

# Awards to the RCAF for Services Associated with the Korean War

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**BLISS, Flight Lieutenant William Hamilton Forster (17822) - Air Medal (United States) -** 4th Fighter Interceptor Wing (USAF) - Awarded as per **Canada Gazette** dated 26 June 1954 and AFRO 362/54 dated 2 July 1954. Born in Toronto, 8 June 1923; enlisted in RCAF, 31 July 1941; served overseas with No.412 Squadron; discharged 7 September 1945. Reenlisted 9 November 1948 and flew with No.410 Squadron aerobatic team. Retired 2 February 1971. See PL-90394 for photograph. See H.A. Halliday, "In Korean Skies", **Roundel**, December 1963 and January 1964.

“Flight Lieutenant William H. Bliss distinguished himself by meritorious achievement while participating in aerial flight as a pilot, 4th Fighter Interceptor Wing, Fifth Air Force, from 4 May 1953 to 16 June 1953. Flying an F-86 type aircraft, Flight Lieutenant Bliss accomplished many missions in support of United Nations operations in Korea. Although often faced with determined enemy opposition, the courage, aggressiveness and degree of skill with which Flight Lieutenant Bliss conducted his assignment contributed greatly to the ultimate success of the assigned missions. Through his personal courage, outstanding airmanship and exemplary devotion to duty, Flight Lieutenant Bliss reflected great credit upon himself, the Far East Air Forces and the Royal Canadian Air Force.”

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**BOWMAN, Sergeant Frederick Morison (22554) - Queen's Commendation for Valuable Services in the Air -** No.426 Squadron - Awarded as per **Canada Gazette** dated 7 June 1952 and AFRO 406/52 dated 13 June 1952. Born in Ancaster, Ontario; raised and educated in Dundas, Ontario. Serving at No. 4 OTU at date of gazetting; certificate forwarded via Air Transport Command, 26 June 1952. Died in Ottawa, 19 December 1999.

“Sergeant Bowman has served on the Korean Airlift since its inception as a Flight Engineer on North Star aircraft, having been attached to the Military Air Transport Service, USAF, as a member of 426 Transport Squadron on 26th July 1950. He has flown a total of 1,000 hours over the Pacific.

Throughout his tour, Sergeant Bowman has displayed outstanding professional ability which he used with imagination and initiative to ensure expeditious handling of all flights.

On many occasions hazardous weather conditions were encountered and it was necessary to perform instrument let downs or land with the aid of GCA at the destinations. Sergeant Bowman's experience, efficiency and co-operation with the captain of his aircraft during these conditions were in large part responsible for the success of the flights.

This non-commissioned officer's untiring efforts have been a magnificent contribution to the success of the Royal Canadian Air Force's participation in the United Nations' effort in Korea.”

**NOTE:** His obituary in the Ottawa **Citizen** described him as a member of the Pre-War Club and the "doyen of Canadian Military Flight Engineers". It also carried a quotation attributed to Leonardo da Vinci. The attribution may be incorrect, but the text and sentiment bear recording:

When once you have tasted flight  
You will forever walk the earth  
With your eyes turned skyward  
For there you have been and  
There you always long to return.

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**BURN, Flight Lieutenant Robert Edward (17486) - Queen's Commendation for Valuable Services in the Air** - No.426 Squadron - Awarded as per **Canada Gazette** dated 1 January 1953 and AFRO 10/53 dated 9 January 1953. From Hespeler, Ontario; born 1922.

“Flight Lieutenant Burn has served with No. 426 Transport Squadron on the Korean Airlift since November 1951, as navigator of North Star aircraft. He has throughout all his flights to the Far East in support of United Nations operations in Korea, consistently exhibited navigational skill of a high order. His drive and ability coupled with his mature and enthusiastic interest in the Far Eastern route has been a source of inspiration to other members of the squadron and invaluable in the training of new navigation officers on the North Pacific crossings. Flight Lieutenant Burn has contributed in no small measure to the successful achievements of 426 Transport Squadron.”

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**CAREW, Flight Lieutenant Robert Dean (33697) - Air Medal (United States)** - 4th Fighter Interceptor Wing (USAF) - Awarded as per **Canada Gazette** dated 26 June 1954 and AFRO 362/54 dated 2 July 1954. Medal presented by U.S. Consul in Quebec City, 5 August 1954. Born 21 August 1924; enlisted in RCAF, 31 August 1942; awarded wings, October 1943. Trained on Hurricanes in Canada and flew an overseas tour with Nos.66 and 412 Squadrons; served in Air Forces of Occupation for seven months. Demobilized 19 February 1946; rejoined RCAF 5 November 1950 and trained on Vampires; then became No.1 OTU instructor. As of 22 January 1953, he was reported to have 1,165 hours on single engine aircraft including 129 on Vampires, 201 on T-33s and 25 on Sabres. Taken on strength of Special Force (Korea), 14 February 1953; taken on strength of 335th Fighter Interceptor Squadron, 18 February 1953; struck off strength 335th Fighter Interceptor Squadron, 5 July 1953; struck off strength Special Force (Korea), 5 July 1953. In Korea he flew 72 combat hours plus 18 hours 15 minutes non-combat on F-86 and five hours 55 minutes non-combat on T-33; once forced to bale out over sea after gliding 130 miles, 43,00 feet to 7,000 feet. Retired 20 November 1970. See PL-98811 for photograph. See H.A. Halliday, "In Korean Skies", **Roundel**, December 1963 and January 1964.

“Flight Lieutenant Robert D. Carew distinguished himself by meritorious achievement while participating in aerial flight as pilot of an F-86 type aircraft, 4th Fighter Interceptor Wing, Fifth Air Force, from 5 April 1953 to 8 May 1953. During that period, Flight Lieutenant Carew demonstrated outstanding professional ability during sustained combat air operations over North Korea. Despite adverse weather conditions, hazardous terrain and numerically superior enemy fighter aircraft, Flight Lieutenant Carew accomplished numerous missions which contributed substantially to the success of United Nations operations. Through his keen flying ability, courage and exemplary devotion to duty. Flight Lieutenant Carew reflected great credit upon himself, the Far East Air Forces, and the Royal Canadian Air Force.”

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**DAVIDSON, Wing Commander Robert Tremayne Pilsbury, DFC (20465) - Air Medal (United States)** - 335th Fighter Interceptor Squadron (USAF) - Awarded as per AFRO 742/53 dated 11 December 1953 and **Canada Gazette** dated 14 November 1953. Born in Vancouver, 10 February 1917. Enlisted in RAF, 1937. Served with No.30 Squadron (Blenheim aircraft), 1940-1942; No.261 Squadron (Hurricanes), 1942; No.175 Squadron (Typhoons), 1943; commanded successive Typhoon wings including No.143 Wing. Shot down in May 1944, evaded and joined Maquis. Transferred to RCAF, 12 December 1944. Of his Korea tour he remarked, "Got in a few good scraps with the MIGs. I made a couple of them smoke." Died 1975. See H.A. Halliday, "In Korean Skies", **Roundel**, December 1963 and January 1964.

“Wing Commander Robert T.P. Davidson distinguished himself by meritorious achievement while participating in aerial combat as a pilot of an F-86 type aircraft, 4th Fighter Interceptor Wing, Fifth Air Force, flying missions against enemies of the United Nations from 29 September to 25 October 1952. While flying combat air patrols and various other type missions deep into enemy territory, many times against a superior number of enemy aircraft, his dedication to duty and demonstrated skill were a magnificent contribution to the successful completion of the assigned mission. As a result of his fortitude and courage on these occasions he has brought credit to himself, members of the United Nations Forces, the Royal Canadian Air Force, and the Far East Air Forces.”

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**DICKSON, Squadron Leader James Donald, DFC, DFM (19812) - Air Force Cross - No.426 Squadron -** Awarded as per AFRO 406/52 dated 13 June 1952, **London Gazette** dated 5 June 1952 and **Canada Gazette** dated 7 June 1952. Born in Rothesay, New Brunswick, October 29th, 1920; enlisted in Moncton, October 23rd, 1940. Trained at No.2 ITS (graduated February 4th, 1941), No.14 EFTS (graduated April 19th, 1941) and No.33 SFTS (graduated July 2nd, 1941). Awarded DFM, June 16th, 1942 for services with No.57 Squadron; awarded DFC, September 1st, 1943 for services with No.419 Squadron. With No.164 (Transport) Squadron, January to November 1945; flew in Exercise "Muskox" with No.1 ASU. Served in No.426 Squadron, March 1947 to May 1951; joined No.412 Squadron, September 1952. Secretary of State papers (RG.6 D.1 Volume 359, file 114-2-A1-3 "Awards - Specific - Air Force Cross (Granted)" has citation. Presented by Governor General at Government House, 12 June 1953. Died 26 July 1953; buried North Luffenham.

“Squadron Leader Dickson has served with No.426 Transport Squadron on the Korean Airlift as captain of a North Star aircraft since its inception. He has flown a total of 600 hours over the 11,000-nautical mile route, often through hazardous icing and fog conditions, without mishap. This is a direct reflection on his exceptional ability, resourcefulness and leadership. This officer was recently appointed second-in-command of the squadron, and is now directly responsible for all RCAF operations over the Pacific. His sterling qualities and abilities as a pilot were demonstrated forcibly on a flight from McChord Air Force Base, Washington, to Elmsdorf Air Force Base, Alaska on the 23rd November 1950. As on all trips the aircraft was loaded with troops and vital supplies for the United Nations' effort in Korea. After completing two hours of the eight-hour flight the aircraft encountered most severe icing conditions and head winds. In spite of the weather, Squadron Leader Dickson completed his flight, landing at his destination in a 74-knot gale. All other aircraft flying the route that encountered the same conditions, with the exception of another RCAF aircraft, aborted and returned to their points of departure. Had it not been for the superior skill and determination shown by this officer, a vital load would have been delayed. Squadron Leader Dickson's qualities of leadership are an inspiring example to the officers and airmen under his command, and his untiring efforts have been an outstanding contribution to the success of the Royal Canadian Air Force's participation in this operation.”

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**DRACKLEY, Flight Sergeant Alfred Arthur (21603) - Air Force Medal -No.426 Squadron -** Awarded as per **London Gazette** dated 5 June 1952, **Canada Gazette** dated 7 June 1952 and AFRO 406/52 dated 13 June 1952. Born 5 November 1916 to farm family, Birsay, Saskatchewan; educated to Grade X at Hanford District School; from January to June 1940 took aeronautical

courses at Saskatoon Technical School. Enlisted in RCAF, 26 June 1940. Attended Manning Depot in Toronto and Technical Training School, St. Thomas, Ontario (graduated March 1941). Served at Station Dartmouth (Nos.5 and 11 Squadrons) servicing Hudson, Stranraer and Canso aircraft; participated in three-month photo mapping operation in Labrador using Stranraer aircraft. To Station Yarmouth, Acting Corporal rank, 1942. Remustered to Flight Engineer, and took Air Gunnery training at Mont Joli (November 1942-January 1943). Attended Aero Engine School, Montreal and a maritime OTU at Patricia Bay (February-March 1943). Returned to east coast and No.116 (BR) Squadron. Commissioned May 1944; to No.162 (BR) Squadron, Iceland, July 1944. Throughout the war he flew on 116 sorties (1,311 operational hours); awarded Operational Wing, 18 January 1945, Bar to Operational Wing, 14 August 1945. Remained in postwar RCAF, reverting to Sergeant. Served briefly in No.103 Search and Rescue Unit. With No.426 Squadron, June 1948 to July 1952. AFM presented 27 February 1953 by AOC Air Defence Command, Air Vice-Marshal A.L. James. After No.426 Squadron he went to No.427 Squadron (St. Hubert and No.3 Wing in Europe). Joined No.11 Technical Service Unit, Montreal; promoted to Warrant Officer (2nd Class), 1957. In 1964 posted to No.115 ATU, El Arish, for one year. Final tour was with Air Material Command Headquarters, Ottawa. Retired 6 May 1967 and moved to Victoria.

“Flight Sergeant Drackley has served on the Korean Airlift since its inception as a Flight Engineer on North Star aircraft, having been attached to the Military Air Transport Service, USAF, on 26th July 1950. He has flown a total of over 400 hours on the Pacific.

On many occasions hazardous weather conditions have been encountered and it was necessary to do instrument let downs or land with the aid of GCA at the destination. Flight Sergeant Drackley's experience, efficiency and co-operation with the captain of his aircraft during these emergencies were in a large part responsible for the success of the operation.

In the performance of his duties Flight Sergeant Drackley has set an example for all airmen by his devotion and loyalty to duty. This non-commissioned officer through his trade proficiency and advice has been instrumental in maintaining a tight route schedule which resulted in a high aircraft utilization and thus increased the squadron's ability to carry vital personnel and material over the 11,000-mile Pacific route.

This non-commissioned officer's untiring efforts have been a direct contribution to the success of the RCAF phase of this operation. “

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**EDWARDS, Flight Lieutenant Robert Martin** (30018) - **Air Force Cross** - No.426 Squadron - Awarded as per **Canada Gazette** dated 3 January 1953 and AFRO 10/53 dated 9 January 1953. Born in Winnipeg; (another press release says Lucky Lake, Saskatchewan, 1922); in Air Cadets before enlistment and also flew with Winnipeg Flying Club. Enlisted 1947, began flying training in January 1948 and graduated at the top of his class. Attended an Air Armament course, Trenton, before posting to No.426 Squadron. Press Release 7779 (December 1950) stated he had done training flights to Europe, Arctic re-supply, work on "Sweetbriar" and relief flights during "Redramp".

“Flight Lieutenant Edwards, a post war pilot graduate of the Royal Canadian Air Force, has served with 426 Transport Squadron on the Korean Airlift since its inception. In his capacity as captain and pilot of North Star aircraft he has in support of the United Nations operations in Korea participated in twenty-six round trips to the Far East over the eleven thousand nautical mile route. Throughout these flight, which have on many occasions necessitated flying through some of the most adverse weather conditions in the world, he has carried out his allotted tasks in an exemplary manner. The high sense of duty which he has exhibited

and his exceptional ability and resourcefulness as a pilot have contributed immeasurably to the successful achievements of 426 Transport Squadron.”

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**ENDERSBE, Squadron Leader Charles Edward (23526) - Queen's Commendation for Valuable Services in the Air** - No.426 Squadron - Award effective 5 June 1952 as per **Canada Gazette** dated 7 June 1952 and AFRO 406/52 dated 13 June 1952. Wartime experience in the Aleutians. On strength of No.1 Air Radar Observer School, Clinton when award announced.

“Flight Lieutenant Endersbe served on the Korean Airlift at its inception as radio leader of 426 Transport Squadron which was attached to the Military Air Transport Service, USAF, on 26th July 1950. He had had previous World War II experience throughout the Aleutians which proved invaluable in setting up the airlift to Japan as a radio officer he logged approximately 700 flying hours over the great circle route through the Aleutian chain to Japan on trips carrying troops and vital supplies for the United Nations effort in Korea.

