regina through the summer of 1940, I had watched the construction of the Air Base near Mossbank – and on one occasion, Dad drove our car onto the base while construction was still in progress (before RCAF security was in place).

In July of 1943, No. 2 BGS was operating at full capacity. The presence of a group of Air Cadets was perhaps a bit of a distraction to the RCAF personnel, but we did have instruction at the gun butts – firing .303 rifles (we were not allowed to touch the Lewis machine guns). Every Cadet was given some instruction in the Bombing Simulator with the Mark.II bombsight, with its rods and beads. There was of course lots of foot drill, and aircraft recognition training

*Remains of Gun Butts – No. 2 BGS Mossbank, SK. (1988)*

There were several different aircraft types operating at No. 2 BGS in 1943. A number of Fairey 'Battle' – single engine, light bombers – had been sent from England for the BCATP Training program. Some of the 'Battles' had seen action in France in May of 1940.

*(Note the 'W' RAF code still on the aircraft below).*



*Gun Butts - No. 2 BGS Mossbank, SK BCATP  
(photo 1988 W.Cameron)*



**Fairey 'Battle' No. 1934  
(former RAF P2312).**

To Canada for use at Bombing & Gunnery Schools of the BCATP in 1941.

Although every Air Cadet hoped to have a 'flight' on

one of the aircraft at No. 2 BGS; the only Cadets that were lucky enough to get a short trip in an Avro 'Anson' Mk.I, were the Senior Cadet NCO'S – the WO2, Flight Sergeants, and Sergeants. But to our great disappointment, none of us ordinary Cadets were allowed to take a flight in any of the Station aircraft. A good reason to work hard towards a promotion..!

One of the delights of that two-week camp at No. 2 BGS Mossbank in July of 1943, was the presence of a fairly large, indoor swimming pool on the Base. We were told that No. 2 BGS was the only BCATP Base with that type of facility, and the Air Cadets made good use of the pool on those hot summer days of 1943.



In late 1940, as the airfield and buildings were being constructed – the RCAF discovered that the water from wells drilled in the vicinity, was very heavily mineralized (mainly Sodium Sulphate): totally unfit for human consumption.

That was not surprising, as the reason the air base had been located in that area was the existence - just a few miles to the north, of a very large lake (at that time called 'Johnston' Lake') that received run-off water from a few small rivers. Unfortunately, the lake was in the middle of a depression called the "Missouri Couteau", and there was no out-flow from the lake. The salt minerals had been accumulating in the lake for centuries, and the '*water table*' for miles around was compromised as well. (That lake is now called 'Old Wive's Lake').

(See the map on Page 4. above)

Johnston Lake provided a very large, uninhabited area for aerial gunnery firing, and targets were placed on the dry lake bottom for bombing practice.

Fortunately, the building contractors found a source of fresh, non-mineralized water about 12 miles to the south-east of the airfield, and constructed a wooden pipe-line to bring the water to the Base.

However, the pipe-line was not large enough to carry a great deal of water, in the event of a fire emergency at the Air Bases. The RCAF approved the construction of the indoor (to prevent freezing in frigid winter temperatures) Swimming Pool, to be an adequate source of emergency fire-fighting water.

We were surprised that summer, to note the presence of a number of women and children, who had been invited as RCAF guests at the Air Base swimming pool. Many of the married 'ground-staff' airmen had located their families in or near Mossbank village while they were posted at No. 2 BGS.

Being on that operating air base in July 1943, was an incredible experience. I was 14 years old, and I grew up a lot that summer.

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The School year at Scott Collegiate 1943 to June 1944 continued the same, twice a week Air Cadet training as part of the School Curriculum. Cadets received credits for this instruction, just the same as for all other subjects.

During the School year 1943/1944, Cadets from No. 34 Squadron - as well as from the Squadrons at the other city High Schools – were given additional training on two nights a week, at the facilities of No. 2 Initial Training School – based in the former Regina College and Regina Normal School. The flow of 'air crew' trainees through the BCATP System had begun to slow a bit, and there was evening time available at the ITS for Air Cadet instruction.



*No. 2 Initial  
Training School –  
Regina, SK – 1943  
(former Regina  
College)*

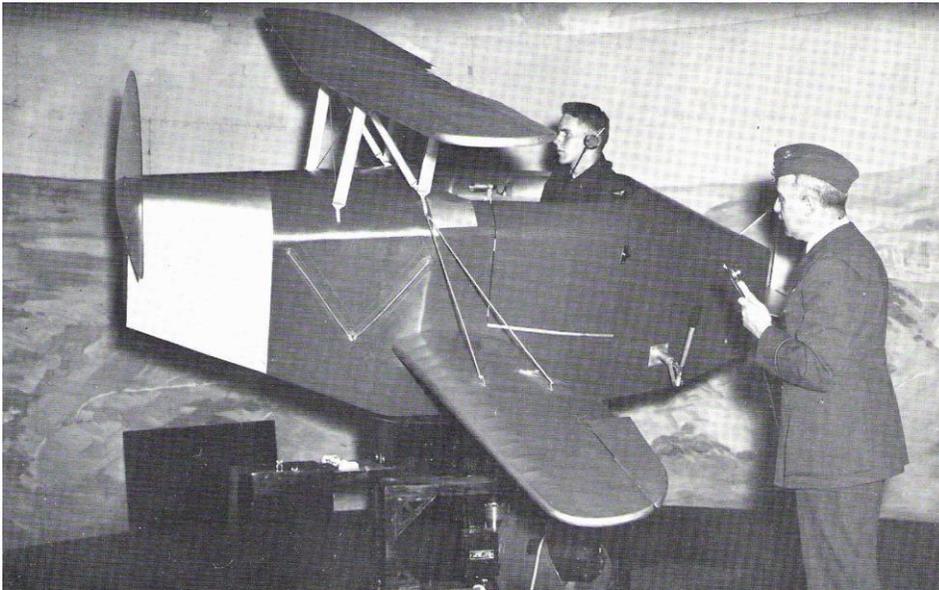
Each Cadet attending No. 2 ITS instruction classes was given a large blue textbook – called “The Service Aircrew” that covered all the following subjects:

**No. 2 ITS Curriculum – from CAP-12 Publication for Air Crew.**

- Aircraft Recognition
- Navigation
- Meteorology
- Signaling
- Theory of Flight
- Mathematics
- Aero Engines
- Armament

A large ‘Drill Hall’ had been erected on the grounds of the College, and cadets were really put through some rigorous foot drills there by NCO’s of the RCAF.

