

14 March 1942

Thanks to photos taken by RCAF photographers which were shared by Guy Fournier, we are going back to 14 March 1942 at #9 Bombing and Gunnery School, Mont-Joli, Quebec.

PL-8185

14 March 1942

Graduation Group, Course #35, #9 Bombing and Gunnery School, Mont-Joli, Quebec.

These three men have just graduated from #9 Bombing and Gunnery School, Mont-Joli, Quebec as Observers.

They are L.to R. :

Sgt's,

+ G.J. Cory, 1228 Connaught DR., Vancouver;

This observer died in the war March 12, 1943.

<https://www.veterans.gc.ca/eng/remembrance/memorials/canadian-virtual-war-memorial/detail/2765622?Gordon%20Johnson%20Cory>

His name is also found on this website.

<http://sites.rootsweb.com/~nbpennfi/penn8b2No2ANS.htm>



P.A. Powell, Copper Mountain, B.C.;

Patrick Albert Powell survived the war. His name is found also on the same website.

http://sites.rootsweb.com/~nbpennfi/penn8b2Powell_PA.htm

On the right is A.H. Lerner, Winnipeg, Man. I have found nothing on him and my guess is that he survived the war.



Notes on G.J. Cory:

<https://www.junobeach.org/canada-in-wwii/articles/rcaf-bomber-squadrons-overseas/raid-to-essen-march-12th-1943/>

Raid to Essen, March 12th, 1943

Excerpts from Bomber Command, Secret Narrative, March 1943, pp. 8-10. Department of National Defence, Directorate of History and Heritage, 79/444.

ESSEN was attacked a second time in the course of the month on the night of March 12th. All eleven R.C.A.F. squadrons participated in this raid, contributing a total of 113 aircraft, of which

89 attacked the target and three were reported missing (Nos. 420, 424 and 425 Squadrons lost one aircraft each). Weather conditions were excellent with no cloud and bright moonlight, though the usual industrial haze and later, smoke, obscured ground details. Also reports indicated that a smoke screen was in operation to the north and northwest of the town from which smoke drifted over Essen. Defences too had evidently been considerably strengthened and very intense and accurate heavy flak was experienced during the first half of the attack. Searchlights, operating in large cones of fifty or sixty and smaller cones of about twenty, were extremely active. In spite of fierce opposition the attack was pressed home by a total of 383 crews, who dropped 495.2 tons of bombs. The Pathfinder Force had done a good job and the target indicator markers were well concentrated.

During the first quarter of an hour of bombing, numerous and fairly concentrated incendiary fires were observed around T.I. [Target Indicator] markers. Crews bombing after this reported that the fires then gained a good hold and merged into huge masses of red flames. The signal for this development was a large explosion followed seven minutes later by another Impressive explosion accompanied by flames and dense clouds of smoke. A few minutes later a third explosion occurred which was accompanied by a huge white flash. The glow of the fires was visible 150 miles away.

A total of twenty-three bombers were lost in this raid due to the heavy defences. One aircraft of No. 405 Squadron, piloted by Pilot Officer N.D. Daggett returned with two hundred flak holes, seven of them in the petrol tanks. The hydraulics, instruments, I.F.F. [Identification Friend of Foe] and the port outer engine were unserviceable and the rudder control column was almost severed. Despite this damage the aircraft landed safely at base.

Another aircraft, flown by Flight Sergeant R. Hamby of No. 431 Squadron, was badly shot up in this raid. It was caught in a cone of searchlights and shot at by flak almost directly over the target, the navigator, Pilot Officer J.T. Clark, being killed. Despite this, the target was successfully bombed and the pilot "put up a fine show" by flying his aircraft back with the hydraulics, the navigational aids and the wireless wrecked.

One of No. 429 Squadron's aircraft, piloted by Sergeant A.W. Jameson was damaged in a collision with other aircraft and the rear gunner was jammed in his turret. The pilot exercised great skill and courage in bringing his aircraft safely back to England.

Many other incidents were related, but the outstanding one of the night was that of Wing Commander D.H. Burnside, D.F.C., and crew of No. 427 Squadron. Their aircraft was hit by flak before reaching the target and the navigator, Pilot Officer R.J. Heather, was killed, while Flight Sergeant G.S. Keene, D.F.M., the wireless operator, had one foot shot off and cuts were inflicted on both his legs. The aileron control of the aircraft was affected and the windscreen de-icing glycol tank burst, drenching Pilot Officer R.J. Hayhurst, the bomb aimer, and filling the forward part of the bomber with suffocating fumes. Despite this, P/O Hayhurst directed the pilot to his target which was successfully bombed and a good photograph was obtained. The aircraft was held by searchlights for a few minutes while over the target, but W/C Burnside skilfully evaded the defences and set course for home. All this time, F/S Keene, disregarding his wounds, laboured for over two hours to repair the damaged wireless apparatus. Owing to the damaged intercommunication system he could not speak to the other members of the crew, though they kept a close eye on him, and each time found him still conscious and working on his self-imposed task of directing manipulation of installations. He also offered assistance in navigating the aircraft and managed on two occasions to drag himself to the navigator's compartment to obtain essential information. In the meantime, the aircraft on its return trip encountered fighters, which Pilot Officer D.B. Ross, the air gunner, managed to beat off, at the same time issuing directions for evasive tactics which proved successful. Displaying fine airmanship, W/C Burnside flew his damaged aircraft safely back to base. For the very fine display of courage and determination by all members of the crew, W/C Burnside was awarded a Bar to his Distinguished Flying Cross, P/Os Hayhurst and Ross received the Distinguished Flying Cross, while F/S Keene was awarded the Conspicuous Gallantry Medal.