Flight Lieutenant Endersbe displayed outstanding professional ability which he used with imagination and initiative to ensure expeditious handling of all flights in the face of extremely difficult weather conditions. His qualities of leadership were an inspiring example to the officers and airmen under his command and his untiring efforts were an outstanding contribution to the success of the Royal Canadian Air Force participation in this operation.”

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**ENGELBERT, Flight Sergeant (now WO2) Arthur Leroy, CD (2414) - British Empire Medal** - No.426 Squadron - Awarded as per AFRO 406/52 dated 13 June 1952 and **London Gazette** dated 5 June 1952 with Queen's Birthday List); born in Edmonton; raised in Manitou, Manitoba; serving at No.4 OTU at the time of gazetting.

“Flight Sergeant Engelbert served on the Korean Airlift since its inception as a non-commissioned officer in charge of a crew on major maintenance, having been attached to Military Air Transport Service, USAF, on 26 July 1950. During his tour he also served as a detachment commander in Hawaii, being responsible for the turn around of 426 Squadron's aircraft and thus was instrumental in maintaining the squadron's airlift capacity of vital supplies for Korea.

His qualities of leadership, resourcefulness and exceptional ability were demonstrated forcibly in November 1950 at Shemya in the Aleutian Chain. This non-commissioned officer was responsible for retrieving a North Star aircraft which had rolled into a ravine due to brake failure. The aircraft stopped with its nose against the far embankment and with its tail on the tarmac from where it had rolled. The successful execution of this salvage operation enabled the aircraft to continue to its destination in Japan with a load of troops and vital supplies. Had it not been for the outstanding skill and determination shown by Flight Sergeant Engelbert a valuable aircraft might have been lost and an essential load delayed.

Flight Sergeant Engelbert's untiring efforts have been a direct contribution to the success of the RCAF phase of this operation.”

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**EVANS, Flight Lieutenant Frederick William, DFC (10062) - Air Medal (United States) -** 334th Fighter Interceptor Squadron (USAF) - Awarded as per AFRO 742/53 dated 11 December 1953 and **Canada Gazette** dated 14 November 1953. Born in Saint John, New Brunswick, 1919; home in St. Thomas (clerk and salesman). Enlisted in Saint John, 17 February 1939. Trained at No.1 ITS (graduated 2 April 1943), No.7 EFTS (graduated 28 May 1943) and No.14 SFTS (graduated 1 October 1943). Commissioned July 1943. Overseas he destroyed one FW.190 and shared in the destruction of another. Postwar Vampire aerobatic pilot. See photo PL-90156. Taken on strength, Special Force, 14 December 1952; taken on strength of 334th Fighter Interceptor Squadron, 24 December 1952; struck off strength, 334th FIS, 9 April 1953; struck off strength Special Force, 11 April 1953. Flew 75 hours five minutes in combat; claimed one locomotive and four rail cars destroyed. For further details see Second World War RCAF awards data base. See H.A. Halliday, "In Korean Skies", **Roundel**, December 1963 and January 1964.

“Flight Lieutenant Evans distinguished himself by meritorious achievement while participating in aerial flight as a pilot of an F-86 type aircraft, 4th Fighter Interceptor Wing, Fifth Air Force, from 8 January 1953 to 13 February 1953. During that period, Lieutenant [sic] Evans successfully completed numerous combat missions in support of United Nations operations in Korea. Although often faced with determined enemy opposition, the courage, aggressiveness and degree of skill with which Flight Lieutenant Evans conducted his assignment contributed greatly to the ultimate success of the assigned missions. Through his courage, professional ability and exemplary devotion to duty, Flight Lieutenant Evans reflected great credit upon himself, the Far East Air Forces, and the Royal Canadian Air Force.”

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**FINKLESTEIN, Flight Lieutenant Abraham (6552) - Queen's Commendation for Valuable Services in the Air -** No.426 Squadron - Award effective 5 June 1952 as per **Canada Gazette** dated 7 June 1952 and AFRO 406/52 dated 13 June 1952.

“Flight Lieutenant Finklestein has served on the Korean Airlift since its inception as a navigator of North Star aircraft, being a member of No.426 Transport Squadron, which was attached to the Military Air Transport Service, USAF, on the 26th July 1950. He has navigated for more than 1,000 flying hours over the 11,000-nautical mile route, often through hazardous icing and fog conditions without mishap. This is a direct reflection on his exceptional professional ability and resourcefulness.

Flight Lieutenant Finklestein invariable displayed initiative and determination far beyond the call of duty in ensuring the successful delivery of troops and vital supplies for the United Nations' effort in Korea. This officer's efforts have been a direct contribution to the success of the Royal Canadian Air Force's phase of this operation.”

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**FLEMING, F/O Sanford Bruce (120772) - Distinguished Flying Cross (United States) -** 336th Squadron, 4th Fighter Interceptor Wing (USAF) - Awarded as per **Canada Gazette** dated 24 January 1953 and AFRO 55/53 dated 6 February 1953. Born in Hull, Quebec, 7 May 1924; enlisted in Montreal, 1 June 1942; trained at No.3 ITS (graduated 31 December 1942), No.13 EFTS and No.2 SFTS (graduated 6 August 1943) and No.31 General Reconnaissance School. Oversea from November 1943 to January 1946 with Nos.58, 422 and 435 Squadrons. Released 8 March 1946; re-engaged in Auxiliary, October 1948, and transferred to Regular Force on 12 November 1951. Served in Korea, 10 March to 12 June 1952. Flew 82 missions, 113 combat

hours, 15 non-combat hours. Claimed one MG-15 probably destroyed, two MG-15s damaged, one locomotive damaged, two trucks damaged. Following Korea, he served at No.1 OTU (14 June 1952 to 6 January 1954, and with No.410 Squadron (7 January 1954 to 20 September 1955), after which he was released from RCAF. See H.A. Halliday, "In Korean Skies", **Roundel**, December 1963 and January 1964.

“On 13 May 1952, Flying Officer Fleming distinguished himself by extraordinary achievement and heroism while participating in aerial combat against enemies of the United Nations in Korea. As element leader in the lead flight of eight F-86s escorting an RF-80 photo reconnaissance in the Sui Ho Reservoir area, he sighted sixteen MIGs preparing for an attack. Calling a break, he led his element into the first flight of four MIGs and his attack scattered the enemy flight. Returning to cover, he sighted two MIGs diving on the RF-80 and two escorting F-86s. Pressing in on one of the MIGs, he fired scoring hits on its fuselage and wing area and then continued his brilliant attack on the second MIG as it countered. With the safe withdrawal of the RF-80, Flying Officer Fleming followed, being low on fuel and ammunition at the time. His courageous devotion to duty, resulting in the probable destruction of one MIG and the safe withdrawal of the RF-80, reflects great credit upon himself, his comrades-in-arms of the United Nations and the United States Air Force.”

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**FOX, Squadron Leader William White (19703) - Air Medal (United States)** - 16th Fighter Interceptor Wing (USAF) - Awarded as per **Canada Gazette** dated 26 June 1954 and AFRO 362/54 dated 2 July 1954. Joined RCAF, June 1941; wings April 1942; flew on tour with No.115 (Bomber Reconnaissance) Squadron (Bolingbrokes and Venturas). Posted to England in 1944 for transport flying. Continued on transport duties when he returned to Canada; attached to No.420 (Auxiliary) Squadron in 1949 as instructor; to RCAF Station Chatham, 1952. Attached to Special Force (Korea), 14 May to 6 November 1953, serving with 16th Fighter Interceptor Squadron, 22 May to 31 October 1953. Flew 98 hours 20 minutes (combat) and 59 minutes 55 minutes (non-combat) in Korea. Photo PL-110016 shows him. Medal presented at American Embassy, London, 1 March 1955. See H.A. Halliday, "In Korean Skies", **Roundel**, December 1963 and January 1964.

“Squadron Leader William W. Fox distinguished himself by meritorious achievement during the period 2 June 1953 to 27 July 1953 while participating in twenty combat missions against the enemy over North Korea as pilot of an F-86 type aircraft, 51st Fighter Interceptor Wing, Fifth Air Force. During frequent encounters with high performance enemy jet aircraft, his courage, aggressiveness and proficiency contributed greatly to the ultimate success of the assigned mission. Through his valour, outstanding airmanship and devotion to duty on these occasions Squadron Leader Fox has reflected great credit upon himself and the United Nations Forces.”

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**GLOVER, Flight Lieutenant Ernest Arthur (17484) - Distinguished Flying Cross** - 334th Squadron, 4th Fighter Interceptor Wing (USAF) - Awarded as per **Canada Gazette** dated 17 January 1953 and AFRO dated 23 January 1953. Born in Niagara Falls; educated Toronto; joined RCAF October 1941; flew Hurricanes and Typhoons with No.1 Squadron until shot down (POW, May 1943). Joined postwar RCAF; promoted to Flight Lieutenant, June 1952; posted to Korea that same month; joined 334th Fighter Interceptor Squadron, Kimpo Airfield (Seoul), 20 June 1952; flew first sortie on 4 July but saw no enemy aircraft until 26 August 1952, after which he



encountered them almost every day. Damaged two MIG-15s on 30 August 1952. On 8 September, flying as No.4 in a flight, he encountered two MIGs. The Sabres closed but MIG evasive action frustrated some; they made a hard-right turn which the No.1 and 2 Sabre pilots could not follow; Glover, in an advantageous position, fired and observed hits. The MIGs dived from 40,000 to 15,000 feet; during a violent pull-up, the No.2 MIG lost control and plunged into ground; Glover pursued the other to the Yalu River. On 9 September, escorting Thunderjets attacking North Korean Military Academy at Sakehu, some 175 MIGs tried to intervene. Six MIGs shot down; Glover claimed one which had been closing on an F-84 when he fired. On 16 September, leading three Sabres, he attacked twenty MIGs, one of which he set on fire. He completed his tour on 12 October 1952 and was struck off strength of Special Force (Korea) 18 October 1952. Had flown 50 missions (71 hours 15 minutes combat time) plus ten hours and five minutes non-combat flying. Medals and logbooks displayed by RCAF Memorial Museum, Trenton, Ontario. See H.A. Halliday, "In Korean Skies", **Roundel**, December 1963 and January 1964. Died in Belleville, Ontario, 9 September 1991; medals displayed at RCAF Memorial Museum, Trenton.

“Flight Lieutenant Glover, while attached to the United States Air Force, 4th Fighter Interceptor Wing, in the Korean theatre, displayed the most commendable aggressive spirit coupled with excellent fighting ability. Because of his above average qualities as a combat pilot he was rapidly promoted to flight leader, and whilst so employed, completed his duties with distinction, valour and merit. During his tour of duty, he destroyed three MIG-15 aircraft and seriously damaged two others. This excellent record not only brings credit to Flight Lieutenant Glover, but has greatly enhanced the reputation of the Royal Canadian Air Force in this theatre.”



**GLOVER, Flight Lieutenant Ernest Arthur (17484) - Distinguished Flying Cross (United States) - 334th Fighter Interceptor Squadron, 4th Fighter Interceptor Wing (USAF) - Awarded as per Canada Gazette dated 14 March 1953.**

“Flight Lieutenant Ernest A. Glover distinguished himself on 8 September 1952 by extraordinary achievement as the pilot of an F-86 aircraft, 4th Fighter Interceptor Wing, Fifth Air Force in Korea. Flight Lieutenant Glover was flying number four position when a two-ship element of MIGs was intercepted. The F-86 flight closed, but in the evasive action the MIGs made a hard-right turn which the number one and two men were unable to follow. Flight Lieutenant Glover, being in a more advantageous position, fired, observing immediate hits. The MIGs dived from 40,000 to 15,000 feet and during one violent pull up, the number two MIG went out of control and plunged into the ground. The

lead MIG with Flight Lieutenant Glover still firing reached the sanctuary of the Yalu River. By this demonstration of tactical skill Flight Lieutenant Glover destroyed one MIG and inflicted damage on another, reflecting the highest credit upon himself, the Royal Canadian Air Force and the United States Air Force.”

**GLOVER, Flight Lieutenant Ernest Arthur (17484) - Air Medal (United States) - 334th Fighter Interceptor Squadron.** Date uncertain; under RCAF policies as laid down in 1952, Glover was not permitted to receive this award, as he had also been awarded an American DFC.

“Flight Lieutenant Ernest A. Glover distinguished himself by meritorious achievement while participating in aerial combat as a pilot of an F-86 aircraft, 4th Fighter Interceptor Wing, Fifth Air Force, from 4 July 1952 to 29 August 1952. As well as being frequently outnumbered by enemy jet fighters, adverse weather conditions were often a factor which added greatly to the difficulties encountered in successfully carrying out the assigned mission. As a result of his valour, proficiency and devotion to duty on these occasions, he has reflected great credit upon himself, his comrades in arms of the United Nations and the Royal Canadian Air Force.”

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**GROSE, Corporal Edgar Clarence (16396) - Queen's Commendation for Valuable Services in the Air - No.426 Squadron - Awarded as per Canada Gazette dated 7 June 1952 and AFRO 406/52 dated 13 June 1952.** Born at South River, Ontario, 25 November 1927; enlisted 30 September 1946. Recommended by W/C C.H. Mussells, 26 December 1951; approved by G/C Z.L. Leigh, same day. With No.2 Air Movements Unit, Lachine at that time.

“Corporal Grose served on the Korean Airlift as an Air Traffic Assistant, being a member of 426 Transport Squadron which was attached to the Military Air Transport Service, USAF, on the 26th July 1950. He flew a total of 700 hours over the 11,000-nautical mile route, often through hazardous icing and fog conditions. Throughout his tour Corporal Grose's devotion to duty, enthusiasm and initiative were a source of inspiration to all.

This Non-Commissioned officer's untiring efforts were a splendid contribution to the success of the Royal Canadian Air Force's participation in support of the United Nations' effort in Korea.”