Other training included more advanced signaling instruction, – as well as instruction in meteorology, theory of flight, navigation, and aircraft recognition – where we frequently saw photos of the latest Allied and Enemy aircraft types.



The most popular cadet instruction at No. 2 ITS was the Link Trainer simulators; that were available for cadet use during the evening hours, when the AF trainees were off duty. Over the winter of 1943/1944 I was able to ‘fly’ a Link Trainer almost every week at No. 2 ITS – for an estimated total time

of 12 or 14 hours.

*Link Trainer instruction – No. 2 ITS Regina, SK - 1944*

At No. 2 ITS in 1943, every Air Cadet received a personal copy of the Course Instruction Manual that was given to RCAF Air Crew Trainees – CAP 12. The Manual included Theory of Flight, Aero Engines, Air Frame mechanics, Meteorology, Navigation, Mathematics, and Signaling. On almost every page, there was a photo or a caricature of an enemy or allied airplane – for Aircraft Recognition.

In July of 1944, just after I had completed Grade 10 at Scott Collegiate, No. 34 Squadron Air Cadets were assigned to a two-week summer camp at No. 7 Service Flying Training School, Fort McLeod, AB.

To my delight, just before leaving for camp at No. 7 SFTS – I was promoted to the rank of Corporal. I was 15 years old, and I had worked very hard during the past school year - and at No. 2 ITS - on the Air Cadet Training curriculum, so the promotion was a welcome reward.. I was now an N.C.O.



A group of 20 or 25 Air Cadets, and one Officer of No. 34 Squadron travelled overnight on a CPR Main line train, from Regina to Medicine Hat; changing to a CPR 'local' train early in the morning.

CPR Engine D-10g No. 897



As we travelled west from Medicine Hat, and approaching Lethbridge - we were surprised to see many well-tanned, blond young men working in the sugar beet fields – and happily waving to us as the train passed by. The Trainmen informed us that these were German Prisoners of War.

*German POW - Soccer Team – Camp 133 Lethbridge, AB - 1944*

There were 10,000 POW's in Lethbridge Internment Camp #133. Most of the Germans had been captured in the Battle of North Africa in 1942. The POW's were paid \$2.50 per day by the local farmers, for their work in Sugar Beet fields.

As the train left Lethbridge CPR Station, and began to travel over the 'High Level' Bridge west of the city – the Air Cadets discovered that Coca Cola bottles could be thrown out the train window, and aimed at targets in the valley below - we watched the trajectory of the bottles as they fell to the ground below.

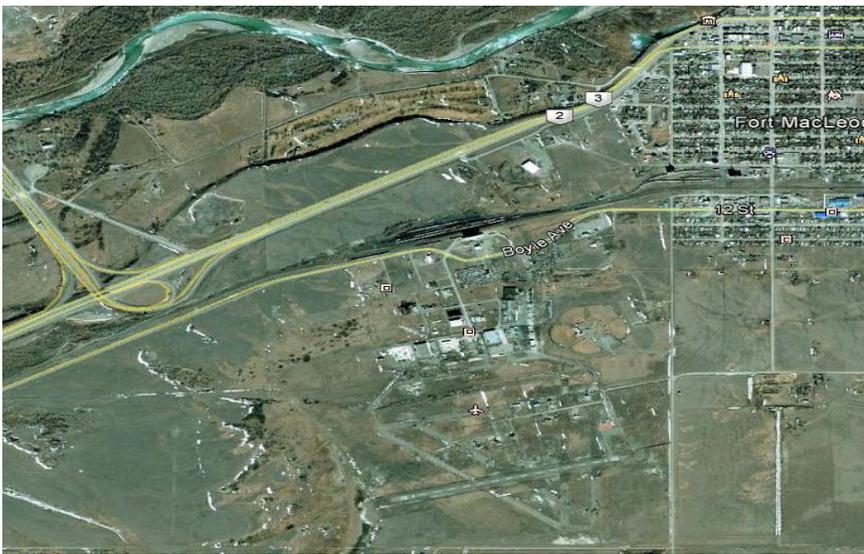


*CPR High Level Bridge, Lethbridge, AB*

The experience was confirmation of the principles of aerial bombing that we had been taught at No. 2 Bombing & Gunnery School in the summer of 1943. *“an object dropped from a height; from a moving aircraft, will fall in a parabolic trajectory. –*

The Mark II Bomb Sight we were shown at Mossbank had setting adjustments for the variables in height above ground and speed of the aircraft. We Air Cadets were fantasizing that we were dropping bombs on Berlin or Frankfurt, Germany.!

After that rather exciting train trip, the No. 34 Squadron Air Cadets arrived at Fort



McLeod in the early afternoon – and were taken by RCAF bus to No. 7 Service Flying Training School – just outside the town.

#### **No. 7 SFTS**

**The outline of the double runway system is still visible.**

**The longer runway that cuts across is a post war addition.**

**The town of Fort McLeod is at**

**the upper right of the Google Earth photo .**

In July of 1944 the pilot training activity at No. 7 SFTS had slowed quite considerably. The Invasion of Europe – D-Day, had taken place just a month earlier, and there was a general expectation in Canada that the fall of the Nazi forces was imminent. There was a much reduced need for trained pilots, and No. 7 SFTS was actually closed a few months later - on November 17<sup>th</sup>, 1944.

