

AWARDS to CANADIANS in the ROYAL NAVAL AIR SERVICE

CHADWICK, Flight Sub-Lieutenant Arnold Jacques (killed in action) - **Distinguished Service Cross** - Awarded as per **London Gazette** dated 11 August 1917.

Born in Toronto, 23 August 1895.

Student of music in Toronto; studying music and modern languages in Germany; escaped that country five weeks after war declared (August 1914).

Attended Curtiss School in Toronto but did not complete the course (possibly because flying was suspended by winter weather).

Joined RNAS in Ottawa, 30 December 1915 as Probationary Flight Sub-Lieutenant.

At Eastchurch, 17 January 1916; at Chingford, 8 March 1916; at White City, 24 March 1916; at Chingford, 14 April 1916; at Eastchurch, 30 July 1916; at Dover, 17 August 1916.

With No.5 (N) Wing, 14 September to 2 October 1916 (missing, "having been overtaken by a storm whilst flying over the German lines in Flanders"; returned to unit from Holland after effecting escape).

Leave in Canada from 17 November 1916.

To Dover, 20 January 1917; to No.5 (N) Wing, 22 January 1917.

Serving with No. 4 Naval Squadron when **missing (drowned)**, **31 July 1917** when ditched off La Panneost, Western Front; body washed up by tide near Dunkirk, 8 August 1917 (Sopwith Camel a/c #N6369).

According to his CO "He was a very gallant pilot and a good officer. During the last four months he has led his flight with conspicuous success and certainly caused six machines and several Kite Balloons to descend."

CHADWICK. Arnold Jacques, (b:Toronto, ON, 23 Aug 1895) F/S/Lt, RNAS, 5 Naval Wing, shot down captured [2.10.16] later escapes, back through the lines. This is his second escape. As a student in Germany in Aug 1914 he was interned yet managed to find his way to England. Fl/Lt, RNAS, Fl/Cdr an ace with 11 victories, 4 Naval Sqn, Sopwith Camel a/c #N6369, Lost [28.7.17] drowned when ditched off La Panneost, Western Front. DSC-[11.8.17]

For exceptional gallantry and remarkable skill and courage whilst serving with the RNAS at Dunkirk during May and June, 1917, in repeatedly attacking and destroying hostile aircraft.

Aeroplane of 8 November 1916 reported him "Now reported not missing" as of 4 November 1916 and wrote:

"Les Nouvelles" of Maastricht, states that pilot Flight Sub-Lieutenant Arnold Chadwick, who took part in the raid of October 2nd on the Zeppelin hangars at Brussels, has arrived in Holland. After the raid he was compelled to land owing to a motor defect at seven o'clock in the morning in the neighbourhood of Tirlemont. He wanted to set fire to his machine, but had no matches, and had to take to flight when a motor car full of Germans came up. He donned a peasant's cap and blouse, and succeeded in reaching a neighbouring town, where he hid for several weeks. After a series of adventures he managed to reach the Dutch frontier.

NOTE: Public Records Office Air 1/74 has a letter from Wing Captain (Dover Patrol) to Headquarters, RNAS dated 15 June 1917 citing A.M. Shook, A.J. Chadwick, and L.F.W. Smith as above, adding "more especially on the occasions of hostile bombing attacks on England."

The same document also has a memo dated 11 June 1917 from Headquarters, No.4 (Naval) Wing, Dunkirk, stating he was on "No.4 Squadron attached to this Wing" and stating that he was "deserving of special recognition" (although no particular award named):

This officer is a very skilful and determined pilot, and has attacked many hostile aircraft, descending very low behind the enemy's lines and over their aerodromes.

I credit him with the destruction of four machines. He has previously done much bombing, being on one occasion taken prisoner, but subsequently escaping.

FURTHER NOTE: Public Records Office Air 1/74 has a memo from Senior Officer, RNAS Dunkirk to Vice Admiral, Dover Patrol dated 17 July 1917. It recommends several officers for awards (Reid and Chadwick included), and lists them in order of merit (see Breadner). The text for Chadwick differs markedly from that which was published in the **London Gazette** and from other documents found:

Joining Dunkerque on 2nd October 1916, this officer has always performed conspicuously good work. He has participated in bombing raids on Brussels Airship Station, Bruges Docks, Ghistelles Aerodrome and also on hostile shipping. He was reported "missing" from the Brussels raid, having been forced down in enemy territory, but succeeded in making his escape and returned to England. He has had a great many engagements with the enemy, destroying over twelve hostile machines. During the bombardment of Dunkerque by long range guns, Flight Commander Chadwick attacked two enemy kite balloons which he forced down, shooting the observer of one who endeavoured to make his escape by parachute. During the raid on England last month, this officer was one of the pilots who attempted to intercept the enemy on their return, and succeeded in destroying one large enemy seaplane and assisting in the destruction of another.