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**HALE, Group Captain Edward Birney, DFC, CD (19514) - Distinguished Flying Cross (United States) - 16th Squadron, 51st Fighter Wing (USAF) - Award effective 24 January 1953 as per Canada Gazette dated 24 January 1953 and AFRO 55/53 dated 6 February 1953.** Born 30 May 1914 in Toledo, Ohio; enlisted in RCAF, 27 November 1939. Awarded wings at Camp Borden, 15 February 1940. At Station Trenton, 23 February to 1 August 1940; at Camp Borden, 2 August 1940 to 9 March 1941; at No.13 EFTS, St. Eugene, 10 March to 19 May 1941; at No.3 EFTS, London, Ontario, 20 May to 4 September 1941; with No.116 (BR) Squadron, 5 September 1941 to 1 November 1942; Station Shelburne, 2 November 1942 to 27 April 1943; Station Dartmouth, 28 April to 4 May 1943; No.161 (BR) Squadron, 5 May 1943 to 1 November 1944; Station Yarmouth, 2 November to 26 December 1944; No.12 (Communications) Squadron, Rockcliffe, 27 December 1944 to 15 November 1945; Station Rockcliffe, 16 November 1945 to 20 August 1946; Canadian Joint Staff (Washington), 21 August 1946 to 7 June 1947; NWAC, Edmonton, 8 June 1947 to 31 January 1949; Station Trenton, 1 February to 30 April 1949; Station Chatham, 1 May 1949 to 18 July 1951; Station North Luffenham, 19 July to 30 September 1951;

No.1 (F) Wing, 1 October 1951 onwards. Served in Korea, 22 April to 29 May 1952. Flying Officer as of 27 November 1939; Flight Lieutenant, 1 March 1941; Squadron Leader, 1 October 1942; Wing Commander, 1 October 1944; Group Captain, 20 July 1951. On strength of Special Force (Korea), 22 April to 29 May 1952; flew 26 sorties (38 combat hours) plus five hour 40 minutes flown non-combat. In a report he stated, "Two MIG-15s and one locomotive attacked. Hits seen on one MIG-15 and locomotive but claim not entered due to lack of photographic or eye witness corroboration." See H.A. Halliday, "In Korean Skies", **Roundel**, December 1963 and January 1964.

“Group Captain Edward B. Hale distinguished himself by extraordinary achievement while participating in aerial flight on 25 May 1952 over North Korea. He was leading a flight of two F-86E type aircraft providing top cover for friendly fighter bombers. Because the fighter bombers were late arriving at their target, most of the F-86s were forced to withdraw because of lack of fuel leaving only Group Captain Hale and his wingman in the target area. Group Captain Hale sighted a flight of four MIG-15 type aircraft firing on two F-84s. Although very low on fuel he immediately initiated an attack upon them, but as he closed for the kill, he was sighted by the enemy who immediately broke off the attack. The fighter bombers were successfully escorted back to friendly territory by Group Captain Hale and his wingman. Through his personal courage, outstanding leadership and devotion to duty, Group Captain Hale has brought great credit upon himself, the Royal Canadian Air Force, and the United Nations forces in Korea.

**HALE, Group Captain Edward Birney (19514) - Air Medal (United States) - date uncertain; not allowed to accept or wear as he already had an American DFC.**

“Group Captain Edward B. Hale, attached 16th Fighter Interceptor Squadron, 51st Fighter Interceptor Group, during the period 4 May 1952 to 17 May 1952, distinguished himself by meritorious achievement while participating in aerial combat missions against the enemy over North Korea as a pilot of an F-86E type aircraft. Many times, despite superior numbers of the enemy, his aggressiveness and unflinching performance of assignments contributed greatly to the success of the missions. Through his personal courage, outstanding airmanship and high devotion to duty, Group Captain Hale has brought great credit upon himself, the Royal Canadian Air Force, and the United Nations forces in Korea.”

### **Group Captain Edward Birney Hale DFC**

He was born in Toledo Ohio, son of a wealthy insurance salesman. He moved with his parents to Ontario and was educated at Pickering College, Newmarket, Ontario and at Colgate University in New York state.

In his early twenties, Hale learned to fly at the Hamilton, Aero Club. In 1938, Hale moved to England. When WW2 broke out in 1939, Hale joined the RCAF and for two years he carried out flying instructor duties at various training schools in Ontario. In September 1941, he was posted to operational duties on the east coast, flying anti-submarine patrols.

In 1943 he was named officer commanding of 161 Squadron in Dartmouth, Nova Scotia. He remained with the squadron until January 1945 when he was posted to Ottawa (Rockcliffe) with 412 Squadron.

By 26 January 1945, Wing Commander Hale had successfully completed 120 anti-submarine missions during which he displayed outstanding skill, courage and resourcefulness and was awarded the **Distinguished Flying Cross (DFC)**.

When WW2 ended, Hale was put in charge of Canada's first fighter-interceptor school at the RCAF base in Chatham, New Brunswick. By 1951 he was sent to England to set up Canada's first NATO fighter base abroad.

As the Cold War intensified, Group Captain Hale became concerned that Canadians were using outdated WW2 tactics in the jet age. He convinced one of his commanders to let him go on a secret mission to learn the tricks of other air forces.

As a result, Hale was sent to a USAF fighter base in Korea to see how the F-86 Sabre Jets stacked up against Russian MIG fighters. The full story of the 23 missions flown by Hale remained a secret until a few years before his death when he finally told a historian about his excursions to Korea's "MIG Alley" and of his experiences in combat comparisons.

"The lessons we learned about the MIGs were that it could climb higher and faster, because it was much lighter. We also knew that at high speeds and in a dive, they became unstable."

Mr. Hale returned home to continue his career. The United States awarded him the **USA Distinguished Flying Cross (DFC)** and he moved his family to Colorado, France and Germany in a series of high ranking NATO and NORAD assignments. He retired from the military in 1967 with the rank of Air Commodore. He never flew again.

As a civilian, Hale went to work for Raytheon of Canada, later becoming a marketing director. In the 1970s, he made another abrupt career turn when he joined Ontario's task force on policing. He also worked briefly as Alberta's director of law enforcement before finally retiring in the early 1980s and settling in Thornhill, a few miles north of downtown Toronto.

He married Anne Martin whom he met at a dance at RCAF Base Trenton, Ontario. They had three sons; Michael, Robin and Paul.

\* \* \* \* \*

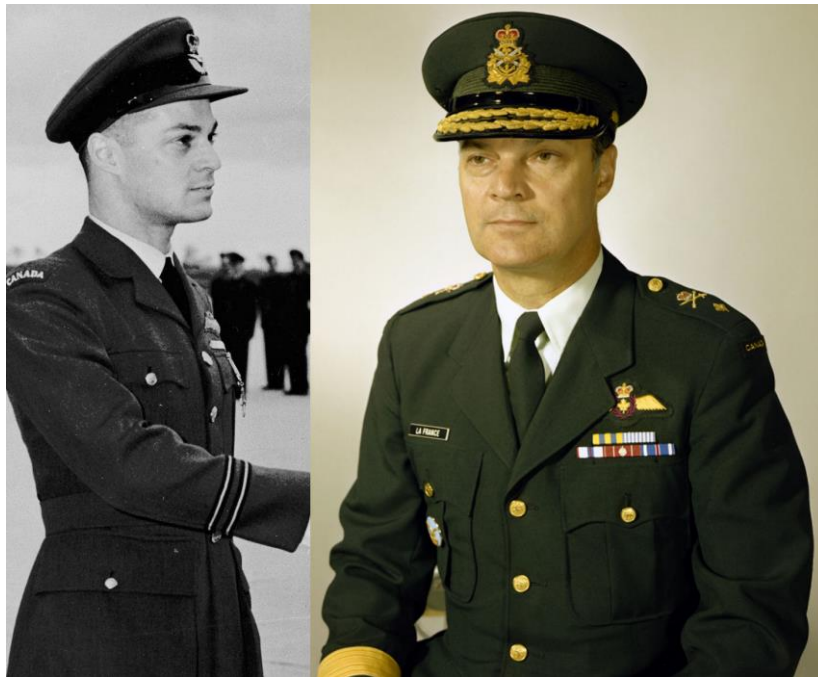
**HOWARD, Sergeant George (25880) - Queen's Commendation for Valuable Services in the Air** - No.426 Squadron but at time of announcement at No.4 (T) OTU, Lachine. Awarded as per **Canada Gazette** dated 3 January 1953 (Queen's Honours List) and AFRO 10/53 dated 9 January 1953.

"Sergeant Howard served with 426 Squadron on the Korean Airlift from July 1951 to June 1952. During his tour of duty as a Flight Engineer on North Star aircraft, he participated in eleven round trips to the Far East in support of United Nations operations in Korea. Throughout, his devotion to duty was far in excess of that normally required. On many occasions, under adverse conditions, he performed outstanding feats in the maintenance of aircraft serviceability. The skill and initiative he displayed in carrying out aircraft repairs was exceptional and contributed a great deal to the success of the Korean airlift."

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**LAFRANCE, Flight Lieutenant Joseph Claude Andre (30003) - Distinguished Flying Cross (United States)** - 16th and 39th Squadrons, 39th Fighter Interceptor Wing (USAF) - Awarded as per AFRO 153/53 dated 20 March 1953. Medal presented in France, February 1957. Born in Quebec City; enlisted 1947. Attached to Special Force, 14 May 1952; 16th Fighter Interceptor Squadron 20 May 1952 to 31 May 1952; 39th Fighter Interceptor Squadron 1 June 1952 to 20 September 1952. Struck of Special Force 29 September 1952. Flew first sortie on 28 May 1952 and a total of 49 Sabre and one T-33 operational missions (67 hours 15 minutes on Sabres, one hour 50 minutes on T-33) plus 12 hours 35 minutes non-combat on Sabres. Combat was at 1540 hours close to Sariwon; he scored hits all over enemy fuselage and engine area; pilot seen to eject. Rose to **Major-General**. In 1969 activated No.433 (Francophone) Squadron; later commanded CFB Winnipeg; was Director General Policy Planning at NDHQ and commander of No.10 Tactical Air Group, St. Hubert. Retired April 1981 to become senior civil servant. Tunics in Canadian War Museum. See H.A. Halliday, "In Korean Skies", **Roundel**, December 1963 and January 1964.

“Flight Lieutenant Claude A. Lafrance distinguished himself by outstanding airmanship and bravery while participating in a flight for four F-86 type aircraft on 5 August 1952. After sighting a flight of two MIG-15 type aircraft Flight Lieutenant Lafrance immediately set up his attack. He succeeded in destroying one MIG-15 type aircraft. He then aided in driving the remaining fighter across the Yalu River. Flight Lieutenant Lafrance finally returned to his home base on a minimum of fuel supply. By his high personal courage and devotion to duty, Flight Lieutenant Lafrance has brought great credit upon himself, the Royal Canadian Air Force and the United States Air Force.”



**LAFRANCE, Flight Lieutenant Joseph Claude Andre (30003) - Air Medal (United States)** - date uncertain and not allowed to accept as he already had been awarded U.S. Distinguished Flying Cross.

“Flight Lieutenant Claude A. Lafrance distinguished himself by meritorious achievement as a pilot while participating in aerial flight in the Korean conflict from 28 May 1952 to 3 August 1952 as a pilot in F-86 type aircraft. Many times, often against superior numbers of the enemy, he has displayed courage, skill and aggressiveness, which has contributed greatly to the success of the mission. Through his skill and airmanship, and unfailing devotion to duty, Flight Lieutenant Lafrance has brought great credit upon himself, his comrades in arms of the United Nations, the United States Air Force, and the Royal Canadian Air Force.”

**NOTE:** Headquarters Far East Air Forces AP0925 dated 9 September 1952 gives following account of his MIG kill:

“First Lieutenant [sic] Claude A. Lafrance...is officially credited with the destruction of one MIG-15 type aircraft in aerial combat at 1540I on 5 August 1952 near Sariwon, Korea. Flying number three position in a flight of four F86 type aircraft, Lieutenant Lafrance closed on the leader of an element of two MIG-15s. Lieutenant Lafrance opened fire, scoring hits over the entire fuselage and engine section of the MIG. The enemy pilot was observed to eject himself in the vicinity of Sariwon.”

## **Brigadier-General Claude André LaFrance, CD**

Born in 1929 in Quebec City into a large family, LaFrance was extremely proud of his ancestry dating back to the earliest days of New France, and particularly admired his father, who had served overseas in the Second World War as a major in the Royal Canadian Engineers.

In 1947, upon completing his studies at Laval University with a classical diploma in Latin-Science, but eager for a career that offered challenge and adventure, LaFrance succeeded in getting one of the few pilot training vacancies being offered by the small post-war Royal Canadian Air Force. He was also one of the very few French Canadians serving in the RCAF at that time, which shaped his future disposition to making the air force more welcoming and inclusive of French speaking candidates.

After training on Harvards and Expeditors, he received his pilot's wings in November 1947, and from there proceeded to advanced training on jet fighters. This included the notorious Vampire jet, made famous in Frederick Forsythe's short story, "The Shepherd."

Having displayed remarkable flying and air gunnery talent, LaFrance was one of 22 RCAF fighter pilots sent by Canada to serve with the US Air Force in the Korean War. It was on Aug. 5, 1952 while leading a flight of four F-86 Sabre jets that Flt. Lt. LaFrance shot down a Mig-15 near the Manchurian border. At the time, he was serving with the USAF's 39th Fighter Interceptor Squadron, 51st Fighter Interceptor Wing. For this action and on return to Canada after 50 combat missions, he was awarded the **American Distinguished Flying Cross and the Air Medal**.

During the next three decades, LaFrance continued his career as a fighter pilot in the Canadian air force and quickly rose in rank and position, while acquiring additional flying competencies in a variety of fixed wing aircraft, as well as helicopters. One of his most cherished accomplishments was establishing the fully French-speaking Escadron Tactique de Combat 433, fighter squadron in Bagotville Que., and subsequently becoming its commanding officer. Further command appointments followed including commander of CFB Winnipeg, Director General of Plans and Policy at National Defence Headquarters in Ottawa, and upon promotion to brigadier general, commander of 10 Tactical Air Group in St. Hubert, Que. This latter formation was unique in the Canadian Forces, being a powerful, flexible formation of CF-5 jet fighter-bombers, transport aircraft, as well as various types of helicopters, all grouped into one formation to provide direct air and aviation support to the Canadian Army. Following this highly successful appointment, he was promoted to major general, and served as chief of plans, policy and programs at the North American Air Defence Command in Colorado Springs.

He retired from the Canadian Forces in 1981 after 34 years of service. His pilot's log book recorded him as having accumulated 5,000 flying hours in more than 35 different types of fixed and rotary wing aircraft, plus exchange service with the USAF, Britain's Royal Air Force, and with a French fighter squadron.

Following retirement, LaFrance, remained closely engaged in air and aerospace matters on behalf of government and private industry. From 1985 to 1989, he was Assistant Deputy Minister Aviation in Transport Canada, responsible for the technical and operational control of Canadian civil aviation. Later, as a consultant in international aeronautics, he led multidisciplinary teams to develop national systems for the control of civil aviation in Albania and Lebanon under mandates from the International Civil Aviation Organization. In 1994, he became President of Aerospatiale Canada Inc. which later became EADS Canada, before retiring from that position until 2005. For his services to France's aerospace industry, he was inducted into the **French Légion d'Honneur in the rank of Chevalier**.

He has one son, André, living in Kanata, who is a former officer of Royal 22<sup>nd</sup> Regiment and the Canadian Airborne Regiment, and also the British Army. There are four grandchildren. At the

time of his passing, LaFrance was living in Cornwall, with his second wife Monique Trottier-LaFrance, his first wife, Liliane, having pre-deceased him in 1987.

