

# Georgetown Cenotaph Project



## Introduction

On November 11, 2020 our usual trip to the Cenotaph in Georgetown, Ontario to pay our respects for our Canadian veterans was not allowed due to COVID19. After watching the ceremony from the Canadian Warplane Heritage Museum my wife and I went to the Georgetown Cenotaph to add our poppies to the numerous wreaths in private. While there I took a photo of the bronze plaque on the Cenotaph listing the local residence who had lost their lives in WW2 defending our freedom. Having previously completed three log book analysis of RCAF bomber command aircrew my idea was to investigate the RCAF names on the bronze plaque. In this case I would not have a logbook for research guidance but I would give it a try.

When I returned home my first search was the first RCAF name on the plaque which was F/S L.H. Beaumont. I hit pay dirt. The wonderful Aircrew Remembered website gave me the details of the fateful night of 02/03 February 1945 when L.H. Beaumont met his fate. Soon I was able to find all of the Operational Record Books of Beaumont's 44 (Rhodesia) Squadron at the British National Archives website. In addition I found complete information about the other crew members known as the "Gallivan crew" that flew all their missions together. By incredible coincidence my search also revealed a November 05, 2020 article in our local newspaper mentioning an old notice from The Canadian Champion dated 01 March 1945 and the passing of FLT SGT Beaumont. It was serendipity!

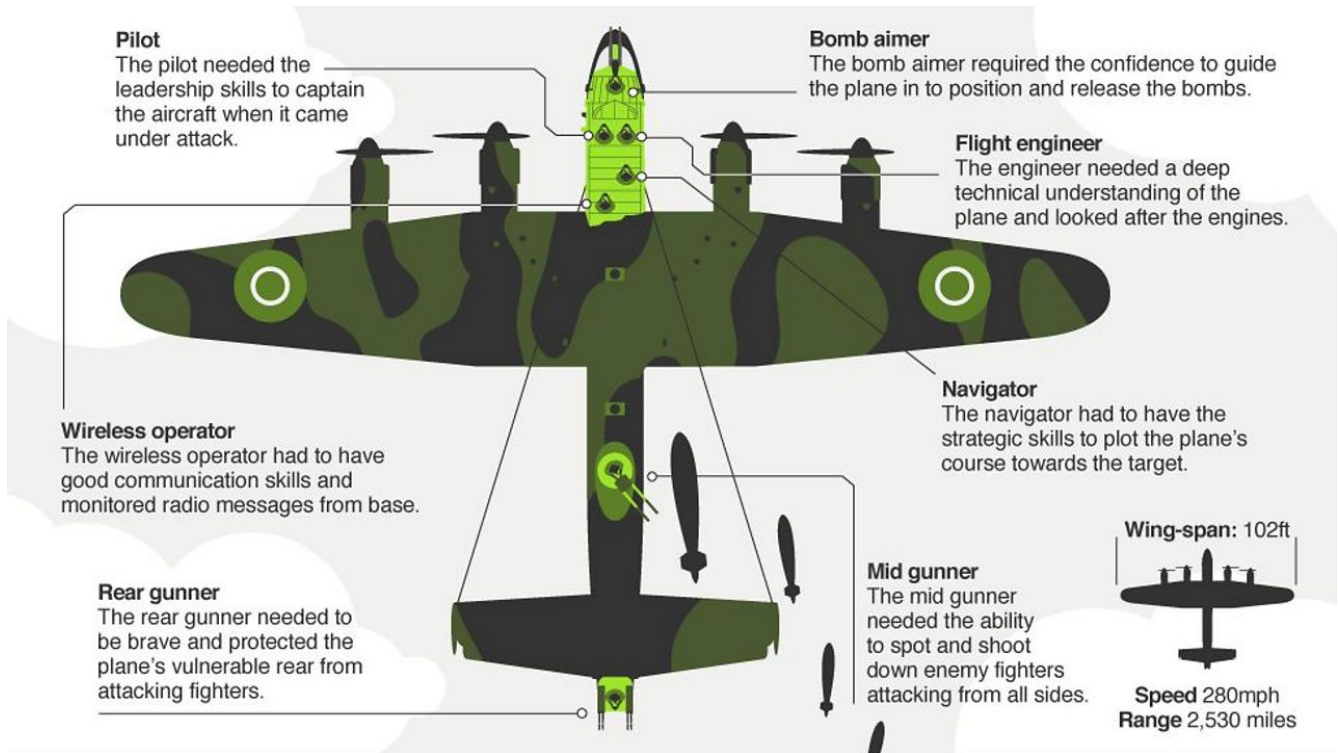
The successes of Bomber Command were purchased at terrible cost. Of every 100 airmen who joined Bomber Command, 45 were killed, 6 were seriously wounded, 8 became Prisoners of War, and only 41 escaped unscathed (at least physically). Of the 120,000 who served, 55,573 were killed including over 10,000 Canadians. Of those who were flying at the beginning of the war, only ten percent survived. It is a loss rate comparable only to the worst slaughter of the First World War trenches.

