

14 mars 1942

Grâce à des photos prises par des photographes de l'ARC, photos qui ont été partagées par Guy Fournier, nous retournons au 14 mars 1942 à l'École de bombardement et de tir no 9, Mont-Joli, Québec.

J'ai créé ce fichier PDF (6 megs) pour ajouter les informations que j'ai trouvées sur les aviateurs qui ont obtenu leurs ailes d'observateurs le 14 mars 1942. Il y a de nombreux liens à suivre pour en savoir plus sur ces morts. La majorité des liens sont en anglais.

PL-8185

Groupe de graduation, Cours no 35, École de bombardement et de tir #9, Mont-Joli, Québec. Ces trois hommes viennent d'obtenir leur diplôme d'observateur à la 9e École de bombardement et de tir de Mont-Joli, au Québec.

Ils sont de gauche à droite :

Sgt,

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

Cet observateur est mort le 12 mars 1943.

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

Son nom se trouve également sur ce site web.

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



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

Patrick Albert Powell a survécu à la guerre. Son nom se trouve également sur le même site Web.

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

À droite se trouve A.H. Lerner, de Winnipeg, Man. Je n'ai rien trouvé sur lui et je pense qu'il a survécu à la guerre.



Notes sur G.J. Cory mort lors d'un raid sur Essen:

<https://www.junobeach.org/fr/canada-in-wwii/articles/escadrons-de-bombardiers-de-larc-ouest-mer/raid-to-essen-march-12th-1943/>

Raid sur Essen, 12 mars 1943

Extraits de Bomber Command, Secret Narrative, mars 1943, p. 8-10. Ministère de la défense nationale, Direction de l'histoire et du patrimoine, 79/444.

Il y eut une seconde attaque sur Essen au cours du mois, dans la nuit du 12 mars. Les onze escadrons de l'A.R.C. participèrent au raid, soit en tout 113 appareils, dont 89 attaquèrent la cible; trois manquèrent à l'appel, les 420e, 424e et 425e escadrons ayant perdu un appareil chacun. Les conditions météo étaient excellentes, une nuit sans nuages et avec un brillant clair de lune, bien que la brume habituelle au-dessus des installations industrielles et, ensuite, la fumée aient caché les détails du terrain. En outre, des rapports indiquaient qu'un écran de fumée avait été mis en place au nord et au nord-ouest de la ville, et que la fumée dérivait vers Essen. Les défenses avaient, de toute évidence, été renforcées et, pendant la première moitié de la mission, les tirs de la défense anti-aérienne furent précis et nourris. Les projecteurs, groupés en grands cônes de 50 ou 60, et en plus petits de 20 environ, étaient très présents. Malgré la forte résistance, l'attaque fut menée à bien; 383 hommes y participèrent, laissant tomber 495,2 tonnes de bombes. Les éclaireurs (Pathfinders) ont fait du bon travail et les marqueurs indiquant les cibles étaient bien concentrés.

Pendant le premier quart d'heure du bombardement, on a observé beaucoup de foyers d'incendies, concentrés autour des marqueurs de cible. Les équipages qui ont bombardé par la suite ont rapporté que les foyers d'incendie avaient pris de la vigueur et se fondaient en vastes masses de flammes rouges, cela survenant après une forte explosion suivie, sept minutes plus tard, d'une autre et d'impressionnantes explosions, accompagnées de flammes et de nuages de fumée dense. Quelques minutes plus tard, il y eut une troisième explosion et un grand éclair blanc. La lueur des incendies était visible à 150 milles de distance.

Lors du raid, 23 bombardiers ont été perdus à cause de l'imposante défense antiaérienne. Un appareil du 405e escadron, piloté par le sous-lieutenant d'aviation N.D. Daggett est rentré percé de 200 éclats de Flak, dont sept dans le réservoir de carburant. Les systèmes hydrauliques, les instruments, l'identificateur ami-ou-ennemi (IFF) et le moteur extérieur gauche étaient hors d'usage; la colonne de direction du gouvernail était presque coupée en deux. Malgré tout l'appareil est revenu à bon port.

Un autre appareil, piloté par le sergent chef R. Hamby du 431e escadron, fut fortement mitraillé lors du raid. Il a été pris dans les feux des projecteurs et visé par la Flak presque au-dessus de la cible; le navigateur, le sous-lieutenant d'aviation J.T. Clark a été tué. Malgré tout, il a réussi à atteindre sa cible et le pilote a fait « bonne figure » en ramenant l'avion alors que le système hydraulique, les instruments de navigation et la radio étaient hors d'usage.