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**LAMBROS, Flying Officer Andrew, DFC (49644) - Distinguished Flying Cross (United States)** - 39th Squadron, 51st Fighter Interceptor Wing (USAF) - Awarded as per **Canada Gazette** dated 14 November 1953 and AFRO 742/53 dated 11 December 1953 and **Canada Gazette** dated 14 November 1953. Home in Wiarton, Ontario; enlisted in Ottawa, 18 December 1940. Trained at No.1 ITS (graduated 16 May 1941), No.19 EFTS (graduated 15 July 1941), and No.11 SFTS (graduated 7 October 1941). Awarded DFC, 13 February 1945 for services with No.438 Squadron. Attached to Headquarters, USAF, 28 August 1952; to Travis Air Force Base, 15 October 1952; taken on strength, 39th Squadron, Suwon, 22 October 1952. First sortie on 2 November 1952. Appointed Deputy Commander, "D" Flight, 23 December 1952. Damaged one MIG-15 on 22 January 1953. Acted as Wing Leader for three squadrons, 23 January 1953. Damaged another MIG-15, 31 January 1953. Wing Leader for three squadron on 17 February 1953. Tour completed 24 February 1953; struck off strength of Special Force (Korea) 10 March 1953. Had met MIGs on nine of 50 sorties including four with close brushes. Flew 50 sorties (80 combat hours plus 20 hours 30 minutes non-combat). See PL-36295 for good wartime photograph. See H.A. Halliday, "In Korean Skies", **Roundel**, December 1963 and January 1964.



“Flying Officer Andrew Lambros distinguished himself by meritorious achievement while participating in aerial flight in the Korean conflict as a pilot of F-86 type aircraft, 39th Fighter Interceptor Squadron, Fifth Air Force from 2 November 1952 to 18 December 1952. Many times, often against superior numbers of the enemy, he has displayed courage, skill and aggressiveness which has contributed greatly to the success of the mission. Through his skill and airmanship and unfailing devotion to duty, Flying Officer Lambros has brought great credit upon himself, the United States Air Force and the Royal Canadian Air Force.”

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**, Squadron Leader Joseph Auguste Omer (19794) - Distinguished Flying Cross (United States)** - Awarded as per AFRO 490/51 dated 10 August 1951, "in recognition of services rendered in action in Korea on 30 March 1951." Second World War veteran and former POW; postwar with No.410 Squadron; transferred 1 June 1950 to 4th Fighter Group, Langley Air Force Base, Virginia. On conversion to Sabres, assigned to 334th Fighter Interceptor Squadron. Moved with that unit to Korea, 1 December 1950; first sortie on 17 December 1950 and flew approximately 58-60 sorties until 1 June 1951. Awarded Queen's Coronation Medal, 1953. American awards presented at Johnston AFB, Japan, January 1951. For more on Canadian Sabre pilots in Korea see H.A. Halliday, "In Korean Skies", **Roundel**, December 1963 and January 1964. The following is an excerpt from DFC (US) citation, quoted in RCAF Press Release of May 1951.

“Flight Lieutenant J.A.O. Levesque, RCAF, performed an act of heroic and extraordinary achievement as a member of a flight of four F-86 type aircraft on a combat air patrol south of the Sinuiju-Yalu River area, North Korea.

Flight Lieutenant Levesque's flight engaged enemy high-performance jet aircraft in a battle which varied in altitude from 30,000 feet to 3,000 feet. Through aggressive and skillful manoeuvring, he made repeated daring attacks upon the enemy which resulted in his personal destruction of one enemy aircraft. His brilliant evasion of other enemy aircraft added immeasurably to the success of his mission.

Flight Lieutenant Levesque's heroic and extraordinary achievement and meritorious devotion to duty has brought great credit upon himself, his comrades in arms of the United Nations, the Royal Canadian Air Force and the United States Air Force."

**LEVESQUE, Squadron Leader Joseph Auguste Omer (19794) - Air Medal (United States) -** Awarded as per AFRO 490/51 dated 10 August 1951, "in recognition of meritorious achievement while participating in aerial flight from 17 December to 21 December 1950."

### **Squadron Leader Joseph Auguste Omer Lévesque DFC, CD, RCAF**



He was born at Mont Joli Quebec. He joined the RCAF in 1940 and went overseas in 1941, first being posted to Digby, Lincolnshire, England and then joining 401 Squadron RCAF, Fighter Command at Biggin Hill in Kent, England.

On 22 November 1941 he was one of the first pilots to shoot down a German Focke-Wulf 190 and his sketch of the new enemy fighter was circulated throughout Fighter Command. He shot down three more enemy aircraft before being shot down himself on 12 February 1942.

In February 1942, the German battleships Gneisenau, Prinz Eugen and Scharnhorst, made a dash through the English Channel. Lévesque's fighter aircraft was one of those assigned to attack the enemy warships. However, he was shot down by enemy aircraft, picked out of the water by Germans and spent the rest of the war in a German POW camp.



Following WW 2, he married Nancy Gray, a beautiful Montreal model. He also took leave of absence from the RCAF to major in economics and political science at McGill University in Montreal. He spent 1948 flying a C-47 Dakota with 414 Squadron in the north before he was posted to 410 "Cougar" Squadron in St. Hubert, Quebec. They had survived the post war cuts and had been changed from a night fighter squadron to a day fighter



squadron flying newly acquired DeHavilland Vampires.

(standing beside vampire)

In December 1950, he was posted to USAF 334 Interceptor Squadron at Kimpo in Korea.

During the Korean War, which began in 1950, Canada had no RCAF combat units for service in Korea, but many RCAF fighter pilots, twenty-two officers, flew F-86 Sabres with the U.S. Air Force. They destroyed nine communist aircraft, probably destroyed two others and damaged eight for the loss of only one of their own. On March 31, 1950, Levesque was piloting one of the F-86 Sabre Jets escorting B-29 Bombers at 40,000 feet, on their way to attacking bridges over the Yalu River. This was the kind of trip that usually brought enemy MIGs swarming up from their nest at Antung, across the Manchurian border. General MIG practice in "MIG Alley" had been for enemy pilots to climb to 30,000 or 40,000 feet in their Manchurian sanctuary, dive swiftly across for a pass at UN Bombers, then scurry home before the F-86s could engage them. However, F-86 pilots noticed an increased inclination for MIG pilots to stay and fight even though the MIG fighters were unpredictable. On March 31<sup>st</sup>, two squadrons of 16 planes each were providing bomber escort. Levesque's squadron was led by Colonel John Carey and divided into four flights. Like others, Levesque rotated as flight leader. His flight was attacked by North Korean MIGs. Turning into the attack, Levesque got into a corkscrewing dogfight down to 17,000 feet. Once firmly on the enemy's tail, he opened fire from 500 yards and sent the MIG spiraling into the ground. Before his tour ended, Levesque had flown 71 missions over Korea and was awarded the **American Distinguished Flying Cross (DFC)** and the **US Air Medal**. His American awards were presented at Johnston AFB, Japan, January 1951. With 71 operational sorties under his belt with the 334th he was rotated home in June 1951. He was proud of the Canadian contingent in the US Air Force and of the entire UN air force efforts in general. "We achieved absolute air superiority in Korea. It was just classic. The Chinese said afterwards that they would have gone over us like a steamroller if it hadn't been for the Allied air force."



In July, he took up duties at CFB Chatham as the CFI (Commander Fighter Instructors) with No. 1 (F) OTU. He was awarded the Queen's Coronation Medal in 1953. Later he flew Canadair Sabres with 4 Wing in Europe and worked at Air Division HQ in Metz. While there he was instrumental in securing the French base at Rabat for the RCAF as a gunnery base. The deal was cooked up over a bottle of beer. The French officer promised that if Levesque got him a check-out on the Canadair Sabre, he would see that a deal for Rabat was taken care of.

He later returned to Canada flying Vampires with 438 Squadron, worked at Air Defence Command in St. Hubert, did a tour with the International Control Commission in Vietnam, meeting both Ho



Chi Minh and General Vo Nguyen Giap during a visit to Hanoi. He then worked in the NORAD system. Following his Air Force retirement in 1965 he worked on the Air Transport committee in Ottawa until 1987.

While not being a high scoring ace, Omer Levesque demonstrated an overwhelming ability to be first in military aviation of his times, and a decided mental toughness that kept him going even after he had been shocked by the bloody and sudden nature of aerial warfare. Few would have returned to flying after three years in a POW camp. Fewer still would have worked their way into the ranks of the best pilots in their air force and back into a major international war. Omer Levesque did. He just couldn't quit.

### Squadron Leader Joseph Auguste Omer Lévesque Victories

22 November 1941	one	FW190	destroyed	1 <sup>st</sup> FW190 shot down by Allies
22 November 1941	one	FW190	damaged	flying Spitfire V – W3178, YO-Q)
11 February 1942	one	ME109	destroyed	
	two	FW190s	destroyed	but he was shot down and became a POW)
30 March 1951	one	MIG	destroyed	

\* \* \* \* \*

**LINDSAY, Squadron Leader James Douglas, DFC (20361) - Distinguished Flying Cross (United States)** - 39th Squadron, 51st Fighter Interceptor Wing (USAF) - Awarded as per **Canada Gazette** dated 1 May 1953 and AFRO 284/53 dated 15 May 1953. Home in Arnprior, Ontario; enlisted in Ottawa, 11 February 1941. Trained at No.3 ITS (graduated 3 July 1941), No.21 EFTS (graduated 1 September 1941) and No.9 SFTS (graduated 21 November 1941). Commissioned November 1941. Remained in Canada as an instructor for some time. Overseas with No.403 Squadron (8 October 1943 to 3 August 1944 and again from 2 April 1945 to 20 April 1945; with No.416 Squadron, 20 April 1945 to 15 March 1946. Aerial victories as follows: **7 May 1944** - one Bf.109 destroyed, one FW.190 damaged; **19 May 1944** - one FW.190 destroyed (shared with F/O R.H. Smith); **26 June 1944** - one Bf.109 destroyed; **29 June 1944** - one FW.190 destroyed west of Lisieux; **2 July 1945** - the Bf.109s destroyed; **5 July 1944** - one FW.190 damaged; **3 August 1944** - one Bf.109 destroyed, one Bf.109 damaged; **17 April 1945** - one FW.190 damaged. Awarded DFC, 8 August 1944. Awarded Queen's Coronation Medal, 23 October 1953 while with No.1 (F) Wing. Photos PL-26564 (standing in door); PL-26643 (in Spitfire); PL-5400 (in flying gear, No.413 Squadron, postwar); PL-104986 (studio portrait, 1958). Taken on strength of Korean Special Force, 15 July 1952. Taken on strength of 39th Fighter Interceptor Squadron, 21 July 1952. Struck off strength 39th Fighter Interceptor Squadron, 28 November 1952. Struck off strength Special Force, 3 December 1952. He flew 50 sorties (73 hours 20 minutes in combat) plus five non-combat missions (five hours 55 minutes) on T-33. A form he signed claimed 70 missions (73 hours 20 minutes) but this seems improbable because the RCAF limit at that time was 50 trips, and because 70 sorties would have translated into a much higher combat time count. Claims as follows: two MIG-15s damaged, 5 September 1952; one MIG-15 destroyed, 11 October 1952 (29th mission); one MIG-15 damaged, 25 October 1952. One MIG-15 destroyed, 26 November 1952 (49th mission). Presented at 4 ATAF, Trier, Germany, on or about 10 May 1955. See H.A. Halliday, "In Korean Skies", **Roundel**, December 1963 and January 1964. Offered USAF Air Medal, 1953 but not authorized due to RCAF policy adopted in 1952 that no more than one American award could be accepted.

## Wing Commander James Douglas Lindsay, DFC, CD, RCAF

He was born in Arnprior, Ontario, in September 1922 and went to the local Public and High Schools. He joined the RCAF in February 1941 and undertook Elementary Flying Training at Chatham N.B. service training was undertaken on Harvards at Summerside P.E.1 and Lindsay then served as an Instructor at Summer-side, Uplands and Centralia (Ontario). His operational training was undertaken at Eshott.



He was posted to the U.K. and crossed the Atlantic on the SS Bayano, finally arriving at Bournemouth on the 6th March 1943. He joined 403 (RCAF) Squadron on 7th October 1943. Lindsay was posted away from 403 for a while but rejoined the Squadron at Eindhoven in April 1944: shortly afterwards he became a Flight Commander and on the 7th May he shot down a Bf109 and damaged an Fw190. Another Fw190 fell to his guns on the 19th as well as on the 26th June. His most notable action occurred on the 2nd July when Lindsay shot down no less than 3 Bf109s in ONE MINUTE! For this he was awarded a DFC. On the 2nd August he "bagged" another Bf109.

Lindsay's tour then ended but he again returned to 403 Squadron on the 2nd April 1945 and on the 17th probably destroyed an Fw190. Lindsay also flew with 416 Squadron from late April to mid-July. His score at the conclusion of the war was 7 aircraft confirmed destroyed. He stayed in the RCAF and in 1952 with the rank of Squadron Leader he served with the USAF in Korea on an exchange posting and flying F-86s (Sabres) with the 39th Squadron of the 51st Fighter Wing shot down MiG 15s on the 11th October and 26th November 1952. He also damaged 3 others.

Lindsay returned to the RCAF, was promoted to Wing Commander and posted to the United Kingdom again with No 1 Fighter Wing at North Luffenham in February 1953. He led formations of Sabres in the Queen's Coronation Review Fly-Past that year.

Then followed a number of important appointments mainly on the Air Defence side including service at the Pentagon (HQ USAF). In April 1969 he was appointed Base Commander at CFB North Bay and eventually retired from the RCAF on the 1st September 1972.

“Squadron Leader James D. Lindsay, 51st Fighter Interceptor Wing, distinguished himself in aerial combat over North Korea on 11 October 1952. Squadron Leader Lindsay was leading a flight of four F-86 type aircraft on a fighter sweep along the Yalu River, when he sighted approximately twelve enemy MIG-15 type aircraft crossing the Yalu River at a very high altitude. Squadron Leader Lindsay immediately started climbing to intercept the enemy aircraft. The enemy flight started a turn which enabled Squadron Leader Lindsay's flight to cut them off and close with them. Picking out the last flight of four MIG-15 aircraft Squadron Leader Lindsay began his attack on the number four man of the enemy flight and scored decisive hits on the enemy aircraft. This enemy aircraft then began a steep spiraling dive and was observed to crash and explode. Squadron Leader Lindsay then completed his mission and led his flight back to their home base. Throughout his service with the Far East Command, Squadron Leader Lindsay has displayed outstanding courage, aggressiveness and devotion to duty and has reflected great credit on himself, the Royal Canadian Air Force, and the United States Air Force.”