Photographs covering the whole of the Krupps Works and most of the town were taken the day following this attack on ESSEN. Whereas damage from the previous raid was seen mostly in the town centre and the Krupps Works, the fresh damage was most concentrated in the Krupps Works and in suburban areas to the northwest. Almost as large a number of shops and

administrative buildings of Krupps were affected as in the last raid and the damage was on a scale altogether more severe. The locomotive works, the largest individual shop, had damage extending over 85,000 square yards. Altogether the area of the buildings of the Krupps Works destroyed or severely damaged in this raid exceeded 196,300 square yards, as compared with the 136,000 square yards of damage in the previous raid.

The most important damage, with the exception of that at the Krupps Works, was the destruction of pithead installations and buildings of ten collieries, though in the majority of these the damage was slight except for the destruction of buildings of the Katherina Pit of the Hercules Colliery, the Hubert Pit of the Konigen Elizabeth, and the Hellene Pit at Stoppenberg. Besides damage to three unidentified factories severe damage was also done to a large zinc and sulphuric acid works at Borbeck, where the whole works now appeared to be inactive.

Considerable damage also was caused to railways and sidings in the northern districts of the town. Not only were the tracks disrupted in a number of places but some destruction of rolling stock was evident at sidings. It was thought that the main line to OBERHAUSEN was cut temporarily by direct hits on the tracks.

Although there were no large areas of devastation there were many scattered incidents of high explosives and fire in the northwestern districts of Borbeck and Gerschede and some in the northeastern districts of Stoppenberg and Schonnebeck. A great number of hutted camps in the northern districts suffered damage. In all, some 120 huts were destroyed, including large messing huts or canteens and it was roughly estimated that accommodation for at least 6000 men was. In consequence, no longer available.

Five days later another photographic sortie was made over ESSEN to supplement information already gleaned from the photographs taken the day following the raid. The most important evidence of new damage was found to be at the Krupps Harbour Foundry Works, lying between Gerschede and Vogelheim. Here direct hits on the Steel Works were thought to have seriously damaged the new electric furnaces and to have caused considerable delay to the constructional work in progress. Several warehouses on the Kanal Hafen, possibly connected with Krupps, were also destroyed.

Krupps' Pattern Works had half of its buildings gutted or damaged by fire, while in the main engineering and armament works two or three workshops and several small sheds, previously obscured by smoke, were seen to have been destroyed or damaged. Other industrial damage occurred in Vogelheim, where practically the whole of a plastic works was burned out, and pithead buildings at two collieries were damaged or destroyed by H.E. and fire.

A reliable source reported that no work was in progress at Krupps ten days following the raid and that it was still necessary at that time to obtain a special pass to enter. It was also reported that 16,000 workers of Krupps and 90,000 people in all, were homeless and that the damage to Krupps was the heaviest so far inflicted by the R.A.F. on works vital to the war effort.

This is another link with information about the raid on Essen:

<http://www.6bombergroup.ca/March43/March12~1343.html>

12 March 1943

23 Halifaxes from 405, 408, and 419 Squadrons were joined by 87 Wellingtons from 420, 424, 425, 426, 427, 428, 429, and 431 Squadrons on an attack at Essen. The crews were over the target from between 16,000 to 19,000 feet, releasing 232,000 lbs of high explosives and 156,000 lbs of incendiaries. According to reports, the target was well hit, with the Krupps complex being damaged.

Sgt D. Parker and Sgt. W. Dove from 424 Squadron were hit by flak, not serious.

P/O R. Caldwell RCAF and crew, flying Wellington III BK-348 coded QB-J, failed to return from this operation.

F/O G. Cory RCAF

F/Sgt W. Topping RCAF

W/O2 A. Larson RCAF

F/Sgt L. Parker RCAF

All were killed.

Note on Patrick Albert Powell:

http://sites.rootsweb.com/~nbpennfi/penn8b2Powell_PA.htm

POWELL, F/L Patrick Albert (J11222)

- Distinguished Flying Cross
- No.404 Squadron
- Award effective 25 July 1944 as per London Gazette of that date and AFRO 2052/44 dated 22 September 1944.

Born 1916 in Vancouver; home at Copper Mountain, British Columbia; enlisted Montreal, 28 April 1941. Trained at No.3 ITS (graduated 1 September 1941), No.4 EFTS (graduated 19 October 1941), No.10 AOS (graduated 14 January 1942), **No.9 BGS (graduated 14 March 1942)** and No.2 ANS (graduated 13 April 1942). Commissioned 1942. Award presented 29 January 1941.

Cited with F/L Albert H. Hodson (RCAF pilot, DFC), see below for citation.

HODSON, F/L Albert Harold (J12828)

- Distinguished Flying Cross
- No.404 Squadron
- Award effective 25 July 1944 as per London Gazette of that date and AFRO 2052/44 dated 22 September 1944.

Born in Vancouver, 1923; home in Alberni, B.C. Enlisted in Vancouver, 28 August 1941. Trained at No.5 ITS (graduated 2 January 1942), No.14 EFTS (graduated 13 March 1942) and No.11 SFTS (graduated 17 July 1942).

Cited with F/L Patrick A. Powell (RCAF observer, DFC).

As navigator and pilot respectively, these officers have participated in numerous attacks on enemy shipping. They have displayed skill and co-operation of a high order and have invariably pressed home their attacks with exceptional determination. In June 1944 they took part in an attack on a naval force of three vessels on which serious damage was inflicted. In this, as on most occasions, these officers displayed praiseworthy courage and resolution.

More here:

POWELL, Patrick Albert Flight Lieutenant, No.404 Squadron, J11222 Distinguished Flying Cross RCAF Personnel Awards 1939-1949

POWELL, F/L Patrick Albert (J11222) - Distinguished Flying Cross - No.404 Squadron - Award effective 25 July 1944 as per London Gazette of that date and AFRO 2052/44 dated 22 September 1944.