Un des appareils du 429e escadron, piloté par le sergent A.W. Jameson fut endommagé lors d'une collision avec un autre appareil et le mitrailleur arrière s'est retrouvé coincé dans sa tourelle. Le pilote a démontré beaucoup d'habileté et de courage en ramenant son appareil sain et sauf en Angleterre.

Beaucoup d'autres incidents furent rapportés, mais le fait marquant de la nuit fut l'exploit du lieutenant-colonel d'aviation D.H. Burnside, D.F.C., et de l'équipage du 427e escadron. Leur appareil fut atteint par les tirs de DCA avant d'atteindre la cible et le navigateur, le sous-lieutenant d'aviation R.J. Heather fut tué, tandis que le sergent-chef G.S. Keene, D.F.M., opérateur radio, eut un pied sectionné et subit des lacérations aux jambes. Le contrôle de l'aileron fut touché et le réservoir de glycol du dégivreur explosa, arrosant le bombardier, le sous-lieutenant d'aviation R.J. Hayhurst, et remplissant tout l'avant de l'appareil de vapeurs suffocantes. Malgré cela, le sous-lieutenant Hayhurst dirigea le pilote jusqu'à la cible qui fut atteinte avec succès et une bonne photo put être prise. L'appareil resta plusieurs minutes dans le feu des projecteurs alors qu'il se trouvait au-dessus de la cible mais le lieutenant-colonel d'aviation Burnside réussit habilement à échapper aux défenses anti-aériennes et à regagner sa base. Pendant tout ce temps, le sergent chef Keene,

malgré ses blessures, tenta pendant plus de deux heures de réparer les dommages subis par le système radio. Sans système d'intercom, il ne put parler aux autres membres d'équipage, qui cependant gardaient un œil sur lui. Il ne perdit conscience à aucun moment et continua à travailler à la tâche qu'il s'était assigné, guider la manipulation des installations. Il offrit aussi son aide pour la navigation et réussit à deux reprises à se traîner jusqu'au poste du navigateur pour obtenir les informations nécessaires. Entre-temps, l'appareil rencontra sur le chemin du retour des chasseurs que le sous-lieutenant d'aviation D.B. Ross, le mitrailleur, réussit à éloigner tout en dirigeant des manœuvres d'évitement qui réussirent. Faisant preuve de qualités exceptionnelles, le lieutenant-colonel d'aviation Burnside réussit à ramener son appareil à la base malgré les avaries subies et reçut une barrette supplémentaire à sa Croix du service distingué dans l'aviation (Distinguished Flying Cross). Les sous-lieutenants Hayhurst et Ross reçurent la Croix du service distingué dans l'aviation (Distinguished Flying Cross) et le sergent Keene la Médaille pour actes insignes de bravoure (Conspicuous Gallantry Medal).

Le lendemain du raid sur Essen, on prit des photos des usines Krupp et de la plus grande partie de la ville. Alors que les destructions dues aux attaques précédentes étaient essentiellement localisées dans le centre et aux usines Krupp, les bombardements récents avaient surtout atteint les usines et les quartiers périphériques du nord-ouest. Presque autant d'entrepôts et de bâtiments administratifs de la Krupp avaient été atteints que lors des raids précédents, et les dégâts étaient, de façon générale, plus importants. Pour les usines de locomotives, les dégâts au principal ensemble d'ateliers s'étendaient sur 85,000 yards carrés. En tout, l'ensemble des bâtiments détruits ou endommagés lors de ce raid couvrait pour les usines Krupp quelque 196,300 yards carrés, en regard de 136,000 yards carrés lors du raid précédent.

Les dommages les plus importants, en dehors de ceux aux usines Krupp, furent subis par les installations à l'entrée des carreaux de dix mines de charbon, bien que, dans la plupart des cas, les dégâts soient limités, sauf en ce qui touche les bâtiments du puits Katherina à la mine Hercules, du puits Hubert à la mine Koenigin Elizabeth, et du puits Hellene à Stoppenberg. En plus des destructions infligées à trois usines non-identifiées, une vaste

usine pour le traitement du zinc et de l'acide sulfurique à Borbeck semble maintenant hors d'état de fonctionner.