Folio 165 of Air 1/74 (circa July 1917) also has the following:

He has destroyed eight enemy machines and has on three occasions forced down balloons. Has always fought with the utmost gallantry and pluck.

NOTE: The Harry Creagen Papers (National Aviation Museum) have extensive notes on him including what are clearly excerpts copied from his logbook (whereabouts of the original document unstated).

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CLEGHORN, Lieutenant (Honorary Captain) William Fulton ('Cleggy') (Killed in Action) - **Distinguished Flying Cross** - Awarded as per **London Gazette** dated 3 August 1918.

Born in Toronto, 8 May 1895; home there (bank clerk).

Enlisted in RNAS in Ottawa, 16 December 1915.

To HMS **Conquest**, 30 March 1916; injured or wounded, 25 April 1916.

To Eastbourne, 26 August 1916; to Dover, 23 February 1917; to Dunkirk, 4 April 1918.

On 19 July 17, he was flying a DH4 and was shot up during aerial combat; he returned OK but his Air Mechanic gunner was wounded in the action.

To No.218 Squadron, 13 May 1918. On **2 October 1918**, he was **shot down and lost in action** while dropping food near Hothulst Forest to allied troops cut off in a forward position. Cleghorn's body was never found. With no known grave he is commemorated on the Arras Memorial in France. A curious advertisement in **The Aeroplane**, 22 January 1919 asked for information on him, saying he was "last seen by his observer near Roulers, wounded in the leg, being taken to hospital by the Germans." He had 59 sorties.

A distinguished and gallant leader of bomb raids, in fifty-nine of which he has been engaged.

In his last engagement recently his formation was attacked by a large number of enemy aircraft, but nevertheless, sixty-eight bombs were dropped successfully on the objective, and in the fight which afterwards ensued three enemy aeroplanes were destroyed and five others brought down out of control.

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HERVEY, Flight Commander Gerald Essex - Distinguished Service Cross - Awarded as per **London Gazette** dated 17 November 1917.

Born 6 October 1891 in **Stratford, Ontario**.

Home in Edmonton (accountant)

Began training at Carr Aviation School; when it folded he enrolled in Curtiss School, Toronto, 1915; passed tests in September 1915.

Appointed Probationary Flight Sub-Lieutenant, Ottawa, 20 September 1915.

Booke to sail on **Athenia** from Montreal, 5 October 1915.

No.1 Wing, Dunkirk, 15 February 1916.

No.5 Wing, Coudekerque, 15 April 1916.

Served with No.8 (N) Squadron, 25 October 1916 to 5 March 1917.

With No.9 (N) Squadron, 5 March to 30 June 1917.

At Dover Aeroplane Station, 17 July 1917

At No.23 TDS, 27 November 1918.

For conspicuous gallantry and devotion to duty in air fights and bombing raids. On August 22, 1917, he attacked a formation of ten hostile aircraft engaged in a raid on England and brought one of them down into the sea.

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HICKEY, Lieutenant Charles Robert Reeves - Distinguished Flying Cross - Awarded as per **London Gazette** dated 3 August 1918.

Born in **Nanaimo, British Columbia**, 10 September 1897.

Home in Parksdale, British Columbia (student).

Joined Canadian Mounted Rifles, 16 March 1916

Overseas with 11th Canadian Mounted Rifles, June 1916

To RNAS, 4 February 1917; Vendome, 19 March to 23 May 1917.

Cranwell, 28 May to 1 July 1917.

Dover, 23 July 1917.

With No.4 (Naval) Squadron, 30 July 1917 to 3 October 1918.

Captain in RAF, 204 RAF Squadron in 1918. **Killed on 3 October 1918** while flying Sopwith Camel a/c #D6626.

A fatal mid area collision, in cloud, with 2Lt S.E. MATTHEY of 204 Squadron flying a Sopwith Camel a/c #D8189 over the Western Front.

He has been engaged in numerous air battles with marked success during a period of twelve months.

On a recent occasion he flew to the assistance of one of our machines which was being pressed by two enemy machines and succeeded in destroying one of them.