This report is dedicated to Flight Sergeant Lawrence Herbert Beaumont RCAF of Glen Williams, Ontario. ***They Gave Their Youth For Our Tomorrows***

A handwritten signature in black ink, appearing to read 'John Desramaux', is centered within a light gray rectangular box.

John Desramaux

## Georgetown Cenotaph Project



Avro Lancaster Bomber

## The Gullivan Crew



Flight Lieutenant Thomas Edward Gullivan

The Avro Lancaster is a heavy four engine bomber that operates 7 highly trained crew members.

**Pilot** – Flight Lieutenant **Thomas Edward Gullivan** J11351 RCAF Age 22. Canadian. Known as Tom was born July 17 1921 and was from Sydney, Nova Scotia. He had completed 4 years of high school when he enlisted and was 5'8" and 125 lbs and his racial origin is shown as Irish. He worked at the Post – Record newspaper as a circulation clerk and enlisted in the RCAF on July 21 1941. His path to a bomber squadron was different from most but not unusual. He does well on his evaluation as a pilot and meets all the medical approvals and is sent to NO 3 I.T.S. Initial Training School in Victoriaville Quebec on 01 September 1941. From then until the end of October 1941 he learns to fly aboard Fleet Finch II training aircraft. His next stage in training is to NO17 E.F.T.S. Elementary Flight Training school located at Stanley, Nova Scotia where he continues flying the Fleet Finch II until 03 January 1942. The next step is to NO8 S.F.T.S. Service Flying Training School located at Moncton, New Brunswick. Here he learns to fly the "yellow peril" the North American Harvard II and four months later successfully completes his pilot training with 209 hrs. of flying experience and is recommended as a flight instructor within the B.C.A.T.P. The British Commonwealth Air Training Plan. His promotion in the Air Force was rapid and he soon received his commission as Pilot Officer.

The student will now become the instructor and is transferred on 23 May 1942 to Trenton, Ontario and Flight Instructor's School. This course involves ground school and flight training. His record shows he is demonstrating some difficulty in transitioning to multi engine flying with the Cessna Crane aircraft. Air Commodore A.L. Paxton reports that if the student (Gullivan) is not comfortable flying multi engine aircraft then he should be removed from the pilot list. Some serious correspondence goes back and forth about Gullivan's refusal to fly multi engine aircraft. In the end it appears everything gets sorted out and Gullivan is transferred to NO 5 S.F.T.S. Brantford, Ontario and is recommended as a flight instructor on 15 October 1942.





Fleet Finch II



North American Harvard

Tom Gallivan spends the next eight months at NO 5 E.F.T.S. Brantford, Ontario training prospective pilots from all over the Commonwealth. The primary aircraft used for training here is the twin engine Avro Anson aircraft. After 23 May 1943 Tom is bounced around to various postings to NO 4 AOS in London, Ontario and finally it now looks like Thomas Gallivan is heading to England to become a bomber pilot, one of the most dangerous jobs with Allied Forces in WW2. On 20 January 1944 he sets sail on a troop carrier from Halifax to the United Kingdom and arrives on 31 January 1944. Upon arrival in the U.K. he bounces around to various PRC or Personnel Reception Centres until June 20 1944 when he reports to NO20 O.T.U. or Operational Training Unit located at RAF Lossiemouth in Northeast Scotland. Thomas Gallivan is promoted to Flight Lieutenant on April 24 1944.