Born 16 November 1916 in Vancouver; home at Copper Mountain, British Columbia. Prewar employed as a clerk, underground miner, blacksmith helper, assayer, and two years as a fitter with Nooduyn. Enlisted Montreal, 28 April 1941. To No.4A Manning Depot, 6 May 1941. To No.1 WS, 9 June 1941. To No.3 ITS, 27 July 1941; graduated 1 September 1941 and promoted LAC; posted that date to No.4 EFTS; ceased training on 14 September 1941 ("I could not judge distance and always had difficulty in landing") and posted to Composite Training School; to No.10 AOS, 11 October 1941; to **No.9 BGS, 18 January 1942; graduated and promoted Sergeant on 14 March 1942;** posted that date to No.2 ANS; graduated and commissioned 13 April 1942. To "Y" Depot, 14 April 1942. To RAF overseas, 8 May 1942. Disembarked in Britain, 22 May 1942. To No.1 Signal School, 27 July 1942 (ten hours in Proctor aircraft). Promoted Flying Officer, 13 October 1942. To No.3 School of General Reconnaissance, 21 November 1942 (four hours in Botha and 27 in Anson aircraft). To No.2 (Coastal) OTU, 23

February 1943. To No.404 Squadron, 15 April 1943. Promoted Flight Lieutenant, 13 April 1944. To RCAF Overseas Headquarters, 22 October 1944. Repatriated 28 October 1944.. To No.8 Released Centre, 18 February 1945. Released 22 February 1945. Died 7 July 1980 in Summerland, Okanagan-Similkameen Regional District British Columbia .

Award presented 29 January 1949. Cited with F/L Albert H. Hodson (RCAF, pilot, DFC), which see for citation. Powell's original recommendation was drafted 8 June 1944 by W/C A.K. Gatward, Commanding Officer, No.404 Squadron, noting that he was a Navigator and has flown 29 sorties and 201 hours 40 minutes overseas (116 hours 40 minutes operational).

The text read:

On the 6th of June 1944, Flying Officer Patrick Albert Powell was the navigator of an aircraft leading a sub-formation leader of R.P. Beaufighters which attacked and seriously damaged three enemy destroyers in the Bay of Biscay. This is this officer's eighth successful shipping strike. He has always shown great keenness to engage the enemy and his skilful navigation and evasive action directions have played a large part in this crew's successful work. On one occasion, although wounded in both legs, he insisted on carrying on his patrol. For his courage and determination, I recommend he receive the Immediate award of the Distinguished Flying Cross.

The Officer Commanding, Davidstow Moor, concurred on 9 June 1944. On 10 June 1944 the Air Officer Commanding, No.19 Group (A/V/M B.E. Baker) wrote:

As Navigator in F/L Hodson's aircraft, F/O Powell has displayed great courage and determination at all times. Recommended for the immediate award of the DFC.

This was approved by the Air Officer Commanding-in-Chief, Coastal Command (Air Chief Marshal W.S. Douglas) on 1 July 1944.

Notes: Course at No.10 AOS was 13 October 1941 to 18 January 1942; Anson aircraft (23.45 as first navigator by day, 28.15 as second navigator by day, 6.10 as first navigator by night, 5.50 as second navigator by night, 3.20 on bombing, 2.20 as passenger. Placed fifth in a class of 18. Very good at navigation, poor in bombing. Passenger in an Anson involved in low speed ground collision, 31 December 1941.

Course at No.9 BGS was 19 January to 14 March 1942. Battle aircraft (10.55 on bombing, 8.20 on gunnery. Dropped 24 bombs high level and eleven bombs low level. Placed 22nd in a class of 29. In Battle 1670 on 3 March 1942 when aircraft went up on its nose owing to runway snow conditions.

Course at No.2 ANS was 16 March to 13 April 1942. Anson aircraft (3.00 as first navigator by day, 8.55 as second navigator by day, 6.45 as first navigator by night, 13.15 as second navigator by night, Not consistent in ground school, but air work described as follows: “Steady and consistent air worker who used astro for what it is worth and always got home.”

Course at No.2 (Coastal) OTU was 24 February to 6 April 1943. Flew in Beaufighters (28.15 by day, 3.00 by night). Courses in Reconnaissance (74 %), Ship Recognition (71 %), Aircraft Recognition (63 %), Airmanship (66 %), Signals (75 %) and Armament (67 %). “Average but could have shown better.” (W/C H.J. Garlick).

Application for Operational Wing dated 30 October 1944 stated he had flown 138 hours 15 minutes on operations, April 1943 to September 1944.

More reading:

<http://www.vintagewings.ca/VintageNews/Stories/tabid/116/articleType/ArticleView/articleId/346/Buffalo-Soldier.aspx>

<https://rcf404squadron.art.blog/2019/04/15/old-website/>

Excerpts

On 14 January, ten 404 and seven 144 Squadron anti-flak Beaufighters set out as the escort for eight torpedo-carrying Beaufighters (Torbeaus) from 144 on an anti-shipping patrol to the Naze off southern Norway. The makeup of the force seems confusing, but it should be remembered that the Beaufighter TFX could either be armed to carry a torpedo (Torbeau) or to carry RPs

(Flakbeau). The seven anti-flak Beaufighters from 144 Squadron were led by W/C CA Willis while 404 was led by F/O WD Thomsett after S/L Gatward was forced to return to base when a hatch blew open and could not be closed.