**NOTE:** Details of combat provided in letter dated 18 September 1963 from Aerospace Studies Institute to Air Historian (RCAF):

“Squadron Leader James D. Lindsay and Lt. Harold E. Fischer were flying together in the combat that you mention on 26 November 1952 and Fischer was evidently the wingman. The report of combat in Fifth Air Force, Daily Intelligence Summary No.205, 27 November 1952, is as follows: "At 261505/I over BA7859, altitude 46,000 feet Python 1 and 2 (two F-86s flying counter air) attacked a flight of 21 MIGs that were leading 150 degrees. As friendlies attacked, two of the MIGs broke from the rest of the formation in a climbing right turn. Friendlies followed these two MIGs with Python 1 firing at the lead MIG at which time friendlies were attacked by another two MIGs that fired on Python 2. Python 1 broke into the attacking MIGs firing a 90-degree deflection shot at one of the MIGs from 300 feet range. The MIG pilot ejected his canopy and bailed out. The MIG was observed to crash at BA8545. During the encounter Python 2, who had become separated from Python 1, pulled in behind one of the 12 MIGs, closing to within 1,200 feet and firing several bursts. Hits were observed on the tail...The MIG was observed to crash at BA8545 and the pilot was observed descending in his chute. Total claims: Two MIGs destroyed pending film assessment. Negative friendly damage...S/L Lindsay was the formation leader and... Lt. Fischer was the Number 2...The place of the combat was specified as being near Kanggye, North Korea."

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**LORD, Squadron Leader William Henry (1874) - Member, Order of the British Empire -** No.426 Squadron - Awarded as per AFRO 406/52 dated 13 June 1952, **London Gazette** dated 5 June 1952 and **Canada Gazette** dated 7 June 1952 with Queen's Birthday List. Born in Ottawa, joined RCAF in 1930 and was involved in northern photo surveys before the war. Press clippings dated 6 November 1942 and 19 November 1942 place him on RCAF service in Alaska.

“Squadron Leader Lord has served on the Korean Airlift since its inception as 426 Squadron's Chief Technical Officer, having been attached to Military Air Transport Service, USAF, on the 26th July 1950. He has been directly responsible for the aircraft maintenance, servicing and logistical support of the complete operation of the Royal Canadian Air Force in its contribution to the United Nations effort. The record that 426 Squadron has established both from the maintenance aspect and for flying safety is directly attributable to this officer's exceptional ability, resourcefulness and leadership.

These qualities have been demonstrated forcibly by the Squadron's ability to meet and frequently exceed its commitments. To do this it has been necessary to work maintenance staff long hours under the most tiring conditions, in addition to ensuring a continual flow of aircraft around the 11,000-nautical mile route. Maintenance detachments were established under his supervision around this route which additionally imposed an extremely heavy load on Squadron Leader Lord, but his ingenuity, determination and years of experience overcame all problems and resulted in the utilization rate of North Star aircraft being comparable to that of any carrier on the Korean Airlift.

His untiring efforts have been a vital contribution to the success of the RCAF phase of this operation.”

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**LOWRY, Flight Lieutenant Robert Emmett (17923) - Air Medal (United States) -** 25th Squadron, 51st Fighter Interceptor Wing (USAF) - Awarded as per **Canada Gazette** dated 9 May 1953 and AFRO 284/53 dated 15 May 1953 for Korean operations. Presented 14 September 1956 by Mr. Paul C. Hutton, U.S. Consul General, in Winnipeg. Enlisted in RCAF, January 1943; obtained pilot's wings, April 1944. Was still at OTU in Britain when war ended; served in Occupation Air Force, November 1945 to March 1946 with No.443 Squadron. Released in 1946;

rejoined November 1948 and after taking a Flying Control Course was posted to Station Summerside (March 1949) as Flying Control Officer and pilot. To No.1 (Fighter) OTU, August 1951 and then to No.430 Squadron. Served in Korea, 15 July to 3 December 1952, with 25th Fighter Interceptor Squadron. Flew 50 sorties (70 hours 40 minutes combat time plus 11 hours 45 minutes non-combat time). Photo PL-56694 refers. See H.A. Halliday, "In Korean Skies", **Roundel**, December 1963 and January 1964. Died on Ottawa, 2 September 1997.

"Flight Lieutenant Robert E. Lowry did distinguish himself during the period 08 August 1952 to 7 October 1952 by completing twenty combat missions against the enemy over North Korea as pilot of an F-86 type aircraft. His exceptional flying ability and aggressive spirit against superior numbers of enemy aircraft contributed greatly to the mission of the United Nations Forces. By this display of skill and heroism, Flight Lieutenant Lowry has brought great credit upon himself, the Royal Canadian Air Force and the United States Air Force."

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**MacKAY, Squadron Leader John, DFC (19727) - Air Medal (United States)** - 51st Fighter Interceptor Wing (USAF) - Awarded as per **Canada Gazette** dated 26 June 1954 and AFRO 362/54 dated 24 June 1954. Born in Winnipeg, 1920; home in Cloverdale, British Columbia; enlisted in Toronto, 3 September 1941. Trained at No.5 ITS (graduated 16 January 1942), No.21 EFTS (graduated 27 March 1942) and No.9 SFTS (graduated 3 July 1942); commissioned 3 July 1942. Served in No.401 Squadron, 5 August 1944 to 30 April 1945. Aerial victories as follows: **25 October 1944**, one Me.262 destroyed (shared with four others); **25 December 1944**, one Bf.109 destroyed; **1 January 1945, one Bf.109 destroyed, two FW.190s destroyed, one Me.262 damaged** (shared with another pilot); **14 January 1945**, three FW.190s destroyed; **1 March 1945**, one FW.190 destroyed, one Bf.109 damaged, one FW.190 damaged; **28 March 1945**, two Bf.109s destroyed; **16 April 1945**, three Ar.234s damaged on ground; **20 April 1945**, one Bf.109 destroyed. **Awarded DFC, 3 April 1945 and Bar to DFC, 15 May 1945**. For additional details see H.A. Halliday, **The Tumbling Sky**. Taken on strength Special Force, 15 March 1953; taken on strength 51st Fighter Interceptor Wing, 20 March 1953; struck off strength of 51st Fighter Interceptor Wing, 10 July 1953; struck off strength of Special Force, 15 July 1953. Flew 70 hours 45 minutes in combat plus 32 hours 25 minutes non-combat. Destroyed one MIG-15, 30 June 1953. See H.A. Halliday, "In Korean Skies", **Roundel**, December 1963 and January 1964. Seconded to Allied force Korea; flew Sabre Jets March 1953 to July 1953. Destroyed a MIG-15 and damaged others. **Awarded USA Air Medal**. He is also credited during WW2 with shooting down Germany's first jet fighter the ME 262. **Medals:** Air Force Cross, DFC & Bar, France and Germany Star, Defence, CVSM with Clasp, War Medal 1939-1945, Korea Medal, United Nations Korea Medal, USAF Air Medal, Canadian Korea Volunteer Medal, CD and Air Medal (USA).

"Squadron Leader John MacKay distinguished himself by meritorious achievement while participating in aerial flight as pilot of an F-86 type aircraft, 39th Fighter Interceptor Squadron, Fifth Air Force, from 1 April 1953 to 9 May 1953. During that period, Squadron Leader MacKay demonstrated outstanding professional ability during sustained combat air operations over North Korea. Despite adverse weather conditions, hazardous terrain and numerically superior enemy fighter aircraft, Squadron Leader MacKay accomplished numerous missions which contributed substantially to the success of United Nations operations. Through his keen flying ability, courage and exemplary devotion to duty, Squadron Leader MacKay reflected great credit upon himself, the Far East Air Forces and the Royal Canadian Air Force."

**NOTE:** Details of combat given in Far East Air Forces Order No.329 dated 23 July 1953, quoted in letter from Aerospace Studies Institute, 18 September 1963.

“Squadron Leader John MacKay, 19727 Royal Canadian Air Force, 39th Fighter Interceptor Squadron, 51st Fighter Interceptor Wing, is officially credited with the destruction of one MIG-15 type aircraft in aerial combat at 1412I on 30 June 1953 near Yongsansi, Korea. Leading a flight of four F-86 aircraft, Squadron Leader MacKay saw a lone MIG on the tail of four friendly aircraft. He closed to within range and fired, scoring hits in the tail section. The MIG pilot ejected himself near Yongsansi.”

### Wing Commander John MacKay, DFC & Bar, CD, RCAF



Born in Winnipeg Manitoba in 1920. Unable to join the RCAF, he signed on as a Fireman aboard the *Empress of Asia* berthed in Vancouver but bound for the U.K. in 1941. Once in the U.K., he tried to join the RAF. Unable to do so and returned to Canada via a troop ship. Finally accepted by the RCAF and started Pilot training on February 2<sup>nd</sup> 1942 at 21 EFTS, Chatham, New Brunswick. Graduated as a pilot on July 3<sup>rd</sup> 1942 at No 9 EFTS, Summerside, PEI. Became a Flying Instructor at No.6 SFTS Dunville, Ontario. Graduated and commissioned in July 1943. Posted to RCAF (RAF) UK late 1943.

Served with No. 401 Squadron until April 1945.

July 15<sup>th</sup> 1943 posted overseas and started a slow trek towards the UK again, aboard the *S.S. Strathnaver*, an American troop ship this time as a pilot in the RCAF.

About 1/4 to 1/3 of the way across the Atlantic our ship could not keep up with the convoy due to engine trouble and were diverted to Newfoundland. After repairs and delays we set course for the UK again but damaged the hull on leaving the harbour. The ship again had to return to St John's and all Canadians on board were left in Canada.

In October 1943 I was again posted overseas - this time aboard the **Cunard ship Queen Mary** - now used as a troop ship. A slow process followed in the UK, with operational training completed just as “D” Day arrived. I was assigned to RCAF 401 Squadron, 126 Fighter Wing. At Beny Sur Mer in France. My first combat flight was on 9<sup>th</sup> August 1944.

My last combat flight with 401 Squadron was on 27 April 1945. I had completed 280 Hours flying Spitfires as a combat pilot and was awarded a DFC and Bar

Volunteered for the Pacific War and was sent back to the Canada to await further instructions.

During my “holding” period I was transferred to RCAF Squadron 412

Had a flying accident I suffered a lumbar vertebra compression fracture. This lowered my flying status and I was medically repatriated to Canada where I commenced a series of ground tours of duty at North West Air Command, and the Winter Experimental Establishment (WEE) in Edmonton Alberta. This latter posting enabled me to fly at times which included duty trips to (WEE) at Fort Churchill in Manitoba.

In April of 1947 I was appointed Officer Commanding the Winter Experimental Establishment in Watson Lake, Yukon.

In September 1947 I returned to full flying duties with a posting to Central Flying School for Flying Instructor training. On completion of the course in October 1947, I was posted to the Northwest Air Command Communications Flight at Edmonton, and later in April 1948 was again posted this time to Flying School at Centralia, Ontario.

In October of 1948 I was posted to 9403 Reserve Squadron at Calgary Alberta as an aircrew training officer.

In January 1950 I was posted to the RAF Flying College at Manby, England. The course provided complete coverage of the application of aircraft in time of war. In the final phase, members participated in long range liaison flights to other countries. My choice was for a flight around the world by way of Africa, Australia, Fiji, Hawaii USA and back to Manby, UK.

On completion of the course I was appointed Jet Squadron Commander at the College. On March 1952 I returned to Canada and assumed command of No.416 Fighter Squadron which was just converting to the F86 Sabre Jet.

In September 1952 No.416 Squadron proceeded to Europe for NATO duties via Goose Bay, Greenland, Ireland, Scotland, and to No. 2 Fighter Wing at Grostenquin in France.

There were many technical problems to be solved at No. 2 Fighter Wing and I was temporarily reassigned to a squadron in Canada prior to my duties in Korea.

After a short period of concentrated flying with No.414 Fighter Squadron at Bagotville, Quebec, seconded to No.39 USAF Squadron of their 51<sup>st</sup> Fighter Interceptor Wing in Korea

First combat flight in Korea was on 1<sup>st</sup> April 1953, and my last flight was on 27<sup>th</sup> July 1953.

Completed 74.45 hours flying F86 with the squadron and was awarded the US Air Medal.

On my return to Canada, 4<sup>th</sup> August 1953, I assumed temporary command of No.444 Fighter Squadron in Ottawa, Ontario. We departed for Europe via "Leap Frog", another Atlantic crossing via Greenland, Iceland, Scotland and on to Baden Soellingen in Germany, the Canadian No.4 Fighter Wing in NATO.

I rejoined No.416 Fighter Squadron on 22<sup>nd</sup> September 1953. However, once again I was called upon to participate in a move of aircraft from Canada to Europe. With "Random Four" from May 7<sup>th</sup> to 26<sup>th</sup> 1954, our group traversed the Atlantic to #2 Fighter Wing in France.

In October 1954 was appointed O.C. Flying at No.1 Pilot Weapons School at MacDonald Manitoba, Canada. The course given was in Air Weapons Application and Air Gunnery for both Canadian and NATO pilots.

In December of 1955 I took another flying instructor course and joined RCAF Central Flying School which developed Ground and Air Training programs for RCAF establishments.

In 1959 I attended the RCAF Staff College and on completion I was posted to a flying course at Chatham N.B. to bring me up to date on the latest fighter tactics. I then proceeded to No.3 Fighter Wing in NATO to assume command of No.419 Fighter Squadron.

In 1960 I was posted to No.4 Fighter Wing as Chief Operations Officer.

In August 1962 I was posted to No.2 Fighter Wing as Chief Operations Officer.

In July 1963 I was transferred to RAF Fighter Command in charge of Exercise Plans, responsible for the annual testing program for RAF Fighter Command. The exercises were developed with full recognition that a First Strike against the UK would be by ballistic missiles.

In July of 1965 I returned to Canada with a posting to Canadian Forces Headquarters (CFHQ) as a staff officer. After four different staff positions I retired from the Air Force on 15 February 1969.

During his flying career with the RCAF he had flown most of the British and Canadian training aircraft (Tiger Moth, Fleet Finch, Harvard, Anson, Cornell, Percival Proctor, Miles Master, and the T33.) and of the operational aircraft Hurricane, Spitfire, Typhoon, Tempest, RN Firefly, Seafire, Mustang, Vampire, Meteor, Lancaster, F86, and at the RAF Fighter Command a check out on the Supersonic Lightning. His two-combat aircraft were the Spitfire and the F86.

After leaving the RCAF I enrolled at Simon Fraser University in Burnaby B.C. as an undergraduate. I left with a Masters Degree in Economics and Commerce.

After my graduation I worked for the Federal Government in the North.

After retirement, he lived in Costa Rica.

Wing Commander John MacKay DFC & Bar passed away in September 2013.