As a result, the RCAF provided a number of opportunities for the Air Cadets to be given *familiarization* flights in the Avro Anson Mk.II aircraft at the Base. On one occasion I won a contest for 'The Best Made Bed', and was taken on a flight from Fort McLeod to No. 19 SFTS Vulcan, AB. On the return flight the Instructor Pilot did a 'touch-and-go' landing at the R-1 Relief Field at Granum, AB – about 8 miles north of the Fort McLeod base.



On that flight, I sat in the right hand seat in the cockpit, and for a few minutes held the control column of the aircraft. That was a most exciting flight.

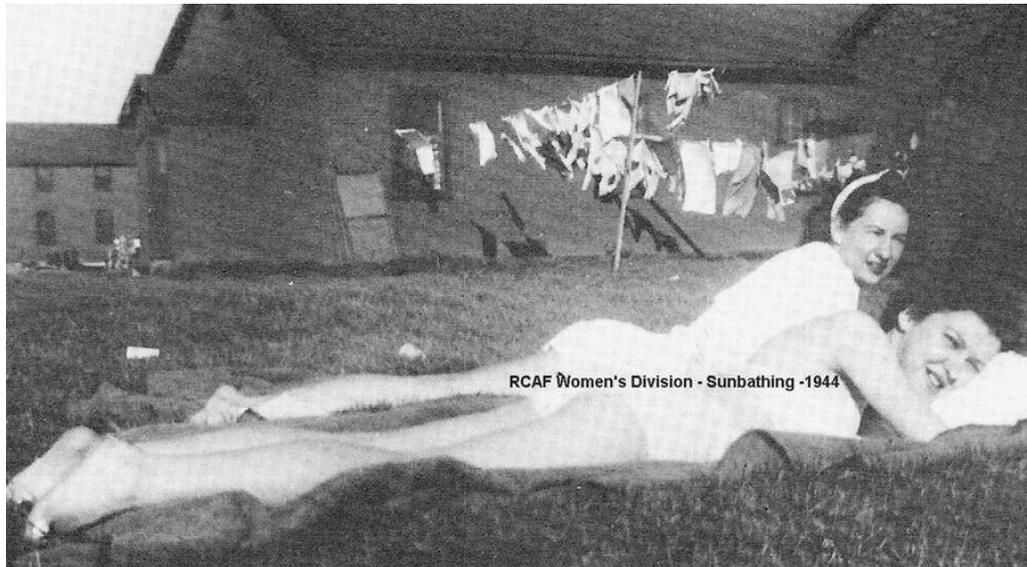
**The hangars and other buildings at No. 7 SFTS were covered with RED shingles – Quite unique, as hangars and buildings at most other BCATP Bases were covered with GREEN shingles.**



**Control Tower No. 7 SFTS – Fort McLeod**

The Air Cadets of No. 34 Squadron were housed in one half of a standard BCATP 'H'-hut. There was a partition in the centre of the connecting cross-over, and the RCAF Women's Division personnel were billeted in the other half of the H-hut barracks block.

Perhaps the RCAF had decided that 15 to 17 year old Air Cadets did not pose a great threat to station morals, but being young males – we did enjoy the occasional glimpse of the sunbathing WD's.



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On my return to Regina from No. 7 SFTS in July of 1944 – I found that my Dad had been posted to Moose Jaw, as the NCO in Charge of the Canadian Army Recruiting Office. Our family rented out our house in Regina, and we moved to Moose Jaw. I entered Grade Eleven at Central Collegiate in Moose Jaw in September 1944, and quickly joined No. 40 Squadron, Air Cadets Canada – a city-wide Squadron that met weekly at the Technical School.

*Sgt. Wallace Cameron – Army Recruiting Office - The Scott Block*

– Main Street Moose Jaw SK -

September 1944

*Central Collegiate – Moose Jaw, SK.*



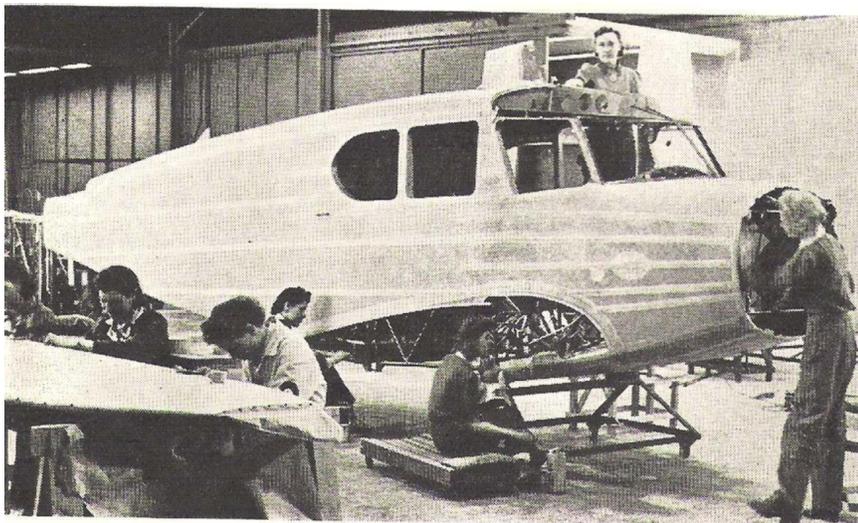
The Air Cadet Training variety was much reduced by September of 1944, as most of the BCATP was quickly winding down.

No. 32 SFTS Moose Jaw - an RAF Base that had operated 'Harvards' in 1941 and 1942, was flying Airspeed Oxfords in 1943 and 1944 – was closed on October 17th 1944.

The expectation that the War in Europe would soon be over was very real in late 1944; although we all knew that the War with Japan would require the Invasion of the Japanese Home Islands – and that was expected to be a hard, bloody battle.



During the winter of 1944/1945, the officers of No. 40 Squadron Air Cadets – arranged for several talks by returning RCAF Air Crew – pilots mostly. The talks they gave were about the aircraft that they had flown; and some of the more exciting events of their time on Operations in Europe.



Cessna 'Crane' - under repair - 1944  
Female workers in fabric and dope shop of repair plant in Moose Jaw operated by Canadian Pacific Air Lines for overhaul and repair of R. C. A. F. equipment.