The force was in the air for only an hour and a half when they sighted two convoys, one with three merchant vessels and two escorts, the second convoy some miles astern of the first near Lista. The mechanics of the attacks are not clear, but it is known that both of the convoys were engaged. At 1153 hrs, the 404 anti-flak aircraft and 144 Squadron Torbeaus initiated attacks. O/404 (F/O Fair and Sgt Towns), G/404 (F/S Lorch and Sgt Huxtable) and **F/404 (F/O Hodson and F/O Powell)** attacked the leading escort vessel and claimed RP and cannon strikes. This vessel was likely the V5307 Felix Scheder, a 390-ton auxiliary whaler which received rocket strikes to the bridge area. M/404 (F/O Thomsett and F/O Webster) along with H/404 (F/O Keefe and W/O Steed) attacked the leading 4000-ton merchant vessel with M scoring two and H four hits. The 144 Squadron torpedo aircraft also attacked this vessel and reported that they saw explosions from the 404 attacks. This merchantman was likely the 5,179-ton German vessel Entrerios which received a torpedo hit on the stern and RP strikes on the bridge, foredeck and amidships. She was later confirmed destroyed, possibly by F/O Thomsett and F/O Keefe. Another steamship, the 1,569-ton Norwegian vessel Maurita confirmed as damaged in the strike.

After taking off to participate on a convoy escort, C/404 (F/O AH Hodson and F/O PA Powell) experienced some problems about halfway through the task.

“The pilot noticed smoke coming from the batteries behind the pilot’s seat. He called the Navigator up to investigate. **F/O Powell** removed the wires from the terminals and the smoking stopped. When replacing wires, a small fire started but was quickly put out by the Navigator. The terminals were tightened, and all seemed in order, so the pilot decided to complete the patrol and not return to base before dark. After turning for home it was found that with exception of the intercom, all navigation, signals and wireless equipment was unserviceable. With the very low cloud, it was dangerous to fly inland so F/O Hodson flew on the coastline. He actually made

landfall within 20 miles of the base, but owing to darkness missed the station. The Pilot then decided to turn out to sea with the intention of ditching. However, they flew over a night Naval exercise in progress. One of the searchlights pointed its lights in the general direction of base and satellite lights were on, then the base put on the runway lights and after two attempts, F/O Hodson landed the aircraft safely. It was a very thrilling experience for this crew.”

PL-8186

14 March 1942

Graduation Group, Course #35, #9 Bombing and Gunnery School, Mont-Joli, Quebec

Now Sergeant Observers of Royal Canadian Air Force, these three men recently graduated from #9 Bombing and Gunnery School, Mont-Joli, Quebec.

They are L.to R.:

+ **LAC A.A. O'Brien, Verdun, P.Q.:**

+ **LAC F.L. Darlington, Montreal, P.Q.:**

+ **LAC J.A.H. Beliveau, St Germain de Grantham, P.Q.**

<https://www.veterans.gc.ca/eng/remembrance/memorials/canadian-virtual-war-memorial/detail/2151596?Alexander%20Alan%20O%27Brien>



<https://www.veterans.gc.ca/eng/remembrance/memorials/canadian-virtual-war-memorial/detail/2718644?Frank%20Lawrence%20Darlington>



<https://www.veterans.gc.ca/eng/remembrance/memorials/canadian-virtual-war-memorial/detail/2413026?Joseph%20Henri%20Alphonse%20Onil%20Beliveau>





Their names are also found on this website.

<http://sites.rootsweb.com/~nbpennfi/penn8b2No2ANS.htm>

PL-8187

14 March 1942

Graduation Group, Course #35, #9 Bombing and Gunnery School, Mont-Joli, Quebec.

These men have just graduated from #9 Bombing and Gunnery School, Mont-Joli, Quebec as observers. Ontario Group.

They are L.to R. :

LAC G.R. Ghent, Long Branch ;

LAC A.C. Bowes, Ottawa;

LAC C.W.D. Tamblyn, London;

+ LAC W.G. Blight, Newmarket;

<https://www.veterans.gc.ca/eng/remembrance/memorials/canadian-virtual-war-memorial/detail/2689741?William%20Gerald%20Blight>

His name is also found on this website.

<http://sites.rootsweb.com/~nbpennfi/penn8b2No2ANS.htm>



LAC J.B. Flumerfelt, St Catharines

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PL8187.

PL-8188

14 March 1942

Graduation Group, Course #35, #9 Bombing and Gunnery School, Mont-Joli, Quebec.

These three men have just graduated from #9 Bombing and Gunnery School, Mont-Joli, Quebec.

They are now Sergeant Observers. They are L.to R. :

Sgt's,

Joseph H. Boudreau, Campbellton;

His name is also found on these websites.

<http://sites.rootsweb.com/~nbpennfi/penn8b2No2ANS.htm>

<http://www.yorkshire-aircraft.co.uk/aircraft/yorkshire/york43/dt507.html>

+ **Donald H. Chapman, Moncton, N.B.;**

<https://www.veterans.gc.ca/eng/remembrance/memorials/canadian-virtual-war-memorial/detail/2035553?Donald%20Harold%20Chapman>

His name is also found on this website.

<http://sites.rootsweb.com/~nbpennfi/penn8b2No2ANS.htm>



Verdell C. Johnson, Perth, N.B.

65

NO SMOKING



PL 8188.

PL-8189

14 March 1942

Graduation Group, Course #35, #9 Bombing and Gunnery School, Mont-Joli, Quebec

L.to R.:

LAC J.B. Adams, Miami, Florida;

LAC B.E. Wakely, Quakertown, Pennsylvania.;

LAC J.T. Meagher, Detroit, Michigan

66

NO SMOKING



PL 8189.