\* \* \* \* \*

**McKNIGHT, Sergeant William Samuel McKnight (22223) - Queen's Commendation for Valuable Services in the Air - No.426 Squadron - Awarded as per Canada Gazette dated 30 May 1953 and AFRO 360/53 dated 12 June 1953; native of Port Arthur, Ontario.**

“Sergeant McKnight, in his capacity as flight engineer, has, during his tour of duty with 426 (Transport) Squadron on the Korean Airlift, participated in twenty-six round trips to the Far East in support of United Nations operations in Korea. He has worked long hours under the most rigorous conditions in order to keep aircraft on schedule and by his constant devotion to duty has been instrumental in the successful completion of many flights. His exceptional knowledge, resourcefulness and willingness to work long and hard, make him an outstanding member of his trade and has provided a source of inspiration for more junior personnel of the squadron.”

\* \* \* \* \*

**McNAIR, Wing Commander Robert Wendall, DSO, DFC (21047) - Queen's Commendation for Brave Conduct** - Awarded as per **Canada Gazette** of 7 August 1954 and AFRO 448/54 dated 13 August 1954. Born in Springfield, Nova Scotia, May 1919. Home in Battleford, Saskatchewan. Enlisted in 1940. Trained at No.1 ITS, No.7 EFTS and No.31 SFTS (graduated 24 March 1941). Awarded DFC, 22 May 1942; Bar to DFC, 30 July 1943; second Bar to DFC, 26 October 1943; DSO, 14 April 1944. For biographical details see H.A. Halliday, **The Tumbling Sky** or Second World War RCAF data base. NOTE: This was originally raised as a George Medal recommendation but downgraded inside NDHQ as it was deemed that McNair, being part of the crew, has a special responsibility with respect to passengers.

“Wing Commander McNair was flying as a crew member in one of the crew rest positions of North Star 17503 when it crashed at Vancouver, British Columbia on 30 December 1953. The aircraft ended its crash landing run in an inverted position and as a result, all crew and passengers found themselves suspended in mid-air in an upside-down position. Self-preservation was uppermost in the minds of practically everyone because of the imminent danger of fire or explosion but Wing Commander McNair, cognizant of the large number of passengers being carried and the state of turmoil that must be existing, threw caution to the winds, remained in the aircraft and fought his way to the passenger compartment. Here, he set to work, restored calm and through prodigious effort assisted all passengers in evacuating the aircraft as quickly as possible. Still not content, Wing Commander McNair remained in the aircraft and personally searched through the debris on the off chance that someone might have been overlooked. Only then did he abandon the aircraft. It is to be remembered that this officer was soaked in gasoline at the time of this incident from an overturned Herman Nelson heater, a condition which would immediately bring to mind the fact that he had been badly burned by fire in his aircraft during the war and therefore should have been acutely aware of his precarious position under the present set of circumstances. The fact that the aircraft did not explode or did not take fire should not be allowed to detract in any way from the magnitude of Wing Commander McNair's deeds, for it was only by an act of God that neither calamity occurred.”

**McNAIR, Wing Commander (Acting Group Captain) Robert Wendall, DSO, DFC (21047) - Bronze Star Medal (United States)** - This award was offered to McNair through official channels in 1954 but RCAF policy precluded acceptance because "offers of foreign awards for purely administrative or organizational services rendered outside the Korea area, which normally should be considered to include Japan, will not be accepted." This policy was stated in memo, A/M C.R. Slemon to Minister of National Defence, 26 February 1954. For the record, the American citation was as follows:

“Group Captain Robert W. McNair distinguished himself by meritorious service in connection with military operations against an enemy as Royal Canadian Air Force Liaison Officer to the Far East Air Forces from 27 June 1951 to 27 July 1953. During that period, Group Captain McNair monitored the administration and operation of the Exchange Officer



Program between the Royal Canadian Air Force and the United States Air Force. He gave unstintingly of his own time to ensure that this program functioned smoothly and mutually aided the United Nations cause in Korea; for he rendered exceptional service through his sound advice on operational techniques and maintenance procedures. The overall significance of Group Captain McNair's effort was that major advantages accrued to the United Nations Air Forces operating over Korea. By his spirit of cooperation, initiative and professional skill, Group Captain McNair reflected great credit upon himself, the Far East Air Forces, and the Royal Canadian Air Force.”

**Group Captain Robert Wendall “Buck” McNair, DSO, DFC and 2 Bars, CD**



Born in Springfield, Nova Scotia, May 1919. Home in Battleford, Saskatchewan.  
Enlisted in 1940.

Trained at No.1 ITS, No.7 EFTS and No.31 SFTS (graduated 24 March 1941).

No. 411 Squadron RCAF at RAF Digby in Lincolnshire, England, in June 1941

27 September 1941, while escorting Bristol Blenheim bombers in a Spitfire damaged a Messerschmitt Bf 109

First victory came on 13 October over Boulogne; he downed one 109 and damaged another, though he himself was shot down and had to parachute into the English Channel.

From Malta on 2 March 1942, McNair piloted one of 17 Spitfires launched from the British aircraft carrier HMS *Eagle* to the beleaguered island.

Now a member of No. 249 Squadron RAF, he flew from Malta.

He shot down a 109 on 19 March, a Junkers Ju 88 on 26 March, a 109 on 20 April and a Ju 88 on 22 April, making him an ace.<sup>[1]</sup> He increased his tally by three 109s, on 22 May, 25 May and 10 June, before being recalled to England for a leave.

He was promoted first to flying officer, then to flight lieutenant sometime during this period.

Rejoining 411 Squadron, he participated in the disastrous Dieppe Raid.

On 19 August, he was credited with a probable kill of a Focke-Wulf FW 190 and with damaging another.

Declining command of a training school, he was assigned briefly to lead No. 416 Squadron RCAF

Then he was given command of No. 421 Squadron RCAF. On 10 July 1943, his Spitfire had engine trouble and burst into flame on the way home from a mission. He managed to parachute into the water, but his eyesight was permanently damaged, so he had to get closer to the enemy than before to compensate. He kept his handicap to himself, leading others to believe that he was being excessively reckless. Nonetheless, that year he brought down four FW 190s (20 June, 24

June, 6 September and 3 October) and an equal number of Bf 109s (6 July, 10 July, 31 August and 3 September), bringing his final tally to 16 or 16.5 confirmed kills.

In 1944, he was promoted to wing commander of 126 Wing, RAF Second Tactical Air Force at RAF Biggin Hill, which meant he no longer flew combat missions.

After six months, he was reassigned from operational to administrative duties.<sup>[8]</sup>

Awarded DFC, 22 May 1942

Bar to DFC, 30 July 1943

Second Bar to DFC, 26 October 1943

DSO, 14 April 1944

Chevalier de la Légion d'Honneur (France)

Croix De Guerre (1939-1945) avec Palme (France)

Queen's Commendation for Brave Conduct (event 30 December 1953)

McNair remained in the RCAF after the war.

Upon graduating from the Empire Flying Training School, he was posted to RAF Fakenham, Norfolk, to fly Gloster Meteor and de Havilland Vampire jet fighters.

He later served as Air Advisor and Attaché of the Military Mission at the Canadian Embassy in Tokyo, Japan.

For his contributions in the Korean War "As Royal Canadian Air Force Liaison Officer to the Far East Air Forces from 27 June 1951 to 27 July 1953," the United States government offered to award him a Bronze Star, but it was against RCAF policy.

He was aboard a Canadair North Star which crashed at Vancouver, British Columbia, Canada, on 30 December 1953. He made sure that all passengers and crew were safely evacuated before leaving himself, despite being soaked in gasoline. For this, he was awarded the Queen's Commendation for Brave Conduct. He suffered spinal injuries and was treated for a year.

He was promoted to group captain in 1956 and posted to No. 4 Fighter Wing in CFB Baden-Soellingen.

In 1964, he was made Deputy-Commander of NORAD's Duluth sector.

He then joined the Canadian Joint Staff office at the High Commission in London.

He died of leukemia in January 1971 and was buried in Brookwood Cemetery, Surrey, England.

In 1990, he was inducted into Canada's Aviation Hall of Fame.

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**MILLER, Flight Lieutenant James Burton (17600) - Queen's Commendation for Valuable Services in the Air** - No.426 Squadron - Award effective 5 June 1952 as per **Canada Gazette** dated 7 June 1952 and AFRO 406/52 dated 13 June 1952. Serving at AFHQ/AMP/DPM when announced; certificate forwarded 17 July 1952.

“Flight Lieutenant Miller served on the Korean Airlift since its inception as a captain of North Star aircraft, having been attached to the Military Air Transport Service, USAF, as a member of 426 Transport Squadron since the 26th July 1950. He flew over 1,000 flying hours over the great circle route through the Aleutian Chain to Japan carrying troops and vital supplies and the mid-Pacific route evacuating casualties. Frequently the northern flights were flown through hazardous weather conditions which are considered to be the worst in the world. His exceptional ability, resourcefulness and leadership were instrumental in the completion of these missions without mishap. His untiring efforts have been a direct contribution to the success of the Royal Canadian Air Force's phase of this operation.”

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**MORRISON, Squadron Leader Howard Allan, DSO, DFC (19984) - Air Force Cross** - No.426 Squadron - Awarded as per AFRO 406/52 dated 13 June 1952, **London Gazette** dated 5 June 1952 and **Canada Gazette**, 7 June 1952. Born in Winnipeg, Manitoba, December 10th,

1919; enlisted in Winnipeg, September 25th, 1940. Trained at No.2 ITS (graduated November 12th, 1940), No.10 EFTS (graduated January 4th, 1941) and No.5 SFTS (graduated March 20th, 1941). Awarded DFC, September 1st, 1944 and DSO, October 27th, 1944, for services with No.405 Squadron. Joined No.426 Squadron in 1948. **Rose to Brigadier General in Canadian Forces.**

“Squadron Leader Morrison served on the Korean Airlift as second in command of 426 Transport Squadron at the lift's inception. As a captain of a North Star aircraft he flew a total of 300 hours from McChord Air Force Base, Washington, over the northern great circle route through the Aleutian chain carrying troops and vital supplies to Japan. These flights were made through weather conditions which are considered to be the worst in the world.

In his role as Chief Operations Officer of the squadron he was directly responsible for all RCAF operations over the Pacific. He had previously pioneered this route in a North Star flight around the world. The information and experience that he gathered was vital in establishing the airlift. The accident-free record of 426 Squadron is partially attributable to his exceptional ability, resourcefulness and leadership.

His qualities as a pilot frequently have been demonstrated forcibly. In one instance while carrying a vital load of troops and ammunition between Elmendorf, Alaska and Tokyo, Japan he was forced to carry out an approach and landing with assistance of GCA in the most adverse weather conditions. The visibility and ceiling were reported as being less than 1/8 mile and fifty feet.

This officer's determination and operational experience have been a direct contribution to the successful participation of 426 Squadron in support of the Korean Airlift. Squadron Leader Morrison's devotion to duty and his effective solution to the myriad operational problems associated with the lift have been an inspiration to all and are deserving of the highest praise.”

### **Brigadier-General Howard Allan Morrison, DSO DFC AFC CD**

He was born in Lauder (about 60 miles southwest of Brandon), Manitoba, educated at Lauder and at Brandon.

Two years pre-medical studies at the University of Manitoba, Winnipeg

Enlisted September 1940 in the RCAF at Winnipeg.

After receiving air crew instruction at various training schools in Canada, he graduated, as a pilot, on March 17, 1941, from No. 5 Service Flying Training School at Brantford, Ontario.

Served as an instructor at Calgary, Alberta

Overseas in June 1943, where he joined No. 405 Pathfinder Squadron, Bomber Command.

By the end of June, 1944, Morrison had completed one tour of operations and had survived 32 dangerous and risky bombing missions, often against heavily defended targets such as Berlin, Stuttgart, Frankfurt and Stettin and was awarded the **Distinguished Flying Cross (DFC)** for his skill and valour.

Squadron Leader Morrison then chose to begin a second tour of bombing missions with 405 Squadron.

Effective October 27, 1944, he was awarded the **Distinguished Service Order (DSO)**. His citation for the DSO reads in part, as follows:

"In September 1944, Wing Commander Morrison captained an aircraft detailed to attack Le Havre. Whilst over the target, heavy and accurate anti-aircraft fire was encountered. ....His aircraft was hit and... became almost uncontrollable. A fire started and the fuselage became filled with smoke. .... it was evident that the aircraft could not be saved. Displaying great coolness, Morrison ordered his crew to leave by parachute. He himself would not leave until he was satisfied that all comrades were clear."

Postwar he was assigned ever increasing responsibilities and rose to the rank of **Brigadier General**. While serving with 426 Transport Squadron, Lachine, Quebec, he participated in many flights to Korea. For his outstanding work on the **Korean airlift** he was awarded the **Air Force Cross (AFC)**.

In May 1968 he was appointed **Vice Commander of Central NORAD Region**, Richards-Gabour Air Force Base, Kansas City Missouri.

He was married to Grace and they had two sons.

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**MUSSELLS, Wing Commander Campbell Haliburton, DSO, DFC (19523) - Officer, Order of the British Empire** - Awarded as per AFRO 406/52 dated 13 June 1952 and **London Gazette** dated June 5th, 1952. Born in Montreal, 20 June 1920. Medical student attending McGill. Home in Westmount; enlisted Montreal, 29 January 1940. Instructed in Canada three years before going overseas when he attended Empire Central Flying School. Joined No. 426 Squadron and then No. 405; two tours. Awarded DFC, July 5th, 1945 and DSO, July 17th, 1945, for services with No. 405 Squadron. In post-war RCAF (**OBE, 5 June 1952**); Queen's Coronation Medal, 23 October 1953 while a **Group Captain**, Air Transport Command. Appointed OC, Central Flying School, Trenton, April 1954; CO Station Uplands, 1957 to June 1961; Director of Air Plans, AFHQ, 1961-December 1963. Attended Imperial Defence College. DFC and DSO both presented in Montreal, 25 November 1949. Later awarded Queen Elizabeth II Coronation Medal (AFRO 91/53).

“Wing Commander Mussells has commanded 426 Transport Squadron, RCAF, on duty with the United Nations forces on the Korean Airlift since the commencement of the operation on 19 July 1950. Throughout these operations Wing Commander Mussells' exceptional leadership has been reflected in the excellent achievements of his unit. His organizational ability, devotion to duty, enthusiasm and example has given him a well-coordinated and effective unit which has surpassed in all respects the commitments assigned to it.”

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**NICHOLS, Flight Lieutenant Grant Harmon (30004) - Air Medal (United States) - 16th Fighter Interceptor Squadron (USAF) - Awarded as per **Canada Gazette** dated 14 November 1953, AFRO 742/53 dated 11 December 1953 and **Canada Gazette** dated 14 November 1953.** Taken on strength of Special Force, Korea, 14 January 1953; taken on strength 16th Fighter Interceptor Squadron, 24 January 1953; struck off strength of 16th Fighter Interceptor Squadron, 6 May 1953; struck of strength of Special Force, 9 May 1953. Flew 73 hours 35 minutes in Korean combat; claimed on MIG-15 damaged on 7 April 1953 (possibly upgraded to "probably destroyed). Medal presented at Baden Sollingen, German, summer 1954. See H.A. Halliday, "In Korean Skies", **Roundel**, December 1963 and January 1964.