The Squadron made at least one visit in the autumn of 1944 to the Repair Depot at Rosedale Airport (just west of the city) – where Cessna 'Crane' aircraft were overhauled or restored. The Depot had been opened in 1942 by Prairie Airways, and in 1944 was managed by Canadian Pacific Airlines.

I have a strong memory of the penetrating odour of acetate 'dope' – used on the fabric aircraft surfaces. The smell pervaded the whole building. The Repair Depot was a satellite of No. 10 RD in Calgary, AB.

In January, 1945 I was promoted as a Sergeant in No. 40 Squadron Air Cadets Moose Jaw, SK

This photo shows my brother Gordon in the uniform of the Army Cadets at *William Grayson Elementary School* (he was a Lieutenant); my father – Wallace Cameron, a Sergeant in the Canadian Army – and me, as a Sergeant in Air Cadets Canada.

***'The March of the Cameron Men' –  
Moose Jaw, SK – April 1945***

In April of 1945, the RCAF based one or two Hawker 'Hurricane' fighter aircraft at the airfield that had been the home of No. 32 SFTS, Moose Jaw. All the armour and radio equipment, and all but two wing guns had been removed, to make the airplane as light as possible – so that the 'Hurricane' could climb to 20,000 feet and above.

Earlier in 1945, the Japanese had begun launching hydrogen-filled, paper balloons – that carried incendiary and high explosive bombs – into the little known 'jet stream' from their 'Home Islands', and across the Pacific Ocean to the forests of British Columbia, Oregon and Washington State.

*Hawker 'Hurricane'  
Moose Jaw, SK 1945*



Hawker Hurricane Mk.XII - Moose Jaw, SK, 1945  
-Based at Moose Jaw to intercept Japanese balloons-



Although the Japanese objective appeared to be to create forest fires on the West Coast of North America, and aggravation for Canadian and USA authorities – there was also some concern that the balloons might also carry some form of biological warfare.

As a result, both the USA and Canadian Governments put a total ban on all information about the balloon bomb attacks, but placed fighter aircraft at bases in Alaska and Western Canada – to intercept and shoot down the balloons.

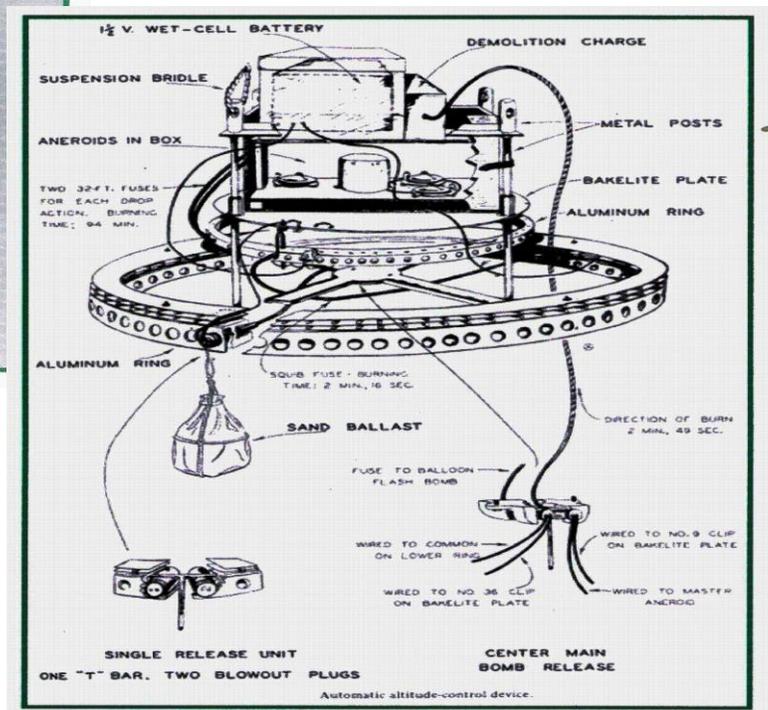
US Army photo A 37180C



On several occasions, during April and May of 1945 – the Air Cadets of No. 40 Squadron, Moose Jaw – were allowed on the Air Base, and watched the 'Hurricane' fighters take-off and climb into a clear sky – leaving curls of vapour trails as the aircraft went above 20,000 feet.

We were never able to witness the destruction of any of the Balloon bombs, but we did learn that several of them had landed in southern Saskatchewan – and one went as far Manitoba.

*Paper, Hydrogen-filled balloon, and the 'chandelier' device that carried Incendiary bombs, bags of sand ballast, barometric release devices – and one High Explosive bomb.*

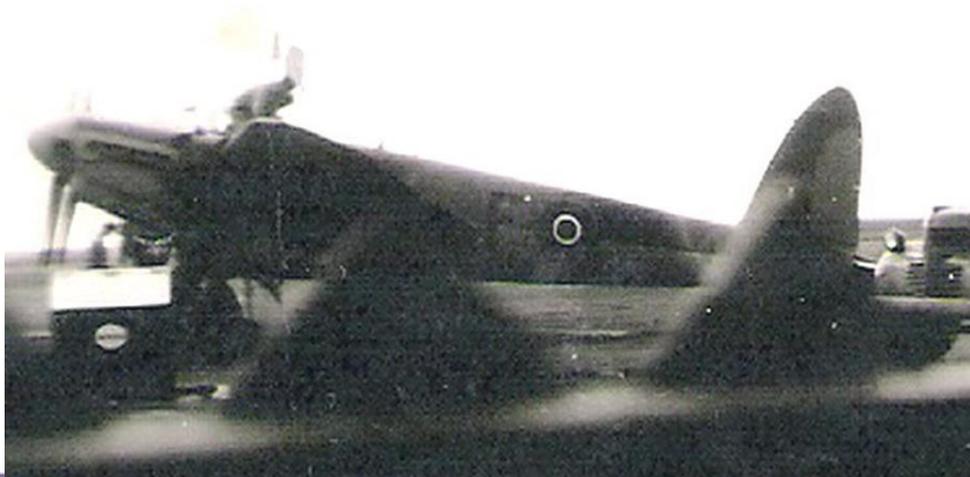


Although the War in Europe was almost at an end in early May of 1945, the Allies were anticipating a very long and hard battle with the Japanese in the Pacific. Plans were being made for the training of RCAF Air Crews for service in the Pacific theatre of War, and Government Bond Drives still continued.