PL-8190

14 March 1942

Graduation Group, Course #35, #9 Bombing and Gunnery School, Mont-Joli, Quebec

Front row, L.to R. : LAC L.W. Booth, London, SW4, England; LAC N.F. Ventham, Gravesend, Kent. Eng.; LAC P.R. Aitken, Manchester, England; LAC S.J. Barnes, Middlesex, England; LAC L.D. Singleton, Richmond, Yorks, England.; Second Row (L to R): LAC Collin. W.P. Berwickshire, Scotland; LAC J.A. Gadley, Colwyn Bay, N. Wales; LAC G.E. Chapmen,, Cardiff Wales; LAC J.A.G. Airdrie, Scotland; LAC R.W. Fox, Surrey, England; LAC J.W. Coward, London E.13, England



PL-8191

14 March 1942

Graduation Group, Course #35, #9 Bombing and Gunnery School, Mont-Joli, Quebec

Left:

+ LAC Alexander Alan O'Brien of Verdun, Que.

<https://www.veterans.gc.ca/eng/remembrance/memorials/canadian-virtual-war-memorial/detail/2151596?Alexander%20Alan%20O%27Brien>

His name is also found on this website.

<http://sites.rootsweb.com/~nbpennfi/penn8b2No2ANS.htm>



Right

+ **LAC Donald H. Chapman** of 48 Norwood Ave., Moncton,

N.B. They are now sergeant observers of the R.C.A.F., having been presented with their half wing.

<https://www.veterans.gc.ca/eng/remembrance/memorials/canadian-virtual-war-memorial/detail/2035553?Donald%20Harold%20Chapman>

His name is also found on this website.

<http://sites.rootsweb.com/~nbpennfi/penn8b2No2ANS.htm>





PL-8192

14 March 1942

Graduation Group, Course #35, #9 Bombing and Gunnery School, Mont-Joli, Quebec

LAC P.R. Aitken, Manchester;

LAC S.J. Middlesex; Both in England



PL-8193

14 March 1942

Graduation Group, Course #35, #9 Bombing and Gunnery School, Mont-Joli, Quebec

LAC J.H. Boudreau, Campbellton, N.B.

His name is also found on this website.

http://sites.rootsweb.com/~nbpennfi/penn8b2Boudreau_JH.htm

BOUDREAU, Sergeant (now P/O) Joseph Hector (R109968/J16958) - Mention in Despatches - No.405 Squadron - Award effective 1 June 1943 as per *London Gazette* dated 2 June 1943 and AFRO 1247/43 dated 2 July 1943. Born 18 April 1918. Home in Campbellton, New Brunswick; enlisted in Quebec City, 7 April 1941. To No.3 Manning Depot, 22 April 1941. To No.6 SFTS (non-flying duty), 4 May 1941. To No.1 ITS, 21 June 1941; graduated and promoted LAC, 27 July 1941; posted that date to No.10 EFTS; ceased training 22 August 1941 and posted elsewhere; to No.8 AOS, 11 October 1941; to No.9 BGS, 17 January 1942; graduated and promoted Sergeant 14 March 1942; posted that date to No.2 ANS; graduated 13 April 1942. To "Y" Depot, 14 April 1942; to RAF overseas, 30 April 1942. Commissioned 9 January 1943. Repatriated to Canada, 22 July 1945. Released 8 September 1945. AFRO does not give unit; *No.6 Group Monthly Summary of Operational and Training Activities* (June 1943) gives unit as No.405 Squadron.

BOUDREAU, F/L Joseph Hector (J16958) - Distinguished Flying Cross - No.433 Squadron - Award effective 18 October 1945 as per *London Gazette* dated 26 October 1945 and AFRO 133/46 dated 8 February 1946. No citation other than "completed...numerous operations against the enemy in the course of which [he has] displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2893 (RG.24 Vol.20633) has recommendation dated 23 April 1945 when he had flown 47 sorties (309 hours 40 minutes). Sortie list shows 24 sorties, 13 September 1942 to 29 May 1943, including twelve "Air/Sea Patrol", 16 November 1942 to 18 February 1943. Sighted two subs on 26 November 1942 (and crash-landed); attacked by Bf.110 during raid on Stuttgart (11 March 1943); attacked by Ju.88 during raid on Kiel, 4 April 1943; shot down a Bf.109 during raid on Duisburg, 27 April 1943. Flew nine sorties, 1 May to 25 August 1944 (two minelaying missions and the

rest to French targets), described as "Additional Trips on First Tour". Second tour was sixteen trips, 5 December 1944 to 9 April 1945; attacked by five Me.262s on 31 March 1945 (Hamburg) and by a FW.190 on 9 April 1945 (gardening in Kiel Bay).

This officer is now nearing the end of his second operational tour after completing 47 sorties against some of the longest [sic] and most heavily defended targets in Germany. Through out his long series of operations, Flight Lieutenant Boudreau obtained an enviable reputation for precision and accuracy, his records for timing and track keeping being far in excess of the normal standard.

This officer was also one of the original radar instructors for the Canadian Group of Bomber Command and by his exceptional skill and painstaking devotion to duty, contributed much to the fine records ultimately achieved by several squadrons. During this period he also completed eight operational trips as spare navigator.

Whilst with this squadron, the untiring and unlimited efforts of Flight Lieutenant Boudreau to improve the navigational efficiency of all crews in general and new crews in particular has been most outstanding, and his keenness and leadership has been an inspiration to all.

I consider that this officer's splendid record of achievement fully merits the award of the Distinguished Flying Cross (Non-Immediate).

Note: For Combat Reports dealing with actions of 11 March 1943, 4 April 1943 and 27 April 1943, see entry for Richard Trent Botkin.

AND THIS IS FROM THE BOTKIN ENTRY:

Public Record Office Air 50/248 has several Combat Reports that bear on him:

11 March 1943:

While on operations to Stuttgart on the night of March 11th, 1943, Halifax "M", Serial No. DT507 of 405 Squadron was attacked by an enemy fighter which both rear gunner and lookout gunner identified as a Me.110, at a point 4906 N 0426 E at 2242 hours. The Halifax was flying at 16,000 feet, heading 282 True and 160 m.p.h. Visibility was good with 1/3 moon Port Bow. No cloud.