NOTE: Public Record Office Air 1/109/15/9/294 has considerable documentation respecting this award. The first is a Combat Report for an action on 12 June 1918 (3.30 p.m., Camel C.74, escorting DH.4s, height from 14,000 down to 1,000 feet, in the areas of Coxyde and Nieuport). Enemy aircraft described as "Six Pfalz Scouts painted yellow fuselage, sky blue underside of planes. Armament two Spandua Maxims." His own narrative read:

While travelling towards Middelkerke from Ghisteles at 18,000 feet, we observed one enemy aeroplane off Middelkerke, three enemy aeroplanes higher up off Nieuport and two more attacking a DH.4 off Coxyde at about 14,000 feet. I turned left and dived towards the two latter enemy aeroplanes, opening fire at about 100 yards. Enemy aeroplane turned and dived towards Nieuport and I followed close on his tail. Enemy aeroplane apparently hit by my first burst as all he did to evade my fire was to side slip. I kept firing

intermittent bursts taking careful aim each time. When at 1,000 feet off Nieuport Piers, I closed on enemy aeroplane and fired a long burst at very close range. Enemy aeroplane dropped vertically and caught fire on the right hand side of his cockpit. In a few seconds its fire had spread and machine fell into the sea. One plane floated for a few minutes but shortly nothing remained on the surface. Altogether I fired 450 rounds.

A form dated 15 June 1918 states he had been confirmed in rank as Lieutenant with effect from 19 June 1917, and that he had spent 10 ½ months at Dunkirk. The recommendation read:

For courage and skill while on patrol near Middelkerke on 14th June 1918 when he attacked two enemy aeroplanes which were attacking a DH.4, one of which he shot down in flames. Since July 1917 he has certainly destroyed two other enemy machines and has driven down three others out of control.

Accompanying this is another statement dated 15 June 1918 (General Officer, 5th Group, Royal Air Force to Vice-Admiral, Dover Station):

In accordance with Admiralty letter M/07302/17 dated 2nd July 1917, Lieutenant Charles Robert Reeves Hickey is recommended for the award of the Distinguished Flying Cross.

In addition to the incident mentioned, Lieutenant Hickey has done continual good work since 30th July 1917. On 21st April 1918, he shot down a two-seater hostile aeroplane at Wulpen. He landed alongside to prevent pilot from burning machine and was burnt when enemy aeroplane blew up as a result of a timed infernal machine. His first flight on return from hospital, he shot down another enemy aeroplane over Ostende which was confirmed by the remainder of the formation. In addition, he has shot down out of control three other enemy machines, besides participating in many decisive combats.

HICKEY, Lieutenant (Temporary Captain) Charles Robert Reeves, DFC - Bar to Distinguished Flying Cross
- Awarded as per **London Gazette** dated 2 November 1918.

A very determined air fighter who has destroyed seven enemy machines and brought down nine completely out of control during the past three months. His skill and initiative as a flight commander have made his flight very successful. Last month he destroyed two machines and brought down two more out of control in one day, and the remainder of his flight, at the same time succeeded in dispersing several more enemy aircraft without sustaining any casualties.

NOTE: Public Record Office Air 1/74 has a report by Major E.W. Norton, Commanding Officer, No.204 Squadron. It is not dated but bears a 5 Group stamp dated 21 August 1918. It describes Hickey thus:

A fighting pilot with a very good record. Keen on his work and a very determined fighter. Good disciplinarian. Was in charge of Squadron Headquarters for three months and the production of work under his command was very satisfactory.

FURTHER NOTE: Public Record Office Air 1/107/15/9/287 has recommendation dated 18 September 1918. This adds a few details to the published citation:

Since being recommended in June last for award of the Distinguished Flying Cross, this officer has destroyed seven enemy machines and driven nine down completely out of control and has been engaged in ten indecisive combats. His skill and devotion to duty have made his flight very successful. On 16 September 1918 while leading his flight he destroyed two and drove down two enemy machines, his flight getting several Huns down and sustaining no casualties.

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HOBBS, Basil Deacon, Flight Sub-Lieutenant - Distinguished Service Cross - Awarded as per **London Gazette** of 22 June 1917. Born 20 December 1895 in Berkshire, England. He moved to Canada at a young age where he obtained his education and developed his love of flying. Educated at Sault Ste. Marie and took correspondence course in Electrical Engineering. In 1915 he took his flying training at the Wright Flying School in Dayton, Ohio and later joined the Royal Naval Air Service as a Flight Lieutenant. During his career in the war, he was Mentioned in Despatches for sinking two German submarines and destroying a German Zeppelin. Transferred to RAF. In 1920, he joined the CAF and was employed by the Canadian Air Board as a "Certificate Examiner" for civil aircraft and pilot licensing. Canadian Air Board, 1 April 1921 to 25 May 1922, and RCAF, 1922-25. In 1924 he was the sole pilot for the first long-range air survey over northern Saskatchewan and Manitoba which, at the time, was quoted as being one of the most brilliant achievements in aviation. Left RCAF and went as Engineer with Cleveland Illuminating Company 1925 to 1939. Rejoined RCAF, 18 June 1940 in Montreal with the rank of **Group Captain** and was employed as a Commanding Officer at **RCAF Station Dartmouth**, Nova Scotia. He also served at **RCAF Station Trenton** and as Commanding Officer of **RCAF Patricia Bay**.