As part of the Fund Raising activity of Bond Sales, the Canadian Government arranged for a 'cross-Canada' tour of an iconic De Havilland 'Mosquito' Fighter-bomber aircraft – coded "F for Freddy". The 'Mosquito' arrived at Regina Airport in early May – and my Dad, my brother Gordon, and I all drove to Regina to see the airplane.

After photographing the 'Mosquito' being refueled at Regina, we watched as the crew performed a low-level, high-speed 'beat-up' of the city. A most amazing sight and sound – as we had never before witnessed an airplane travelling at such a high speed; and the two Rolls-Royce engines produced a powerful noise. The next day, the aircraft flew on to Calgary – and tragic destiny.

REGINA  
1945



MOSQUITO



REGINA 1945

A day or two after the aerial display by the 'Mosquito' – F for Freddy – the War in Europe did come to an end. On May 8<sup>th</sup>, 1945 – the VE Day Parade, with all the military units available – and No. 40 Squadron Air Cadets – marched up Main Street, Moose Jaw – from the CPR Station to the Armoury on the north hill of the city. My Mom took this photo of me – in that Victory Parade.



During the spring and early summer of 1945, the RCAF began ferrying numbers of Consolidated A28-A5 'Canso' flying boats into the Air Base at Moose Jaw – for storage. It's possible the aircraft had originated bases in the Atlantic Provinces, but they may also have been flown from the West Coast as well.

The Air Cadets of No. 40 Squadron were allowed to roam around the now inactive Moose Jaw Air Base, and we delighted in climbing into, and exploring the large 'Canso' airplanes. Fortunately, the guns in the turret/blisters had been removed.



In early August 1945 – No. 40 Squadron, Air Cadets – was assigned to a two-week summer camp at the BCATP base, Yorkton, SK. The base had originally operated as No. 11 SFTS, a twin-engine pilot training school – but that school had closed in October, 1944 - and No. 23 EFTS, with 'Cornell' aircraft - was moved from Davidson, SK to Yorkton in June of 1945. No. 23 EFTS was the last operating BCATP Elementary school – closing on September 15<sup>th</sup>, 1945.



Yorkton Air Base 1941  
– Open House.

No. 23 EFTS was just barely 'ticking over' in August of 1945 – pending the final end of the War in the Pacific - but there were a number of opportunities for Cadet 'Joy Rides', as there were very

few Pilot Trainees in the 'pipeline', and the RCAF Instructors had very little flying training to do. But, those were very sedate flights as no one wanted to take any risks that late in the war – usually just a couple of circuits and bumps.

The two-week camp at No. 23 EFTS was quite different from our experience on BCATP bases in the two previous years – most of the Cadets realized that the War would be over before they were old enough to become RCAF Air Crew, and the activities at Yorkton were mainly athletic competitions – with some signaling, foot drill, and meteorological training as well.

One day, as we were all in line for our noon meal in the Mess Hall – someone ran into the building, shouting - "*The Americans have just dropped a huge bomb on the city of Hiroshima in Japan!*" We soon learned that the device was called an 'Atomic Bomb', and that the *whole city* had been wiped out by the one bomb.



Atomic Bomb on Hiroshima – Aug.6, 1945



Atomic Bomb on Nagasaki – Aug.9, 1945

There was tremendous excitement in that Mess Hall, and everyone wondered *“What kind of bomb did the Americans possess, and what type of aircraft, that could carry such a huge bomb?”* Our only reference of course was the Ten-Ton High Explosive bombs that had been dropped on Germany.

Articles in the Regina ‘Leader-Post’ newspaper the next day attempted to explain the principle of an ‘Atomic’ bomb, but no one really understood the implications of radiation, and such tremendous destructive capability.



Today, when there is wide knowledge about the potential destruction entailed in Nuclear Warfare, it is difficult to imagine the amazement and awe that struck us all in 1945, about the unimaginable power of those first Atomic bombs.

A few days later (on August 9<sup>th</sup>, 1945) - the second Atomic Bomb was dropped on Nagasaki by the USAAF, and by the time the Air Cadet Squadron returned to Moose Jaw, the Second World War was over.

VJ-Day, the end of the War with Japan – was August 15<sup>th</sup>, 1945. I was sixteen and one-half years old.

At the end of the War, in August 1945 – our family moved back to our Regina home – and I entered Grade Twelve at Scott Collegiate in September of 1945 – for my final year of High School. No. 34 Squadron Air Cadets continued to function at Scott Collegiate for the ensuing School year 1945/1946, as many boys were entitled to Cadet Participation credits for their Senior Matriculation. However, membership in the Cadet Corps was now voluntary.

During late August, and on into the first weeks of September 1945, a number of Avro ‘Lancaster’ Mk.X Bombers landed at Regina Airport. Several RCAF Bomber Squadrons of No. 6 Group in England, flew their aircraft back across the Atlantic, to Canada – in anticipation of assignment to the War in the Pacific. After the War in the Pacific ended, in August 1945; most of those ‘Lancasters’ were ferried to former BCATP Bases at Pearce and Vulcan, AB.



Flight Sergeant Bill Cameron - Regina, SK, 1946



*Lancaster Mk.X – KB748  
Code O - No. 419 RCAF  
'Moose' Squadron – (the unit  
of P/O Andy Mynarski VC).*

The Lancasters that stopped over in Regina that late summer probably did so to refuel; due to mechanical problems, or for crew rest – and then proceeded in a day or two to Alberta. My brother, and

my friends and I travelled out to Regina Airport on several occasions in August and September, to see these iconic RCAF aircraft.

Most of those Canadian built Mk.X Lancaster aircraft were eventually broken up for scrap. One exception is the aircraft that is now the 'centre-piece' at the Bomber Command Museum, in Nanton, AB.