The lookout gunner, Flight Sergeant O'Neill, first sighted the enemy aircraft directly astern and below at approximately 200 yards range. He warned the rear gunner, Sergeant Botkin, who fired a short burst at the enemy aircraft as it passed underneath. The rear gunner states that his trace missed. The enemy aircraft maneuvered for about 25 minutes and then attacked from 200 yards astern and below. The pilot, Sergeant Symes, on the instructions of the rear gunner made a violent turn to starboard. The enemy aircraft and the rear gunner fired almost simultaneously at just less than 200 yards range. The bullets from the enemy aircraft entered the Halifax's port wing, damaging the aileron and petrol tank. There were no casualties to the crew. The rear gunner of the Halifax observed his trace enter the nose of the enemy aircraft which broke down and to port and was not seen again.

There was no previous warning of attack and the enemy aircraft showed no lights.

The rear gunner fired about 30 rounds per gun without stoppage. No damage was observed.

Sergeant Botkin attended No.6 BGS, Mountain View, Ontario, Canada and No.22 OTU, Welsbourne.

Flight Sergeant [J.H.] O'Neill attended No.4 BGS, Fingal, Ontario, Canada and No.16 OTU, Upper Heyford..

4th April 1943:

Night of 4/5th April 1943, Halifax "S", No.JB875 of 405 Squadron, target Kiel, time 2304, position 5516N 0844E, height 17,000 feet, heading 080 True.

True air speed 208 m.p.h., this aircraft was attacked by a Ju,88 which is claimed as destroyed without the enemy having fired a shot. The Rear Gunner, J.16957 Pilot Officer Botkin, R.T. observed an enemy aircraft, identified as a Ju.88 which appeared from the port quarter flying across the track of the Halifax at 90 and the same height at a distance of 300 yards. When the enemy aircraft reached the dead astern position he banked steeply to attack. Pilot Officer Botkin fired a three-second burst at the enemy aircraft and observed his trace enter the nose and wings of the enemy aircraft which was at the time a sitting target. The enemy aircraft then leveled out dead astern at about 200 yards and Pilot Officer Botkin fired another burst of approximately 4-5 seconds and observed trace ricocheting off the port wing and engine of the enemy aircraft. A second later the port wing disintegrated.

The enemy aircraft was observed to drop like a stone out of control and burning until it disappeared into 10/10th cloud below. A large flash was observed from beneath the cloud a short time later as if the enemy aircraft had struck the ground and exploded. The lookout gunner, Can 7808 Flight Sergeant O'Neill, F.R. and the Navigator, J.16958 Pilot Officer Boudreau, J.H. saw the whole of the action and the subsequent explosion on the ground.

There was no searchlight activity or flak prior to this action and no other indication of imminent attack. Cloud was 10/10th, thin stratus, no moon,

brilliant starlit sky. Pilot Officer Botkin fired 650 rounds per gun without stoppage.

Respecting the above, the Group Gunnery Officer made the following comments:

This is considered a good show which is only marred by the fact that the rear gunner appears to have given no evasive action. All was well in this case as the fighter did not open fire, and the accurate fire of the rear gunner disposed of him. The result might, however, have been slightly different if the enemy aircraft had opened fire on the Halifax which was apparently flying straight and level throughout the encounter.

26/27 April 1943

On the night of 26/27th April 1943, Halifax aircraft "M" on Duisburg, was attacked by an enemy fighter identified by the rear gunner as a Me.109. The position was about three miles North West of Mook at 0246 hours. Our aircraft was flying at 15,000 feet, heading 308 Magnetic and I.A.S. 160 m.p.h. Visibility was very good, with 2/10 cloud below at 9,000 feet and the moon was just beginning to rise.

The enemy aircraft was first sighted by the rear gunner [Botkin] on the port quarter below, and at a distance of approximately 1,000 yards. He opened fire almost immediately and closed in to 220 yards. The rear gunner gave his captain instructions to corkscrew to port and the enemy aircraft closed in, and fire was seen to pass below the rear turret. The rear gunner gave a burst at 500 yards and another at 300 yards. The enemy aircraft burst into flames, pieces

flew off in the air, and he disappeared through the cloud beneath. All members of the crew saw this happen, and confirm.

Just before the attack the gunners saw a series of green lights pointing out their track on the ground.

Our gunner fired approximately 250 rounds from each gun. No stoppages. The mid-upper gunner did not open fire. The enemy aircraft is claimed as destroyed.

12/13 August 1943

While going into the target, Turin, on the night of August 12th/13th, heading 186 Magnetic, flying at 17,500 feet, speed 120 knots indicated, Halifax II "Z" [HH916] was attacked by a single engine enemy aircraft, presumed to be a Macchi 2002. The rear gunner [Botkin] opened fire at 600 yards range, and because our aircraft "Z" was on Bombing Run-up, no evasive action was given; the rear gunner fired about 400 rounds and the enemy aircraft turned off to port and was not seen again. This attack took place over the target at about 500 feet above the enemy flak. The enemy aircraft and our aircraft were both silhouetted by searchlights at the time of attack, there was a 3/4 moon, no cloud and the visibility was good. No apparent damage noted to the enemy aircraft.

SOURCE: Air Force Association of Canada website & Hugh Halliday (July 30, 2010).

On the right

LAC G.R. Ghent, Long Branch, Ont.