“Flight Lieutenant Nichols distinguished himself by meritorious achievement during the period 29 January 1953 to 23 March 1953 while participating in twenty combat missions against the enemy over North Korea as pilot of an F-86 type aircraft, 51st Fighter Interceptor Wing, Fifth Air Force. During frequent encounters with high performance enemy jet aircraft, his courage, aggressiveness and proficiency contributed to the ultimate success of the assigned mission. Through his valour, outstanding airmanship and devotion to duty on these occasions, Flight Lieutenant Nichols has reflected great credit upon himself, the Royal Canadian Air Force, and the United States Air Force.”

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**NIXON, Flying Officer William Gene (14565) - Air Medal (United States) - 16th Fighter Interceptor Squadron (USAF) - Awarded as per **Canada Gazette** dated 24 January 1953 and**

AFRO 55/53 dated 6 February 1953. Born 12 February 1928 in Watts, Alberta. Joined RCAF, 24 February 1950. Trained at Centralia, Trenton, and No.1 OTU (Chatham - 14 April to 31 July 1951). Obtained wings and commission, 26 January 1951. To No.413 Squadron, August 1951. Detached to USAF, Korea, 10 March 1952; joined 16th Fighter Interceptor Squadron, 14 March 1952; switched to 25th Fighter Interceptor Squadron, 4 June 1952; left that unit, 9 July 1952; struck off strength of Special Force (Korea), 19 July 1952, returning to No.413 Squadron. Flew 50 sorties ((77 hours 30 minutes combat time, eight hours non-combat on Sabres, four hours 50 minutes non-combat on T-33s. Struck off strength RCAF, 25 January 1957. See H.A. Halliday, "In Korean Skies", **Roundel**, December 1963 and January 1964.

“Flying Officer William G. Nixon, attached to 16th Fighter Interceptor Squadron, 51st Fighter Interceptor Group, during the period 2 April 1952 to 2 May 1952, distinguished himself by meritorious achievement while participating in aerial combat missions against the enemy over North Korea as a pilot of an F-86E type aircraft. Many times, despite superior numbers of the enemy, his aggressiveness and unfailing performance of assignments contributed greatly to the success of the missions. Through his personal courage, outstanding airmanship and high devotion to duty, Flying Officer Nixon has brought great credit upon himself, the Royal Canadian Air Force, and the United Nations Forces in Korea.”

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**PAYNE, Flying Officer Donald Melvin, DFC (26365) - Air Force Cross** - No.426 Squadron - Awarded as per AFRO 406/52 and **London Gazette** dated 5 June 1952 and **Canada Gazette** dated 7 June 1952. Home in Toronto; enlisted in Hamilton, July 10th, 1942. Trained at No.5 ITS (graduated April 3rd, 1943), No.10 EFTS (graduated July 24th, 1943) and No.1 SFTS (graduated November 12th, 1943). **Awarded DFC, July 22nd 1946** for bravery with No. 428 Squadron. Instrument flying specialist at Saskatoon, 1955-1958 when he was promoted to Squadron Leader. AFC presented 27 November 1952 by AOC of Transport Command. NOTE: on 28 December 1950, already a veteran of the Korean Airlift, he para-dropped a special package of oxygen equipment needed for a boy with double pneumonia at Lake Harbour, south coast of Baffin Island, 1,100 miles northwest of Goose Bay. The equipment was put aboard at Lachine and packed for the drop at Goose Bay by Corporal R.W. Crebo of Moose Jaw, described as a "crack para-rescue man"; Crebo accompanied the flight and supervised the drop. The drop was so successful that it landed 100 yards from hospital door and was in use within half an hour. Others in crew were F/O G. Waddell of Montreal (co-pilot), F/O R.G. MacNeil of Halifax (Radio Officer), F/O A. Knapper of Ripon, Yorkshire (navigator), LAC J.L. Lanteigne of Moncton (air traffic assistant), Corporal J. Leblanc of Shediac (Flight Engineer) and Sergeant W. Smith of Saskatoon (Flight Engineer). Aircraft had left Dorval on the 27th, overnights at Goose Bay, and carried on to Frobisher Bay.

“Flying Officer Payne served on the Korean Airlift since its inception as a captain of a North Star aircraft, having been attached to the Military Air Transport Service, USAF, as a member of 426 Transport Squadron since the 26th July, 1950. He flew approximately 500 hours over the great circle route through the Aleutian chain to Japan carrying troops and vital supplies. Frequently these flights were flown through hazardous weather conditions which are considered to be the worst in the world. His exceptional ability, resourcefulness and leadership were instrumental in the completion of these missions without mishap.

These qualities were demonstrated forcibly on a flight from Shemya in the Aleutians to Tokyo, Japan on the 2nd October, 1950. When approximately 700 miles southwest of Shemya the number three engine of the aircraft he was flying suddenly went out of control; attempts to feather it proved useless and the only means of reducing the RPM was by decreasing speed. When it became apparent that either the propeller or complete engine assembly might break loose at any moment, Flying Officer Payne sent out a distress signal

and prepared his crew for ditching. However, as a result of his outstanding ability, he was able to keep the aircraft airborne without further damage, allowing him to return to Shemya. Had it not been for the superior skill and resourcefulness shown by this officer, a valuable aircraft and crew might have been lost.

His untiring efforts have been a direct contribution to the success of the Royal Canadian Air Force's phase of this operation.”

**Wing Commander Donald Melvin Payne, DFC, AFC, CD, RCAF**

Donald M. Payne was born on 11 April 1925.

He received his wings in Camp Borden in September 1943.

Posted to No.2 Squadron, RAF Overseas flying Typhoons and Spitfires.

Picked up the nickname “Doc”.

At age 19, he converted to twin engine aircraft flying Wellingtons and Oxfords.

After conversion to the Lancaster, he joined 428 (RCAF) Squadron, 6 Group.

On 13 April 1945, his Lancaster crashed in the North Sea. One crew member died in the crash and the other six were at sea for 12 days before being picked up by the German Navy.

Awarded Distinguished Flying Cross.

Rejoined RCAF as an LAC but quickly had his commission restored.

Sent to RCAF Station to help reopen that base.

Joined 426 (RCAF) Squadron) and flew North Star aircraft on the Korean Airlift for a year starting in 1951.

Awarded the Air Force Cross (AFC) when his North Star lost engine 100 miles from base

Converted to Flying the F-86 Sabre

In 1959 he was posted to Zweibrucken, Germany and appointed Commanding Officer of 427 squadron where he served a year in the rank of Squadron Leader.

He moved to Air Division Headquarters in June 1960 where he spent the next four years.

He was checked out on the CF-104 Starfighter while at the Air Division HQ.

He left Europe in June 1964 and subsequently served at Winnipeg, Comox and Edmonton in a variety of capacities.

Learned to fly helicopters and while in Edmonton made 93 parachute jumps.

He retired from the Air Force in 1974 after 32 years of service.

He operated a helicopter business for more than 10 years after retirement.

He lives on Vancouver Island.

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**POTEKAL, Sergeant Ludwig Cyril (23347) - Queen's Commendation for Valuable Services in the Air** - No.426 Squadron - Awarded as per **Canada Gazette** dated 8 January 1953 and AFRO 10/53 dated 9 January 1953.

“Sergeant Potekal has, during his tour of duty with No.426 Squadron on the Korean Airlift, participated in twenty round trips to the Far East, in support of the United Nations operations in Korea. Throughout these trips he has exhibited exceptional skill in his capacity as Flight Engineer and Technician. His ability to analyze unserviceabilities and carry out repairs to his aircraft with limited facilities and despite adverse weather conditions made possible the maintenance of schedules which otherwise could not have been accomplished. He has on many occasions gone without rest following flights of long duration and voluntarily worked for lengthy periods of the maintenance of his aircraft. Sergeant Potekal's devotion to duty has been a contributing factor to the successful achievements of No.426 Transport Squadron.”

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**RATCLIFFE, Squadron Leader Russell Edwin David, DFC (17706) - Commended for Valuable Services in the Air** - No.426 Squadron - Award effective 5 June 1952 as per **Canada Gazette** dated 7 June 1952 and AFRO 406/52 dated 13 June 1952. Born in Kingston, Ontario, 1919; home there. Trained at No.1 ITS, No.9 EFTS, No.5 BGS and No.6 AOS. Commissioned 1942. Navigator in W/C W.H. Swetman's crew; posted from No.426 Squadron to Station Leeming, 30 April 1944 on completion of tour. DFC awarded 24 May 1944 for services in No.426 Squadron in its bomber role.

“Flight Lieutenant Ratcliffe served on the Korean Airlift as navigation leader of 426 Transport Squadron which was attached to the Military Air Transport Service, USAF, on the 26th July 1950. He flew a total of 600 hours over the great circle route through the Aleutian Chain to Japan carrying troops and vital supplies. Frequently these flights were navigated through hazardous weather conditions which are considered the worst in the world. His exceptional ability and resourcefulness were instrumental in the completion of these missions without mishap.

Flight Lieutenant Ratcliffe's untiring efforts have been an outstanding contribution to the success of the Royal Canadian Air Force's participation in the United Nations' effort in Korea.”

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**REED, Corporal Gerald Rexford (25233) - Air Force Medal** - No.426 Squadron - Awarded as per **Canada Gazette** dated 30 May 1953 and AFRO 360/53 dated 12 June 1953. Born 4 August 1924 in North Bay, Ontario; enlisted 1943, having been employed as a toolmaker with Dominion Engineering.

“Corporal Reed has, during his tour of duty with 426 Transport Squadron on the Korean Airlift, participated in thirty-seven round trips to the Far East, in support of the United Nations operations in Korea. Throughout these trips he has exhibited exceptional skill as a flight engineer and technician. On a flight between Shemya, Alaska and Misawa, Japan, he displayed a typical example of his resourcefulness. This particular flight had taken unduly long as a result of the loss of an engine en route and excessive head winds. Due to a mechanical failure, the nose wheel became damaged on landing at Misawa and the flight was unable to proceed to Tokyo as scheduled. Unable to obtain the necessary replacement parts and despite the fact he had been on duty for approximately sixteen hours, Corporal Reed proceeded to manufacture the replacement brackets required, carried out retraction tests and finished off the remaining necessary adjustments practically single handed. The aircraft was the able to proceed to Tokyo where permanent repairs were effected. Corporal Reed has been responsible on numerous occasions for keeping his aircraft serviceable under adverse conditions by dint of hard work and constant, unswerving devotion to duty.”

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**REED, Squadron Leader John Thomas, DFC (16928) - Bronze Star Medal (United States)** - Awarded as per AFRO 490/51 dated 10 August 1951. Born 17 June 1918 in Algonquin, Ontario; home in Ottawa (bank clerk). Enlisted and commissioned, 29 January 1940; trained at Toronto Flying Club; to Station Trenton, 8 May 1940; to Camp Borden, 18 July 1940 for training at No.1 SFTS; promoted to Flying Officer, 5 October 1940 (Flight Lieutenant, 1 August 1942; Squadron Leader, 15 September 1944). To Trenton, 4 November 1940; instructed at No. 3 SFTS, 7 January 1941 to 8 May 1942; to RAF overseas, 9 May 1942; served with No.422 Squadron, 23 November to 19 December 1942; with Marine Experimental Establishment, Helensburg, 24 February 1943 to 6 January 1944; with No.131 OTU, 6-18 January 1944; posted to No.512 Squadron, 19 January 1944 and flew with them on D Day; with No.437 Squadron, 14 September 1944 to 3 July 1945.

As of 22 July 1945, he claimed 306 hours on Sunderlands, 634 hours on Dakotas, 201 hours on Catalina. DFC awarded 8 June 1945. Citation given variously as "in recognition of meritorious achievement while participating in aerial flight from 17 December 1950 to 21 December 1950" and "in recognition of meritorious achievement while participating in aerial flight from 5 September 1950 to 30 November 1950". He was on strength of Canadian Joint Staff, Washington, 2 October 1949 to 17 August 1951 and specifically with the 314th Troop Carrier Wing, 1 September to 20 December 1950. A news clipping (unidentified and undated) in his file states that he was Production Control Officer, 314 Combat Cargo Wing, going on to say: "Squadron Leader Reed showed exceptional skill and resourcefulness in the performance of his duty in that capacity. By virtue of such distinguished service he brought great credit upon himself, the United States Air Force and the Royal Canadian Air Force." Lieutenant-Colonel B.M. Carleton wrote a letter (also on file) dated 1 October 1950 describing his as Assistant Wing Director of Operations and saying:

"Squadron Leader Reed's performance of duty during the past year has been outstanding. He has adapted himself to the procedures and methods of the United States Air Force in a manner which is indicative of the exceptional qualities of initiative and loyalty which he possessed. He has accepted every assignment given him with a fine spirit and by determined effort and an inherent ability to grasp the essential elements of each situation he has produced superior results. He has become what I consider to be my most able assistant."

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**SCOTT, Flight Lieutenant Douglas Gerald (27799) - Distinguished Flying Cross (United States) - 55th Weather Reconnaissance Squadron (USAF) - Awarded as per *Canada Gazette* dated 7 May 1960. Recommended in June 1959; presented 3 May 1960 by Brigadier General Norman L. Peterson, Vice Commander, Air Weather Service, MATS, at McClellan Air Force Base, Sacramento, California. Cards carry notation, "See file C384-1C4 Vol.3." Born in Ottawa, 9 April 1926. Home in Russell, Ontario; served in RCAF, 29 November 1943 to 25 April 1945; Canadian Army (Trooper), 26 April to 27 November 1945. Rejoined RCAF, 1 March 1948. On Korean Airlift with No.426 Squadron, 26 July 1950 to 3 February 1952. Detached from No. 408 Squadron to Canadian Joint Staff, Washington and attached on 12 February 1959 to Air Weather Service, 55th Weather Reconnaissance Squadron (WB-50s). Detachment 3 was based at McChord AFB, Washington. At time of incident was reported to have flown 24 missions with USAF Air Weather Reconnaissance units and had 7,060 flying hours.**

"Flight Lieutenant Douglas G. Scott, Royal Canadian Air Force, distinguished himself by meritorious achievement while participating in aerial flight on 29 June, 1959, 450 miles north of Point Barrow, Alaska, over the Arctic ice pack. While serving as aircraft commander of a WB-50, assigned to the 55th Weather Reconnaissance Squadron, 17 1/2 inches of a propeller blade on the Number Two engine separated and entered the fuselage, severing the control cables, power sources, hydraulic lines and the bomb bay door actuator, causing heavy drag and buffeting. Flight Lieutenant Scott analyzed the serious emergency and calmly made every needed compensation. He regained control and successfully returned his aircraft over 900 miles without additional damage, thereby saving a valuable aircraft and eleven crew members from possible injury or death. By his exemplary performance in the face of extreme danger, Flight Lieutenant Scott reflected great credit upon himself, the United States Air Force, and the Royal Canadian Air Force."