HOBBS, Basil Deacon, Flight Lieutenant - Distinguished Service Order - Awarded as per **London Gazette** of 20 July 1917.

HOBBS, Basil Deacon, Flight Lieutenant - Bar to Distinguished Service Cross - Awarded as per **London Gazette** of 30 November 1917.

HOBBS, Basil Deacon, Group Captain (C6) - Officer - Order of the British Empire - RCAF Station Patricia Bay - Awarded as per **Canada Gazette** of 16 June 1945 and AFRO 1127/45 dated 6 July 1946. Governor General's Records (RG.7 Group 26, Volume 59, file 190-I, dossier 7 has citation.



“Group Captain Hobbs has served with distinction throughout an extensive period of war service. As Commanding Officer of Royal Canadian Air Force Station, Patricia Bay, he has carried out his duties in an exemplary manner. At all times he has given his best to the service and all personnel under him have profited by his experience, good judgement and fine leadership. This officer's record throughout his career has been outstanding. By his splendid devotion to duty, initiative and efficiency he has rendered highly meritorious service to the Royal Canadian Air Force.”

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JOHNSON, Flight Sub-Lieutenant Frederick Ross - Mention in Despatches - Awarded as per **London Gazette** dated 11 August 1917. Born 1 April 1894 in **Morlebank, Ontario**; home in Westmount (business manager). Passed tests at Curtiss Flying School, Toronto, 19 July 1916. Appointed Probationary Flight Sub-Lieutenant, Ottawa, 19 July 1916; in UK, 27 August 1916; to Cranwell, 11 December 1916; also trained at Crystal Palace, Chingford, Freiston and Manstone (50 hours); to Dunkirk, 4 April 1917; to No.7 (N) Squadron, 9 April 1917, after which he "proceeded on duty", returning to the squadron at Coudekerque on 26 April 1917; also flew in No.15 (N) Squadron. Reported on operations from early July 1917 to December 1917; to Group Pool, 1 July 1918; missing (POW), 3 October 1918; reported prisoner, 14 November 1918; repatriated 17 January 1919. AIR 1/640/17/122/201 (National Archives of Canada MG.40 D.1 Volume 12) indicates he was put up for an MID following a night bombing raid with No.7 (N) Squadron, 12/13 July 1917 (attacking enemy airfields in a Handley-Page). This is confirmed by Public Records Office Air 1/74 (folio 194) in a letter dated 27 July 1917 (Admiralty to Vice-Admiral, Dover Patrol, copy to

Commanding Officer, RNAS Dunkirk.

JOHNSON, Frederick Ross, (Westmount, PQ) Fl/S/Lt, RNAS, DSC-[17.11.17] **MID**~[11.08.17]

Capt, RAF, [3.10.18] 100 Squadron Handley Page/400 a/c suffered an engine failure during a bombing mission on the Frescaty Zeppelin sheds. Johnson & his crew force land their & burn the a/c. On the run for four nights the exhausted airmen finally turn themselves in & become a Prisoner of War.

With reference to your submission No.2237/012D of the 16th instant, forwarding reports on bomb attacks on Aertrycke and Houtave-Nieumunster Aerodromes on the 12-13th July, I am commanded by My Lords Commissioners of the Admiralty to acquaint you that Flight Sub-Lieutenant Frederick R. Johnson and Observer Gunlayer George will be "mentioned" in the Gazette for their good work on this occasion.

JOHNSON, Flight Sub-Lieutenant Frederick Ross - Distinguished Service Cross - Awarded as per **London Gazette** dated 17 November 1917. AIR 1/641/17/122/228 (MG.40 D1. Volume 13) has recommendation (but no citation) dated 21 September 1917 appended to report of Handley-Page raid that day; more detailed than before.

For conspicuous gallantry and devotion to duty in a bombing raid on Thourout Railway Station on the night of the 20th-21st September 1917, when he came down to about 3,000 feet and made particularly good shooting.