Des dégâts considérables furent aussi causés aux voies de chemin de fer et aux voies de garage dans la partie nord de la ville. Non seulement les voies ont été coupées en plusieurs endroits, mais le matériel roulant sur les voies de garage a aussi subi les effets du raid. On a alors estimé que les rails de la voie principale vers Oberhausen avaient été touchés, interrompant temporairement la liaison.

Bien qu'il n'y ait pas de zones de destruction massive, il y a eu plusieurs cas d'incendies et de dommages dus à des explosifs brisants dans les districts nord-ouest de Borbeck et de Gerschede, et aussi dans les districts nord-est de Stoppenberg et de Schonnebeck. Beaucoup de baraquements au nord de la ville furent endommagés, avec en tout, quelque 120 bâtiments détruits, dont plusieurs cantines. On estime à 6,000 le nombre d'hommes qui se retrouvèrent sans abri par suite de ces bombardements.

Cinq jours plus tard, on entreprit une autre mission de photographie sur Essen pour apporter des informations complémentaires à celles que l'on pouvait tirer des photos prises le lendemain. On trouva des preuves de dommages importants surtout à la fonderie Krupp du port, située entre Gerschede et Vogelheim. Des frappes qui ont directement atteint les aciéries ont sérieusement endommagé, croit-on, les nouveaux hauts-fourneaux électriques et ont beaucoup retardé les travaux de construction en cours. Plusieurs entrepôts sur le canal du port, peut-être utilisés par la Krupp, ont également été détruits.

La moitié des bâtiments des usines de modelage de Krupp ont été détruits par des incendies, alors que dans l'usine principale de construction mécanique et d'armement, deux ou trois ateliers et plusieurs petits hangars, d'abord cachés par la fumée, se sont révélés avoir été endommagés ou détruits. D'autres installations industrielles à Vogelheim ont été détruites, dont la presque totalité d'une usine de plastiques; les bâtiments sur les carreaux de deux mines de charbon ont été endommagés ou détruits par les explosifs brisants ou les incendies.

Selon des sources fiables, il n'y a pas eu d'activité aux usines Krupp pendant dix jours après le raid et il était nécessaire d'obtenir un permis pour y pénétrer. On a aussi rapporté que 16,000 ouvriers de la Krupp et 90,000 personnes en tout se sont retrouvés sans abri. Les dommages infligés à la Krupp étaient les plus importants de tous ceux causés par les raids de la RAF contre des installations indispensables à l'effort de guerre.

Voici un autre lien avec des informations sur le raid sur Essen :

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

12 mars 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 sur 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 mars 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 mars 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.

Plus ici:

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 mars 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 mars 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 mars to 13 April 1942. Anson aircraft (3.00 as first navigator by day, 8.55 as second navigator by day, 6.45as 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.

Plus de lecture:

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

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

Extraits

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 mars 1942

Groupe de graduation, Cours no 35, École de bombardement et de tir #9, Mont-Joli, Québec

Maintenant sergents-observateurs de l'Aviation royale du Canada, ces trois hommes ont récemment obtenu leur diplôme de la 9e École de bombardement et de tir, à Mont-Joli, au Québec.

Ils sont de gauche à droite :

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

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

+ LAC J.A.H. Béliveau, 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>





Leurs noms figurent également sur ce site.

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

PL-8187

14 mars 1942

Groupe de graduation, Cours no 35, École de bombardement et de tir #9, Mont-Joli, Québec.

Ces hommes viennent d'obtenir leur diplôme d'observateur à la 9e École de bombardement et de tir de Mont-Joli, au Québec. Groupe de l'Ontario.

Ils sont de gauche à droite:

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>

Son nom se trouve également sur ce site web.

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



LAC J.B. Flumerfelt, St Catharines

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PL8187.

PL-8188

14 mars 1942

Groupe de graduation, Cours no 35, École de bombardement et de tir #9, Mont-Joli, Québec.

Ces trois hommes viennent d'obtenir leur diplôme de la 9e École de bombardement et de tir, Mont-Joli, Québec.

**Ils sont maintenant sergents observateurs. Ils sont de gauche à droite :
Sgt,**

Joseph H. Boudreau, de Campbellton;

Son nom se trouve aussi sur ces sites web.

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

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

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

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

Son nom se trouve aussi sur ce site web.

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



Verdell C. Johnson, de Perth, N.B.

65

NO SMOKING



PL 8188.