*Bill Cameron, Gordon Cameron, Ken Skundberg, Ted Peters, Al Seavy*



*No. 7 BGS Paulson, MB - 1946  
(Lake Manitoba in the distance)*

In early July, 1946 - Air Cadets from No. 34 Squadron, at Scott Collegiate, Regina – were assigned a two-week summer camp at the Air Base at Paulson, MB –. The Paulson airfield had been the site of No. 7 Bombing and Gunnery School during the BCATP, and all the buildings and facilities were still intact in 1946.



*No. 2 Wing, Air Cadets Canada - Paulson Air Base, MB – July 1946. (former No. 7 BGS).*

There were over 500 Cadets from more than a dozen Squadrons – from cities all across Alberta, Saskatchewan, and Manitoba at that 1946 camp. The Base was staffed by the RCAF; for the Mess Halls, maintenance, and administration purposes. However, the Senior Cadet NCO's were charged with maintaining discipline during the camp, as there were no RCAF staff for that purpose.

As I was then a Warrant Officer 2<sup>nd</sup> Class, it meant that I could not participate in many of the activities enjoyed by the other Cadets.

*Anson Mk. V – In Flight.*



The RCAF stationed two Avro 'Anson' Mk V aircraft at Paulson for the duration of that 1946 Air Cadet Camp, and every Cadet was given at least one flight during the two weeks. For several days there was also a Noorduy'n 'Norseman' on the air base for 'Joy Rides' as well.

There was some form of athletic or sports competition for Cadets almost every day of that two-week camp.

I was part of a Softball team that won the Base Championship that summer. All the other Cadets on that team were from either Peace River or Fairview, AB.



**No. 3 Flight, No. 4 Squadron - Ball Tournament Champions - 1946**  
**Front - T. Cook, unknown, D. Collette, R. Young.**  
**Rear - G. Williams, J. Hemstock, unknown, O. Olsen, S. Firth, Bill Cameron**  
**No. 1 Wing, Air Cadets Canada - Paulson MB**

On returning to Regina in mid-July, 1946 – I was faced with the difficult prospect of finding a job. I had graduated from Scott Collegiate in June, and had almost immediately gone off to the Air Cadet Camp at Paulson, MB.

The task was difficult because the economy of the city had not yet begun to grow, following the end of the War – and because the few jobs that were available were quickly filled by Service Men or Women, returning to civilian life.

I was seventeen and a half years old, and although I had hoped to go to University, that option was not open to me. My Dad had been discharged from the Army in October of 1945, and was attempting to re-establish himself in a business – and there was no money for University Tuition.

In any event, my Grade 12 average was about 80%, and because of the priority given to Veterans at the University of Saskatchewan; only Graduating Students with an average of 90% or more, were being enrolled that September of 1946.

By the end of July, 1946 I had found a job, working as a Clerk in the Post Office of the small town of Morse, SK (500 pop.) 60 miles west of Moose Jaw. Having to leave the City of Regina was a very demoralizing experience, as I had to leave all my friends, and especially a young girl-friend.

However, in June of 1946 – just before graduating from High School – I was able to write the Department of Transport exam, and received my Amateur Radio

Operator – and Amateur Radio Station licences. I

built a small low-power transmitter, and my Dad bought me a *Halicrafters S-40 Short Wave receiver* – and I at least looked forward to putting my Ham Radio Station ‘*On The Air*’ at Morse.

**MORSE, SASKATCHEWAN**  
CANADA

Confirming QSO with ..... at ..... M ST ..... 194.....  
UR SIGS RST ..... ON ..... M. C.

**VE5BB**

XMTR ..... RCVR .....

REMARKS .....

PSE QSL OM TNX **Bill Cameron**

VEGAN PRINT

But, to my great joy – after I had only been in the town of Morse for a couple of weeks I received a letter from the former C.O. of No. 34 Squadron, Air Cadets, Scott Collegiate in Regina – Mr. P.F. Winters. He informed me that I had been awarded a 25 hour Flying Scholarship by the RCAF – at the newly activated Regina Flying Club. I was promoted to the rank of Warrant Officer First Class.

In Mid-August of 1946 I travelled by CPR train from Morse to Regina, and made my way to Regina Airport – to the RCAF facilities that had been No. 15 Elementary Flying Training School during the War. The RCAF still had a presence there in August of 1946, as the barracks and administration offices were being used to process and discharge RCAF Veterans back to civilian life.



There were twelve Air Cadets on that Flying Training Course, from various Squadrons in Saskatchewan.

We were billeted in an almost empty H-hut, and the Mess Hall was still operating to provide our meals.

An Air Cadet Officer – F/L Ast; a teacher, and former C.O. of No.32 Air Cadet Squadron at Luther College in Regina during the War – was assigned as the OIC of the group of Air Cadets in Training.



Mr. Ast - Regina - 1946  
OIC Air Cadet Training

*F/L Ast – OIC of Air Cadet Training at Regina Flying Club – August, 1946*

In 1946, the Royal Canadian Flying Club Association gave six (6) former RCAF De Havilland DH-82C 'Tiger Moth' aircraft; one Stinson 105, and one Cessna 'Crane' to the Regina Flying Club.



Regina Flying Club - Tiger Moths  
August, 1946

The Flying Instructors at Regina Flying Club in August of 1946, were all former Civilian Instructors of No. 15 Elementary Flying Training School at the airport during the War. There were four Instructors, and a Chief Flying Instructor. Each of the Flying Instructors was assigned four Air Cadets as their primary training responsibility. The Instructor that taught me to fly the 'Tiger Moth' aircraft was Mr. Al. Smith – who later operated a Flying Service/School at Swift Current airport in 1947, and for a number of years following.

Perhaps because I had been driving my Dad's car for several years – and had a drivers licence when I turned 16 in January, 1945 – It was my good fortune to be the first of that Air Cadet Group to be allowed to fly Solo.