PL-8194

14 March 1942

Graduation Group, Course #35, #9 Bombing and Gunnery School, Mont-Joli, Quebec

LAC J.W. Coward, London, England;

LAC J.A.G. Thomson, Airdrie, Scotland



PL-8195

14 March 1942

Graduation Group, Course #35, #9 Bombing and Gunnery School, Mont-Joli, Quebec

LAC B.E. Wakeley, Quakertown, Pa. USA;

LAC W.P. Collin, Berwickshire, Scotland



PL-8196

14 March 1942

Graduation Group, Course #35, #9 Bombing and Gunnery School, Mont-Joli, Quebec. These men have just graduated from #9 Bombing and Gunnery School, Mont-Joli, Quebec as Sergeant Observers.

They are L.to R. :

Sgt's,

+**William Gerald Blight**, 48 Millard Ave., Newmarket, Ont.;

<https://www.veterans.gc.ca/eng/remembrance/memorials/canadian-virtual-war-memorial/detail/2689741?William%20Gerald%20Blight>

His name is also found on this website.

<http://sites.rootsweb.com/~nbpennfi/penn8b2No2ANS.htm>



Jesse Blake Adams, 1719 S.W. 23rd. Street Miami.

They received their half Wing and are now fully qualified sergeant observer of the Royal Canadian Air Force



PL-8197

14 March 1942

Graduation Group, Course #35, #9 Bombing and Gunnery School, Mont-Joli, Quebec

These men have just graduated from #9 Bombing and Gunnery School, Mont-Joli, Quebec as sergeant observers.

They are L.to R. :

Sgt's, James B. Flumerfelt, St. Catharines, Ont. and

Verdell C. Johnson, Perth, N.B.



PL-8198

14 March 1942

Graduation Group, Course #35, #9 Bombing and Gunnery School, Mont-Joli, Quebec

These men have just graduated from #9 Bombing and Gunnery School, Mont-Joli, Quebec. They received their half wing and now they are sergeant observers of the R.C.A.F..

They are L.to R. :

Sgt's, **LAC Frank L. Darlington**, Montreal, P.Q.,

<https://www.veterans.gc.ca/eng/remembrance/memorials/canadian-virtual-war-memorial/detail/2718644?Frank%20Lawrence%20Darlington>

His name is also found on this website.

<http://sites.rootsweb.com/~nbpennfi/penn8b2No2ANS.htm>



and

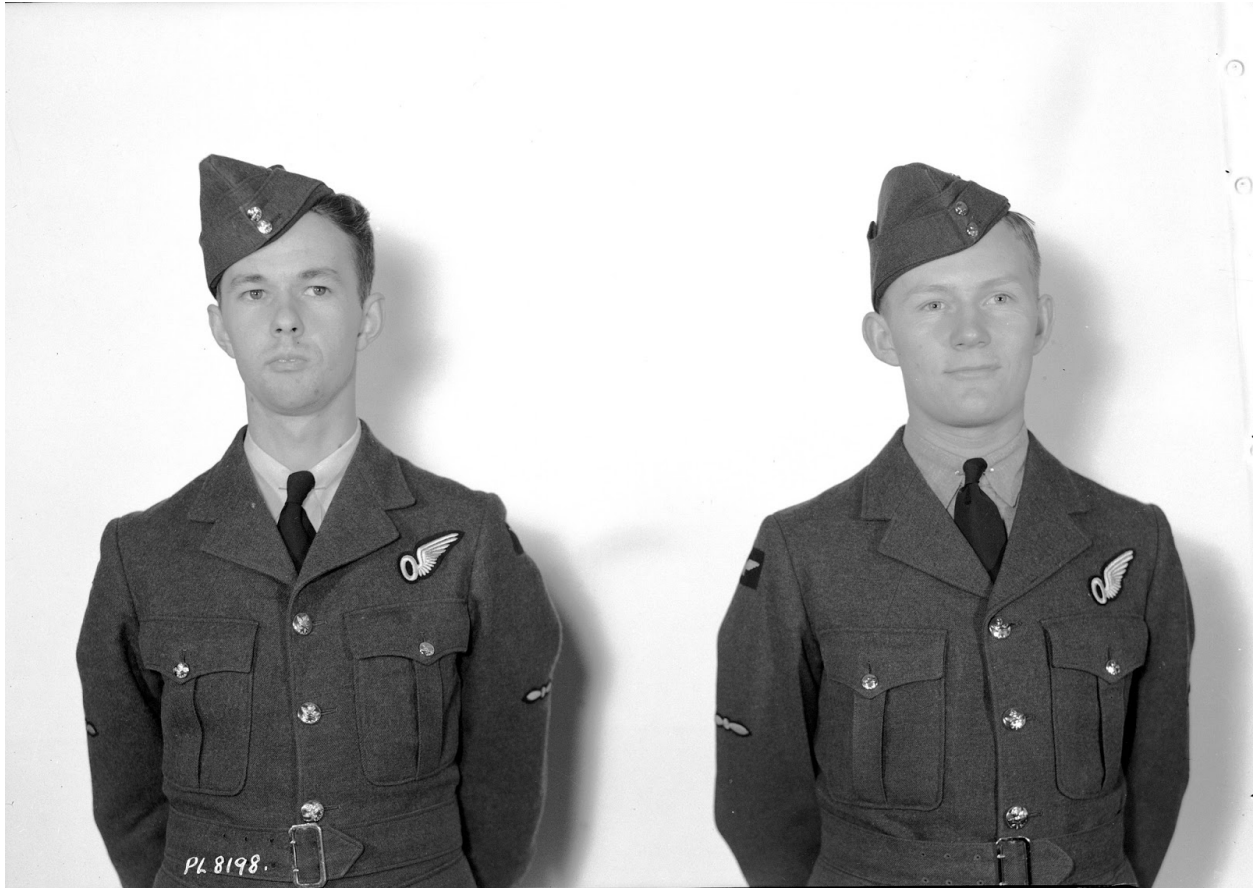
LAC Allan Carson Bowes, Ottawa, Ont.