**Flight Engineer** – Sergeant **Albert Balloch** 710349 RAFVR Age 23. Rhodesian. Born July 6th, 1922. Sgt Balloch was born in Harare, Mashonaland East, Zimbabwe and raised in Broken Hill Northern Rhodesia and was the son of Robert Howie Balloch and May Balloch. The only information I could find through the Rhodesian Services Association was that he entered Grey House school at 14 yrs and after passing his Junior Certificate exam in December 1937 left to take up employment in Northern Rhodesia. He attested in July 1943 at the age of 21 years and received preliminary training in Rhodesia then proceeded overseas in December 1943. It is safe to assume he also bounced around to various PRC's and definitely found his way to NO20 OTU in Lossiemouth in June of 1944.



Flying Officer Oswald Walter Armstrong

**Navigator** – Flight Officer **Oswald Walter Armstrong** J40427 RCAF Age 22. Canadian. The son of Walter and Mabel Armstrong. He was born on September 28<sup>th</sup> 1922 in Rosssburn, Manitoba which is about 120 km Northwest of Brandon, Manitoba. In 1921 the population of Rosssburn was 3,086. He attested into the RCAF in Winnipeg on August 7<sup>th</sup> 1942. He showed his occupation as a cashier at the Bank of Toronto in Rosssburn. Upon enlisting Oswald is 5ft 10in tall and weights 136 lbs. He is initially selected for pilot training and after a brief stay in Brandon is sent to NO4 S.F.T.S. Service Flight Training School in Saskatoon, Saskatchewan on January 9<sup>th</sup> 1943.

His Initial Training School I.T.S does not go too well although *“a good student he is slow and shows lack of force. Has shown improvement while on Course, still a long way to go to make a Service pilot.”* He is sent to the next stage which is Elementary Flight Training School or E.F.T.S. He receives 15 hours of Dual flight training with an instructor *“and has had airsickness on 6 occasions and is having difficulty on take offs and landings.”* He is given a second chance with a different instructor but washes out after another 1:30 hrs of instruction. In the cut throat world of flight training in the British Commonwealth Air Training Program there is no time to work out any shortfalls. Flight training is discontinued and because of his high scores in ground school at 86.5% he is recommended for NO7 Air Observers School A.O.S in Portage La Prairie, Manitoba as a navigator. He starts his navigators course on August 23 1943 and completes it on January 14 1944 and is awarded his Navigators Wings with a 79.6% on ground work and 74.5% avg on air work aboard Avro Ansons. His report shows he is enthusiastic and has good crew spirit. Oswald is shipped off to NO2 Aircrew Graduate Training School AGTS in Quebec City and is granted a commission as a Flying Officer in the RCAF on January 14 1944. He receives 2 weeks of leave in January 1944 and then proceeds to Halifax to sails on March 5 1944 for the U.K. He arrives on the 14 March and proceeds to NO3 P.R.C in Bournemouth and is sent to NO20 Operational Training Unit O.T.U on June 20 1944.



**Bomb Aimer** – Flight Sergeant **Lawrence Herbert Beaumont** R148844 RCAF Age 21. Canadian . Born on January 11 1924 in Glen Williams, Ontario. He is the second son of Mr. William Harpin Beaumont and Mary Louise Beaumont (Sharp) who passed away in 1928 when Lawrence was 4 years old. His father had remarried to Agnes McGregor and they had 5 children together. His older brother Flight Sergeant Richard Beaumont also serves in the RCAF but is still in Canada. Lawrence enlists in the RCAF at Toronto Maning Depot on October 21 1941 while still attending Georgetown High School. He is 17 years old. He passes his medical at 5ft 5in tall and a 143 lbs. It is noted that he is physically and mentally fit for aircrew. It is also noted that he is a *“quiet youthful type but very sincere, and keen to fly.”*