Bill Cameron - After first solo flight August, 1946  
De Havilland DH-82C CF-CLY - Regina Flying Club

Mr. Smith let me do a couple of circuits without his input, and then told me to taxi the aircraft back to the Hangar. He then called the Chief Flying Instructor, and the CFI did a check-ride with me; and after landing – he climbed out of the airplane and said "okay, do a circuit by yourself". What a great thrill that was.

I couldn't believe that it was actually happening; but I did a take-off to the east, over the city of Regina – back west along the CPR tracks and over the RCMP Barracks, and turned into wind for a very gentle landing on the turf field.

I had soloed after ten hours of dual training; I was 17 years old, and a pilot.



W.O.1 - Bill Cameron - Regina Flying Club, August 1946  
-Soloed on this Tiger Moth, CF-CLY -

As can be seen in the photo on page 31, all our Flying Training required that we wear a full RCAF 'seat pack' parachute; leather helmet, and goggles.

The remainder of the 15 hours Flying Training consisted of 'recovery from a spin' – 'emergency

landing procedures' – and more circuits of take-off and landings. It was all over much too soon; and in late August of 1946 my career in Air Cadets Canada came to an end.

The Chief Flying Instructor at Regina Flying Club was trying to build up flying hours on the Cessna 'Crane' that had been given to the Club, and I flew on that aircraft with him from Regina to Moose Jaw Airport – where I then travelled by bus back to my new job in the Post Office at Morse, SK.



Cessna T-50 'Crane'  
Aircraft no. 7862 - Code '4'  
No. 11 SFTS, Yorkton, SK - 1943

21/10/2007

Shortly after returning to Morse in August, 1946 – F/L P. Winters of No. 34 Squadron, Air Cadets - sent me an official Air Cadet Graduation Certificate.



Air Cadets Canada gave me the opportunity to experience life on several different BCATP Bases during the War – including fairly intensive training at No. 2 Initial Training School in Regina. It was there that my Morse code skills were developed, and enabled me to become an Amateur Radio Operator at the end of the War. That then was the catalyst for obtaining a Commercial Radio Operator Licence, and 38 years employment with Canadian Pacific Air Lines – in locations all across Canada and in four countries overseas.

I have reason to be deeply grateful for all the experiences, and training given to me by the Officers and Instructors in No. 34 Squadron Air Cadets in Regina, and No. 40 Squadron in Moose Jaw – as well as all the Instructors at the various BCATP bases to which our Squadrons were assigned in the summer.

**And I had a great deal of fun along the way.** – William J. Cameron 10/10/2013

## Summary

- Air Cadets Canada - 1944
- 374 Squadrons – in all Provinces
- 29,000 cadets
- 1,750 officers and instructors



Estimated that from October 1942 to June 1944 over 5,000 former Air Cadets enlisted in the RCAF – the majority as Air Crew.

+++++

## A letter of Recommendation from P.F. Winters, C/O No.34 Squadron. - 1948

A. O. C.,  
No. 11 Group Headquarters,  
RCAF.,  
Winnipeg, Manitoba.

Aircrew Enlistment  
William Joseph Cameron

1. The following remarks are in behalf of W. J. Cameron who is making application for enlistment in the R. C. A. F. (Aircrew):
2. Mr. Cameron enrolled as a cadet in No. 34 Sqdn., R. C. A. C. in September 1943 and was honourably discharged in June 1946 when he completed his Senior Matriculation in Scott Collegiate Institute, Regina.
3. During his entire career as a cadet he showed keen interest in all squadron activities and was exemplary in conduct and deportment at all times. His particular hobby was Radio and his efforts in this respect were rewarded in July 1946 when he was granted his Amateur Radio Licence.
4. In July 1946 he was awarded an R. C. A. F. Flying Scholarship receiving his training under the direction of the Regina Flying Club.
5. Bill Cameron is conscientious, painstaking and a chap with a pleasing personality and good qualities of leadership.

*P. F. Winters*  
(P. F. Winters) F/L  
O. C. No. 34 (Scott Collegiate)  
Squadron, RCAC.

## British Commonwealth Flying Training Schools – Saskatchewan 1940 to 1945

<b>EFTS</b>	<u>Location</u>	<u>Open</u>	<u>Operated by</u>	<u>Closed</u>
No. 6	Prince Albert	<b>22 Jul. 1940</b>	Prince Albert/Saskatoon Flying Clubs	15 Nov. 1944

### The first BCATP Flying Training School opened in Saskatchewan

No. 15	Regina	11 Nov. 1940	Regina Flying Club	11 Aug. 1944
No. 23	Davidson	9 Nov. 1942	RCAF	29 Jan. 1945
	Yorkton	Moved to Yorkton 29 Jan. 1945	RCAF	<b>15 Sep. 1945</b>

### The last BCATP Flying Training School to close in Saskatchewan.

No. 33	Caron	5 Jan. 1942	RAF	
		25 May 1942	Aero Club of BC	14 Jan. 1944
No. 34	Assiniboia	11 Feb. 1942	RAF	30 Jan. 1944
		6 Jul. 1942	Winnipeg Flying Club	
		Redesignated		
No. 25	Assiniboia	30 Jan. 1944	RCAF	28 Jul. 1944

<b>SFTS</b>	<u>Location</u>	<u>Open</u>	<u>Operated by</u>	<u>Closed</u>
No. 4	Saskatoon	16 Sep. 1940	RCAF	30 Mar. 1945
No. 8	Weyburn	24 Jan. 1944	RCAF	
		(Moved from Moncton, NB		30 Jun. 1944
No. 11	Yorkton	10 Apr. 1941	RCAF	1 Dec. 1944
No. 13	North Battleford	25 Feb. 1944	RCAF	
		(Moved from St. Hubert, QC)		30 Mar. 1945
No. 32	Moose Jaw	9 Dec. 1940	RAF	17 Oct. 1944
No. 35	North Battleford	4 Sep. 1941	RAF	25 Feb. 1944
No. 38	Estevan	27 Apr. 1942	RAF	11 Feb. 1944
No. 39	Swift Current	15 Dec. 1941	RAF	24 Mar. 1944
No. 41	Weyburn	5 Jan. 1941	RAF	22 Jan. 1944