Note: His brother died.

<https://www.veterans.gc.ca/eng/remembrance/memorials/canadian-virtual-war-memorial/detail/2761935>



BOWES BROTHERS SERVING OVERSEAS—Flying Officer Allan Carson Bowes, 23, left and Pilot Officer Gordon David Bowes, 21, sons of Mrs. Alexander Bowes, 505 Lisgar street, who are both serving overseas with the R.C.A.F. Flying Officer Bowes who was injured in a 'plane crash recently, is making satisfactory progress according to the latest word received by his mother.—(Photos by Paul Horsdal.)



PL-8199

14 March 1942

Graduation Group, Course #35, #9 Bombing and Gunnery School, Mont-Joli, Quebec These men have just graduated from #9 Bombing and Gunnery School, Mont-Joli, Quebec as sergeant observers. They are L.to R. :

LAC Patrick A. Powell of Copper Mountain, B.C.;

LAC George R.I. Taylor, Central Miranda, Orinote, Cuba. He is now a Sgt Observer with the Royal Canadian Air Force. He was Presented with his half wing at the wing parade



PL-8200

14 March 1942

#9 Bombing & Gunnery Mont-Joli Qc., LEFT: **Sgt Gordon J. Cory**, 1228 Connaught Drive, Vancouver, B.C. is now a Sgt. Observer of the RCAF having graduated from #9 Bombing and Gunnery School, Mont-Joli, Que. RIGHT: **Sgt. Joseph A. Beliveau**, St. Germain de Grantham, Quebec, received his observer's wing at #9 Bombing and Gunnery School, Mont-Joli, Quebec'. He is now a Sgt. Observer.

<https://www.veterans.gc.ca/eng/remembrance/memorials/canadian-virtual-war-memorial/detail/2765622?Gordon%20Johnson%20Cory>



<https://www.veterans.gc.ca/eng/remembrance/memorials/canadian-virtual-war-memorial/detail/2413026?Joseph%20Henri%20Alphonse%20Onil%20Beliveau>





PL 8200.

PL-8201

14 March 1942

#9 Bombing & Gunnery Mont-Joli Qc.,

left: **John Thomas Meagher**, Detroit, Mich. is now a sergeant observer in the Royal Canadian Air Force. He graduated as such at #9 Bombing and Gunnery School, Mont-Joli, Que.

right: **Charles W.D. Tamblyn**, 973 Waterloo St., London, Ont. graduated at #9 Bombing and Gunnery School, Mont-Joli. He is now a sergeant observer.

His name is also found on this website.

<http://sites.rootsweb.com/~nbpennfi/penn8b2No2ANS.htm>



Note on Tamblyn

<https://www.legacy.com/obituaries/theglobeandmail/obituary.aspx?n=charles-walter-dearn-ess-tamblyn&pid=189818694>

TAMBLYN (1912 - 2005)

Charles Walter Dearness Tamblyn, surrounded by his family, quietly at his home in London on Sunday, April 10, 2005 in his 94th year.

Beloved husband of Charlotte (Murphy) Tamblyn. Dearly loved father of Dr. David Tamblyn and his wife Dr. Susan Tamblyn of Stratford, Louise Tamblyn, John Tamblyn and his wife Mary Susan all of London, James Tamblyn and Kiri Stenberg of Toronto.

Dear grandfather of Robert, Diana (David), Zoe, Emma, Jennifer, Keenan and great-grandfather of Rosalind. Dear brother of Robert (Joan) of Toronto.

Predeceased by his brother John and sister Eloise.

Walter was born February 5, 1912. He was the Gold Medalist for the School of Business at U.W.O. in 1934. Walter then joined the accounting firm of Clarkson Gordon where he earned his C.A. designation.

In 1940 he enlisted in the R.C.A.F. and served as a Flying Officer in Europe, Africa, Asia, the Carribean and South America.

Walter co-founded Tamblyn Pritchard Construction Company Ltd. in 1946 and founded Loundon Acoustics Ltd. in 1970. He served his community as the President of the V.O.N. and Sunningdale Golf and Country Club and as a member of various Boards of Directors including the Church of St. John the Evangelist, St. Luke's (Broughdale) Anglican Church, Men's Mission and Women Immigrants of London. Friends may call on Tuesday from 2-4 and 7 to 9 P .M. at the James A. Harris Funeral Home, 220 St. James Street at Richmond. London. A memorial service will be conducted at St. Luke's (Broughdale) Anglican Church, 1204 Richmond Street North, London, on Wednesday, April 13 at 3:00 P M. by Archdeacon Jane . Humphreys. Cremation with interment in Woodland Cemetery, London. Memorial contributions to The Walter Dearness Tamblyn, 125th Anniversary Alumni H.B.A. Scholarship, University of Western Ontario would be gratefully acknowledged.

PL-8202

14 March 1942

#9 Bombing & Gunnery Mont-Joli Qc.,

(L) LAC J.A. Gabley, Colwyn Bay, N. Wales

(R) LAC G.E. Champman, Cardiff, Wales



PL-8203

14 March 1942

#9 Bombing & Gunnery Mont-Joli Qc.,

(L) LAC R.W. Fox, Surrey, England

(R) LAC R.D. Singleton, Yorks, England



PL-8204

14 March 1942

#9 Bombing & Gunnery Mont-Joli Qc.,

(L) LAC N.F. Ventham, Kent, England

(R) LAC L.W. Booth, Clapham Common S.W.A. England.



PL-8205

14 March 1942

#9 Bombing & Gunnery Mont-Joli Qc.,

Arthur Harry Lerner, 476 Redwood Ave., Winnipeg, Man. graduated from #9 Bombing and Sunnery School, Mont-Joli, Que. as a sergeant observer.