Perhaps related to this is a report found in Public Records Office Air 1/74 (folios 232-234) of a raid by ten Handley-Page aircraft on the night of 25/26 September 1917 on stations and junctions of lines of railway triangle, Thourout-Lichtervelde-Cortemarcke, scoring two direct hits on mainline at Thourout and much machine-gunning; targets straddled at Lichtervelde which was hard to find; one direct hit at a junction and three hits on lines as Cortemarcke. Weather was bad, forcing aircraft down to 2,500 to 4,000 feet. Four aircraft made double sorties. Canadians involved were Johnson (Handley-Page 1455) and C.H. Darley (Handley-Page 3129). Report stated:

I beg to call your attention to the conduct of Flight Sub-Lieutenant Gibbs, Observer A.M.I.G.L. Kille, and Flight Sub-Lieutenant Johnson, Observer A.M.I.G.L. Boshier. These pilots and Observers made double trips, and good shooting from 3,000 feet and below, each machine being responsible for dropping over 1 2 tons of bombs during the night.

Flight Commander Darley, DSC, Observer P.O.G.L. Young, also made extremely good shooting, and was only prevented from completing his second trip by engine trouble.

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THOM, Captain George - Air Force Cross - Awarded as per **London Gazette** dated 3 June 1919. Born 13 March 1890 in Scotland; educated there; **to Canada in 1910** and was articled in British Columbia as a "Land Surveyor Pupil"; gave home as Nicola, British Columbia; attended Curtiss School, Toronto and obtained Royal Aero Club Certificate No.1860, 3 October 1915; appointed Probationary Flight Sub-Lieutenant, Ottawa, same date. Arrived in England, 25 October 1915 and posted to Chingford; to Dover, 31 January 1916; an original member of No.8 (N) Squadron; from Dunkirk to Redcar, 8 April 1918; to No.202 Training Depot School, Cranwell (instructor), 29 April 1918; to No.56 TDS (date uncertain; he was there on 7 November 1918) and as of 5 May 1919 to Midland Area (duties at Cranwell). Available for disposal, 10 May 1919 but returned to Cranwell, 13 July 1919; struck off strength about 23 December 1919. Note on Air 76 file (undated) says "Since joining RNAS: - flown Curtiss, Avro, BE.2c, Bleriot monoplane, Morane Parasol, Caudron, Breguet, Nieuport, 1 1/2 Strutter, Pup, Triplane, Camel. Had been confirmed as Flight Sub-Lieutenant, 26 January 1916, Flight Lieutenant on 31 December 1916, Acting Flight Commander 27 February 1917, and confirmed as Flight Commander, 1 January 1918. Postwar prospector; drowned when canoe upset while oil prospecting in Peace River rapids, 1924. No citation other than:

"In recognition of distinguished services rendered during the war"

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WALLACE, Captain Hazel le Roy - Distinguished Flying Cross - Awarded as per **London Gazette** dated 2 November 1918. Born in **Lethbridge, Alberta**, 13 November 1897; home there; attended Curtiss School at Newport News; had flown 400 minutes by 9 October 1916 but no certificate. Appointed Probationary Flight Officer, RNAS, Ottawa, 23 May 1917; served in No.9 (N) Squadron (dates uncertain); with No.1 (N) Squadron, 1 October 1917 to 21 May 1918 (77 offensive patrols, 26 special missions, three crashed, two out of control); joined No.3 (N) Squadron, 10 June 1918. Air 1/163/15/142/5/3655 "Honours and Awards, No.3 Naval Squadron" has details of combats - one indecisive on 13 July 1918 (with Lieutenant Riley); one indecisive on 20 July 1918 (with Lieutenant Franklyn, Hannoveraner two-seater); one decisive on 20 July 1918 (two seater, with Lieutenant Franklyn); one indecisive on 28 July 1918 (Fokker biplane); leader of attack on Epinoy aerodrome, 1 August 1918, very good low work; one two-seater crashed on 3 August 1918 (confirmed by No.12 Squadron). Finished WWI as a Naval ace with 14 victories. On one occasion, while flying a Sopwith Camel, of 3 Sqn RAF, he attacked and destroyed a Kite Balloon.

A gallant and most capable leader, who in many engagements has displayed marked ability and courage, notably in a recent attack on an aerodrome when he led his flight against the group of hangars allotted to him at an altitude of between 100 to 200 feet. By direct hits he destroyed three enemy aeroplanes and set fire to a hangar by machine-gun fire. In addition to above this officer has destroyed four aeroplanes and driven three down out of control.

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This is from the work of my good friend Hugh Halliday.