<b>BGS</b>	<u>Location</u>	<u>Open</u>	<u>Operated by</u>	<u>Closed</u>
No. 2	Mossbank	19 Aug. 1940	RCAF	17 Feb. 1945
No. 5	Dafoe	26 May 1941	RCAF	17 Feb. 1945

<b>AOS</b>	<u>Location</u>	<u>Open</u>	<u>Operated by</u>	<u>Closed</u>
No. 3	Regina	16 Sep. 1940	Prairie Airways/CPAL	
		(Moved to Pearce, AB)		6 Jun. 1943
No. 6	Prince Albert	17 Mar. 1941	Mayson & Campbell	11 Sep. 1942

There were 19 Flying Training Schools, operated at 15 Bases, during the operation of the BCATP in Saskatchewan, 1940 to 1945. *There were a great number of yellow airplanes in the air during those years – and a large number of Airmen and Airwomen in Blue uniforms, everywhere.*

*The Scott Collegiate - Regina, SK 1946 Yearbook - The 'Scott Recorder' - listed the names of former Students who had lost their lives while serving in the Armed Forces of Canada during the Second World War. There were 10 of the Royal Canadian Navy, 5 of the Canadian Army, and 46 of the Royal Canadian Air Force. The majority of the RCAF fatalities were Air Crew members of Bomber Command.*

## In Memoriam

### NAVY

Cole, John Ward, R.C.N. (Missing believed killed)	Morris, Blake, R.C.N.
Fearey, Edgar Charles, R.C.N. (Missing believed killed)	Young, Alfred, R.C.N. (missing—believed dead)
Ferguson, Robert Scott, R.C.N. (Missing believed killed)	Heatherington, John Thomas, R.C.N. (presumed dead)
Mylrea, Russell Edward, R.C.N. (Missing, presumed dead)	Merk, George Adam, R.C.N.V.R. (presumed dead)
Moore, Lloyd George, R.C.N. (presumed dead)	Page, William Leonard, R.C.N. (presumed dead)

### ARMY

Addie, John Allen, Army.	White, William Cyril, Army.
Clark, Wesley Mervin, Army.	Crabtree, Jack Collins, Army.
	Tilson, Albert, Army.

### R.C.A.F.

Aney, Roy Edward, R.C.A.F.	Watt, Alexander Simpson, R.C.A.F.
Causier, George Russell, R.C.A.F.	Wenger, John, R.C.A.F. (missing—presumed dead)
Crump, Reginald Edward, R.C.A.F.	Wilson, William Routledge, R.C.A.F.
Davidson, Maurice Edward, R.C.A.F.	Wood, Donald Zachary Taylor, R.C.A.F.
Dye, Jack Elsworth, R.C.A.F.	Draper, Robert Conrad, R.C.A.F. (presumed dead)
Goehring, Grant Gordon, R.C.A.F. (presumed dead)	Anderson, Clarence Howard, R.C.A.F. (presumed dead)
James, Robert Frederick, R.C.A.F.	Arnold, Vernon Claude, R.C.A.F. (presumed dead)
Jones, Ronald Marwood, R.C.A.F.	Budd, Henry Ellwood, R.C.A.F. (presumed dead)
Harris, William Scott, R.C.A.F. (Missing) —presumed dead Oct/43.	Donaldson, James, R.C.A.F. (presumed dead)
Lee, Campbell Charles, R.C.A.F.	Carter, Henry William, R.C.A.F. (presumed dead)
Lehman, Bruce Edward, R.C.A.F.	Hague, Albert Frederick, R.C.A.F. (presumed dead)
Mullen, Albert Lorne, R.C.A.F.	Hetherington, William, R.C.A.F. (presumed dead)
Munn, William Forsythe, R.C.A.F. (presumed dead)	Lee, Howard Osborne, R.C.A.F. (presumed dead)
McDonald, John Edward, R.C.A.F.	Loving, Leslie Rowland, (DFC) R.C.A.F. (presumed dead)
McTavish, Archibald Stewart, R.C.A.F.	Mann, Edward James, R.C.A.F. (presumed dead)
Mann, Walter Edward, R.C.A.F. (Missing—presumed dead)	McLintock, William Stewart, R.C.A.F. (presumed dead)
McIvor, Clifford Douglas, R.C.A.F.	McRobb, James Keith, R.C.A.F. (presumed dead)
MacLean, William Osborne, R.C.A.F.	Rae, Donald Arthur, R.C.A.F. (presumed dead)
McSherry, Leslie Andrew, R.C.A.F.	Smith-Jones, Vaynor, R.C.A.F. (presumed dead)
Pearce, Gordon Alvry, R.C.A.F. (presumed dead)	Stein, Arthur George, R.C.A.F. (presumed dead)
Proudfoot, William Wallace, R.C.A.F. (missing—presumed dead)	Wolfe, Denzil (DFC) R.C.A.F. (presumed dead)
Robinson, Lloyd Creighton, R.C.A.F.	Yates, Albert Granston, R.C.A.F. (presumed dead)
Seaker, Ronald Arthur, R.C.A.F. (missing—presumed dead)	
Smith, Dean William, R.C.A.F. (missing—presumed dead)	
Staples, Donald Anderson, R.C.A.F.	
Steadman, Aubrey David, R.C.A.F. (missing—presumed dead)	
Walmsley, Frank, R.C.A.F. (missing—presumed dead)	

**The second-last name in the right column is that of Squadron Leader Denzil Wolfe, (DFC) RCAF. Denzil Wolfe graduated from Grade 12 at Scott Collegiate in Regina, in 1936. He made his way to England in 1939, and became a pilot in the RAF. In 1942, on the formation of No. 6 (RCAF) Bomber Command he transferred to the RCAF, and became a pilot with No. 405 Squadron RCAF.**

**Squadron Leader Denzil Wolfe lost his life in June, 1943 when his Halifax B.Mk.III - HK905 - code LQ+G - was shot down over Holland.**