PL-8189

14 mars 1942

**Groupe de graduation, Cours no 35, #9 École de bombardement et de tir, Mont-Joli,
Québec**

De gauche à droite :

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 mars 1942

Groupe de graduation, Cours no 35, #9 École de bombardement et de tir, Mont-Joli, Québec

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 mars 1942

Groupe de graduation, Cours no 35, #9 École de bombardement et de tir, Mont-Joli,
Québec

De gauche à droite :

+ 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>

Son nom se retrouve aussi sur ce site.

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



+ 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 mars 1942

Groupe de graduation, Cours no 35, #9 École de bombardement et de tir, Mont-Joli,
Québec

De gauche à droite :

LAC P.R. Aitken, Manchester;

LAC S.J. Middlesex; Both in England



PL-8193

14 mars 1942

Groupe de graduation, Cours no 35, #9 École de bombardement et de tir, Mont-Joli, Québec

De gauche à droite :

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

Son nom se retrouve aussi sur ce site.

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 mars 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 mars 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 mars 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 mars 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 mars 1943:

While on operations to Stuttgart on the night of mars 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).

À droite

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



PL-8194

14 mars 1942

Groupe de graduation, Cours no 35, #9 École de bombardement et de tir, Mont-Joli,
Québec

De gauche à droite :

LAC J.W. Coward, London, England;

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



PL-8195

14 mars 1942

Groupe de graduation, Cours no 35, #9 École de bombardement et de tir, Mont-Joli,
Québec

De gauche à droite :

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

LAC W.P. Collin, Berwickshire, Scotland



PL-8196

14 mars 1942

Groupe de graduation, Cours no 35, École de bombardement et de tir #9, Mont-Joli, Québec. Ces hommes viennent de recevoir leur diplôme de sergent-observateur de la 9e École de bombardement et de tir, Mont-Joli, Québec.

Ils sont de gauche à droite :

Sgt,

+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>

Son nom se retrouve aussi sur ce site.

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



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

Ils ont reçu leur demi-aile et sont maintenant des sergents observateurs pleinement qualifiés de l'Aviation royale du Canada.



PL-8197

14 mars 1942

Groupe de graduation, Cours no 35, École de bombardement et de tir #9, Mont-Joli, Québec. Ces hommes viennent de recevoir leur diplôme de sergent-observateur de la 9e École de bombardement et de tir, Mont-Joli, Québec.

Ils sont de gauche à droite :

Sgt's, James B. Flumerfelt, St. Catharines, Ont. et
Verdell C. Johnson, Perth, N.B.



PL-8198

14 mars 1942

Groupe de graduation, Cours no 35, École de bombardement et de tir #9, Mont-Joli, Québec. Ces hommes viennent de recevoir leur diplôme de sergent-observateur de la 9e École de bombardement et de tir, Mont-Joli, Québec.

Ils sont de gauche à droite :

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>

Son nom se trouve également sur ce site Web.