The following is from **Air Weather Service Observer**, July 1959:

**Canadian Lands Damaged 55<sup>th</sup> Recon Plane in Alaska**



“Typifying the cool and efficient control of an experienced flyer, Canadian pilot Flight Lieutenant Douglas G. Scott landed a 55th Weather Reconnaissance Squadron WB-50 safely at Eielson AFB, Alaska, after a 17-inch piece of propeller had almost incapacitated the aircraft.

The incident, termed as "extreme in-flight emergency" by Lt.Gen. William H. Tunner, MATS commander, occurred June 29 on a "Ptarmigan" flight of Detachment 3 over desolate, mountainous country in the 49th state.

Flying on a regular weather route as a "loan" pilot, Flight Lieutenant Scott's normal run was interrupted by a terrifying crash into the fuselage of a deadly 17-inch propeller piece, which had broken off in flight. The lethal metal cut power cables, air lines, bomb bay actuating rods and prop control of Number One engine, producing in General Tunner's word, "a potentially disastrous situation".

With the level-headed lieutenant [sic] at the wheel, backed by a smoothly operating, non-panicky crew, the big weather plane flew for five hours above wild, icy Alaskan wastes, finally landing intact at Eielson AFB. Originally, the WB-50 had started its flight from Ladd AFB, Alaska on the lonely Ptarmigan weather mission into the polar area. Following the savage crash of the propeller section into the aircraft's body, the Canadian pilot reversed his direction for the 1,200-mile run back to the emergency landing strip at Eielson.

General Tunner extended a "well done" message to the Flight Lieutenant and his Detachment 3 crew for their "superior judgment and airmanship" in handling the emergency. His sentiments were also reflected in a statement by Major General H.H. Bassett, AWS Commander. The general's praise included such phrases as "extraordinary display of skill and leadership", "inspired your crew to a superlative team performance" and "superior airmanship".

The November/December 1959 issue of **Flight Comment** carried the following message from Lieutenant-General William H. Turner, Commander, Military Transport Service, USAF:

“Please extend a Well Done to Flight Lieutenant Douglas G. Scott and crew of the 55<sup>th</sup> Weather Reconnaissance Squadron, Detachment No.3, McChord AFB, for their superior judgement and airmanship in handling an extreme in-flight emergency on 29 June 1959. The loss of 17 inches of a propeller blade which entered the fuselage severing power cables, air lines, prop control to No.1 engine, and bomb bay actuating rod produced a potentially disastrous situation. The crew’s skill in flying the crippled WB-50 aircraft for five hours over rugged arctic terrain to a safe landing at Eielson Air Force Base is indeed commendable.”

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**SMITH, Flight Lieutenant William (20405) - Queen's Commendation for Valuable Services in the Air** - No.426 Squadron - Awarded as per **Canada Gazette** dated 7 June 1952 and AFRO 406/52 dated 13 June 1952 and **Canada Gazette** of that date. At Tactical Air Group, Edmonton, when awarded. Born in Kirkcaldy, Fifeshire, Scotland, 26 August 1920. Educated in Winnipeg. Enlisted in RCAF, Montreal, 23 June 1941; held on strength of No.1 Manning Depot, Toronto, June to September 1941; trained as a Wireless Air Gunner, at No.4 Wireless School, Guelph (September 1941 to March 1942) and graduating from No.9 BGS, Mont Joli, 13 April 1942 (Sergeant). Commissioned as Wireless Operator, 1 September 1944; Flying Officer, 1 March 1945. Served in Ferry Command, British West Indies, 1 July 1942 to 31 October 1943; served in No.168 (HT) Squadron, 1 November 1943 to 8 March 1946. Grant short service commissioned

as Flying Officer, 1 October 1946; permanent commission, 1 October 1950; Flight Lieutenant, 19 June 1951. Postwar service included 12 Communications Squadron (April-May 1946), No.13 (Photo) Squadron (May 1946 to April 1949), No.426 Squadron and CJS (Washington).

“Flight Lieutenant Smith has served on the Korean Airlift as a Radio Officer in North Star aircraft since its inception, being a member of No.426 Transport Squadron which was attached to the Military Air Transport Service, USAF, on 26th July 1950. He flew a total of 1,000 hours over the 11,000-nautical mile route, often through hazardous icing and fog conditions. Throughout his tour Flight Lieutenant Smith displayed outstanding professional ability which he used with imagination and initiative to ensure expeditious handling of all radio despatches in the face of these extremely difficult weather conditions.

This officer's untiring efforts have been a direct contribution to the success of the Royal Canadian Air Force's participation in the United Nation's effort in Korea.”

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**SPURR, Flight Lieutenant Laurence Esmond (17807) - Distinguished Flying Cross (United States)** - 25th Fighter Interceptor Squadron, 51st Fighter Wing (USAF) - Awarded as per **Canada Gazette** dated 24 January 1953 and AFRO 55/53 dated 6 February 1953, for services in Korea. Born in Middleton, Nova Scotia, 15 June 1923; home there; enlisted in Halifax, 22 June 1942; trained at No.6 ITS (graduated 19 February 1943), No.12 EFTS and No.6 SFTS (wings on 20 August 1943). Attended No.1 OTU, Bagotville; served overseas with Nos. 41 and 416 Squadrons. Overseas he damaged one Me.262 and shared in the destruction of a Do.217. Attained rank of WO2, 20 November 1944; commissioned with effect from 8 October 1944; Flying Officer, 8 April 1945. Released, 13 May 1946; re-engaged in Halifax, 4 November 1948. Served in Korea, 10 April to 29 July 1952; flew 50 sorties (76 combat hours) plus ten non-combat hours; reported he had strafed several ground targets (troops, small factories). On strength of No.1 OTU, Chatham when award announced. See H.A. Halliday, "In Korean Skies", **Roundel**, December 1963 and January 1964.



“Flight Lieutenant Spurr distinguished himself by extraordinary achievement while participating in aerial flight as a pilot, 25th Fighter Interceptor Squadron, 51st Fighter Interceptor Group, on 14 July 1942. As a Flight Leader of four F-86 type aircraft acting as a screening force for fighter-bombers, Flight Lieutenant Spurr displayed superior airmanship and tactical ability while leading his flight near Sakchu, Korea. Sighting a group of MIGs, Flight Lieutenant Spurr separated his flight into elements and pressed an attack on one of the MIGs. After scoring hits on the MIG, it lost power, and Flight Lieutenant Spurr was forced to roll around it until he regained firing position. He then scored several more hits, causing the MIG to burn and fall out of control. Only then did Flight Lieutenant Spurr break off his attack and take evasive action from several MIGs pressing attacks against him. As a result of this mission, enemy fighters were prevented from breaking through to the fighter-

bombers, and Flight Lieutenant Spurr's aggressiveness and flying skill accounted for the destruction of one MIG-15. Through his outstanding airmanship and exemplary devotion to

duty, Flight Lieutenant Spurr reflected great credit upon himself, the Royal Canadian Air Force, and the Far East Air Forces.”

**NOTE:** Original recommended text of this award differed in detail from that released officially:

“On 14 July 1952 Flight Lieutenant Lawrence E. Spurr displayed extraordinary achievement while participating in aerial flight. As flight leader of a unit of four (4) F-86 type aircraft, Lieutenant Spurr displayed superior airmanship and tactical ability while leading his flight near Sakchu, Korea as a screening force for fighter-bombers. After sighting condensation trails above him, Lieutenant Spurr pursued them and found ten (10) MIG-15s descending to his altitude. The flight became separated into elements with Lieutenant Spurr and his wingman pursuing two (2) MIGs for several minutes until well within range since they were as yet unnoticed by any of the enemy aircraft. The MIG broke left after his first burst which caused the MIG to lose power and forced Lieutenant Spurr to roll around the MIG until he was slowed enough to get into firing position again. Lieutenant Spurr continued to score damaging hits until the enemy fighter was burning and falling out of control. Lieutenant Spurr was then forced to break off and take evasive action from several MIGs pressing attacks. As a result of this mission, enemy fighters were prevented from breaking through to the fighter-bombers' protective screen and a MIG-15 aircraft was destroyed. As of this recommendation, Flight Lieutenant Spurr has flown a total of 45 (45) combat sorties in the Korean Theatre.”

**NOTE:** Headquarters Far East Air Forces General Order 417 dated 20 August 1952 has the following account of his combat:

“Flight Lieutenant Lawrence E. Spurr, 17608 (RCAF), 51st Fighter-Interceptor Group, 51st Fighter Interceptor Wing is officially credited with the destruction of one MIG-15 aircraft in serial combat at 1010I on 14 July 1952 near Yongsansi, Korea. Leading a flight of four F-86 aircraft, Lieutenant Spurr observed a flight of ten MIG-15s. After the initial contact the MIGs split. Lieutenant [sic] Spurr positioned himself on one of them. Lieutenant Spurr began firing, observing hits in the tail section. Pieces were seen coming off the MIG and it began smoking. When the MIG was last observed, it was not taking evasive action and the pilot appeared to be dead. Action took place near Yongsansi.”

**NOTE:** American authorities also wished to bestow an Air Medal upon him; this was not allowed owing to RCAF limitations placed on Korean War decorations:

“Flight Lieutenant Lawrence E. Spurr distinguished himself by meritorious achievement while participating in aerial flight as a Pilot, 25th Fighter Interceptor Squadron, 51st Fighter Intercept Group, from 29 April 1952 to 29 May 1952. During that period, Lieutenant Spurr completed twenty combat missions over North Korea. These missions were flown over areas heavily defended by anti-aircraft fire, where attack by enemy aircraft was at all times probable and expected. Lieutenant Spurr's exceptional flying ability and aggressive spirit against superior numbers of enemy aircraft contributed greatly to the mission of the United Nations Forces. Through his keen professional skill and outstanding devotion to duty, Lieutenant Spurr reflected great credit upon himself, the Royal Canadian Air Force, and the Far East Air Forces.”

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**TRUDEL, Corporal Jean Baptiste Paul Aime (24068) - British Empire Medal - No.426 Squadron - Awarded as per Canada Gazette dated 1 January 1953 and AFRO 10/53 dated 9 January 1953. Born in Levis, Quebec, 1921. Born 1921 in Levis, Quebec. Joined RCAF in 1942,**

trained as a pilot and served overseas. Released in 1946 but subsequently rejoined as an aero engine technician.

“Corporal Trudel, as a member of 426 Transport Squadron servicing crew stationed at Haneda Air Force Base, Tokyo, has, by his skill in the maintenance of aircraft and devotion to duty, contributed immeasurably to the efficiency with which the Korean Airlift has been conducted. Despite the limited maintenance facilities available in that area and without the support of a regular maintenance organization, he has rectified many major aircraft unserviceabilities and carried out maintenance assignments which under normal circumstances would have required the service of highly qualified technicians of more senior rank. He has carried out his duties in a most creditable manner under all circumstances and has been an inspiring influence to his fellow workers.”

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**WILSON, Flying Officer John Pierce (25597) - Queen's Commendation for Valuable Services in the Air** - No.426 Squadron - Awarded as per **Canada Gazette** dated 1 January 1953 and AFRO 10/53 dated 9 January 1953.

“Flying Officer Wilson has served with 426 Transport Squadron on the Korean Airlift since April 1951, as a radio officer on North Star aircraft. Throughout his many flights to the Far East, in support of United Nations operations in Korea, he has exhibited trade knowledge and diligence of a high order. His superior skill in long range operations under very adverse weather conditions has been instrumental in maintaining safety and efficiency in the squadron's flights over the Pacific. Flying Officer Wilson's outstanding service has been an invaluable contribution to the successful achievements of 426 Squadron.”

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**WOLKOWSKI, Flight Lieutenant Edward Raymond (25486) - Queen's Commendation for Valuable Services in the Air** - No.426 Squadron - Awarded as per **Canada Gazette** dated 1 January 1953 and AFRO 10/53. Born in Buchanan, Saskatchewan, 1925; home in Tiny, Saskatchewan. Joined RCAF in 1943; served as aero-engine mechanic until 1948 when selected as a Flight Cadet and received pilot training. Certificate forwarded 16 January 1953 and presented in February 1953.

“Flight Lieutenant Wolkowski has served with No.426 Transport Squadron on the Korean Airlift since its inception. In his capacity as pilot and captain of North Star aircraft he has completed thirty round trips to the Far East in support of United Nations operations in Korea. His keen, aggressive spirit and determination to successfully complete his many arduous missions has been a source of inspiration to the more junior members of the squadron. His skill and resourcefulness as a pilot have contributed in a large degree to the successive achievements of No.426 Transport Squadron.”

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## CANADIANS in RAF Post WWII and KOREA

**BOOTH, Flight Sergeant Reginald Jack** (4016026) - **Mentioned in Despatches** - awarded as per **London Gazette** dated 10 November 1953.

Born in Saskatoon, 1923.

For services in Korea. Entry found in Air Ministry Bulletins.

**NOTE: Canadian in RAF for Korea.**



**BOOTH, Sergeant Reginald Jack** (R128254) - **Distinguished Flying Medal** - No.166 Squadron - Award effective 1 July 1943 as per **London Gazette** dated 9 July 1943 and AFRO 1724/43 dated 27 August 1943. Home in Saskatoon; enlisted there 17 September 1941. Trained at No.7 ITS (graduated 3 January 1942) and No.4 BGS (graduated 2 March 1942). Award presented 30 November 1943.

**BOOTH, P/O Reginald Jack, DFM** (J85416) - **Distinguished Flying Cross** - No.100 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 19 September 1944 and AFRO 2373/44 dated 3 November 1944.

In 1945 transferred to the RAF as air gunner.

In Korea won the MID in the rank of Flight Sergeant.

Served in Kenya with the RAF, 1955 (awarded Africa General Service Medal, QEII, bar Kenya)

Transferred back to the RCAF as a Sergeant.

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**MARTINDALE, Raymond Albert, F/L** (59445) - **Mentioned in Despatches** - awarded as per **London Gazette** dated 17 April 1951. Born 20 November 1917; enlisted in RCAF, Hamilton, 27 September 1941. Qualified as a pilot at No.1 SFTS, 9 October 1942. Served overseas, 27 October 1942 to 13 June 1945. Released from **RCA** on 18 September 1945. **Commissioned in the RAF**, 10 August 1947 with seniority from 28 April 1946 and granted the rank of Flight Lieutenant. Singled out for services in Korea. Found via Air Ministry Bulletins.

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