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



et

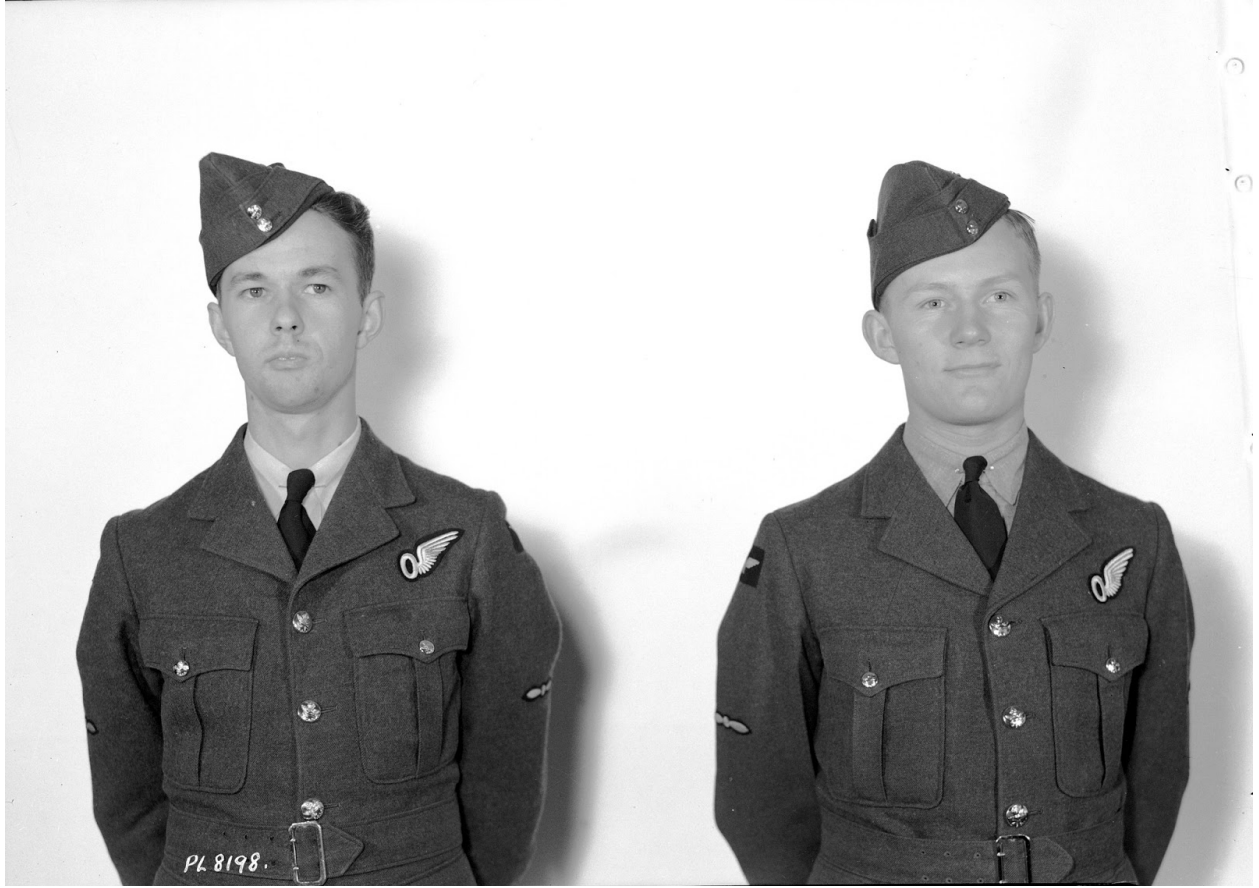
LAC Allan Carson Bowes, Ottawa, Ont.

Note: Son frère est mort à la guerre.

<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 mars 1942

Groupe de graduation, Cours no 35, École de bombardement et de tir #9, Mont-Joli, Québec. Ces hommes viennent de recevoir leur diplôme de sergent-observateur de la 9e École de bombardement et de tir, Mont-Joli, Québec.

Ils sont de gauche à droite :

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

LAC George R.I. Taylor, Central Miranda, Orinote, Cuba. Il est maintenant sergent observateur dans l'Aviation royale du Canada. Il a été présenté avec sa demi-aile lors de la parade des ailes.



PL-8200

14 mars 1942

École de bombardement et de tir no 9 Mont-Joli Québec,

GAUCHE : Le sgt Gordon J. Cory, 1228 Connaught Drive, Vancouver (C.-B.), est maintenant un sergent observateur de l'ARC, après avoir obtenu son diplôme de la 9e École de bombardement et de tir, Mont-Joli (Québec).

DROITE : Le sergent Joseph A. Béliveau, de St-Germain de Grantham (Québec), a reçu son aile d'observateur à la 9e École de bombardement et de tir, Mont-Joli (Québec). Il est maintenant sergent observateur.

<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 mars 1942

École de bombardement et de tir no 9 Mont-Joli Québec,

à gauche : John Thomas Meagher, de Détroit, Michigan, est maintenant sergent observateur dans l'Aviation royale du Canada. Il a obtenu son diplôme à l'École de bombardement et de tir no 9, à Mont-Joli, au Québec.

droite : Charles W.D. Tamblyn, 973, rue Waterloo, London (Ontario), a obtenu son diplôme à la 9e École de bombardement et de tir de Mont-Joli. Il est maintenant sergent observateur.

Son nom se trouve également sur ce site Web.

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



Note on Tamblyn

<https://www.legacy.com/obituaries/theglobeandmail/obituary.aspx?n=charles-walter-dearness-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 mars 1942

École de bombardement et de tir no 9 Mont-Joli Québec,

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

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



PL-8203

14 mars 1942

École de bombardement et de tir no 9 Mont-Joli Québec,

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

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



PL-8204

14 mars 1942

École de bombardement et de tir no 9 Mont-Joli Québec,

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

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



PL-8205

14 mars 1942

**École de bombardement et de tir no 9 Mont-Joli Québec,
Arthur Harry Lerner, 476 Redwood Ave., de Winnipeg, Man. a gradué de l'École de
bombardement et de tir no 9 Mont-Joli Québec, en tant que sergent observateur.**