After going through some basic training at Toronto and Trenton, Lawrence is off to NO6 AOS or Air Observers School in Prince Albert, Saskatchewan where he arrives on May 25 1942. For the next two months he scores well on his subjects such as Navigation, Airmanship and Theory Of Flight and ends up at 27 out of 93 in his class with an average of 82%. His report says *“although very young, should improve with experience and training and make a good showing. Pleasant disposition and a good worker. Keen on navigation.”*

Next stop is NO1 CNS or Central Navigation School located in Rivers, Manitoba about 25 km Northwest of Brandon where he arrives September 13 1942. This a combination navigation and bombing school and there is a lot to learn here. He flies over 44 hrs aboard an Avro Anson twin engine trainer , both day and night time and learns all aspects of Navigation, Bombing and Gunnery . His report says *“somewhat below average as a navigator but should prove satisfactory with experience. Due to his youth this trainee has been below average in his work. He has worked hard and enthusiastically and has a pleasant personality. Prefers bomber command.”* His Navigation school marks are not great at 62.3% but scores better on the Bombing and Gunnery school. He finishes up at Rivers on November 20 1942. He is now headed straight north about 150 km to Paulson , Manitoba.



NO7 Bombing & Gunnery School Paulson is actually located just east of the town of Dauphin, Manitoba almost on the shore of Lake Dauphin. The airport no longer exists and the runways are overgrown now and the nearby lake was used for bombing practice. The runways are still visible on satellite imagery. Lawrence will log 21 hrs 10 min of day and night flying aboard the Avro Anson and 13 hrs 30 min aboard the Bristol Bollingbroke which was a twin engine bomber used in the early parts of WW2. His total time flying so far to this point is 160 hrs and 10 mins. He has had several hours training on using a hydraulic operated gun turret and scores well at 17 out of the class of 26 with 84.4% average. The comments are “ *Rather quiet type due to youth. Prefers practical to class work. Average bomb aimer. Should improve with practice.* ” He finishes up at Paulson after a cold Christmas in Northern Manitoba on 08 January 1943. On the 30 December 1942 Lawrence Beaumont is awarded his Air Observers Badge which are the wings with the large letter O attached as well he receives his Sergeant stripes.



To give an idea of the dangers up to this point, I present this photo. This is the class photo from NO7 Bombing and Gunnery School from Paulson Manitoba on the 12 July 1942. From Greg Sigurdson research he determined that of the 32 young airmen in this picture only 14 of them survived the war. Three of these airmen were killed just while training at NO7 B & G and the rest while serving in Bomber Command.

Lawrence starts the year 1943 on leave and heads back to Glen Williams, Ontario. The Georgetown Herald dated January 6<sup>th</sup> 1943 reports he is spending time with his family before heading NO 1 GRS or General Reconnaissance School in Summerside PEI.

Lawrence reports to NO1 Bombing & Gunnery School in Summerside, PEI on January 9 1943 to continue his training as air bomber or navigator for the next 3 months. After this short stay he is off to NO9 Air Observer Squadron AOS at RCAF Station St Jean, Quebec on 3 March 1943. This squadron contains many subsections for flight training, bombing, gunnery and navigation training. Lawrence will spend 9 months in St Jean, Quebec honing all his skills as either a bomber or a navigator. In the end Lawrence is selected as a navigator but he is not very pleased with this decision and does not appear to have the confidence in his abilities and writes a letter expressing his concerns.

Dear Sir:

I am a navigator bomber. I graduated on December 30<sup>th</sup> 1942. After graduating I was posted to Summerside P. E. I. on a course which would have eventually led to coastal command.

I failed my navigation on that course and therefore failed the course. I felt I would be posted as an air bomber but to my surprise I was posted to this A. O. S. on a refresher course. This is a mistake for I feel I should have been posted as air bomber.

I asked the chief instructor of this station to remuster me but he has failed to do so. I am asking you if you will remuster me to an air bomber where I will be more efficient than as a navigator. I am too careless and not interested in navigating to be a good navigator.

I hope you will see my point of view, sir.

Yours truly  
R148844, Sgt Beaumont L. H.  
# 9 A. O. S. ; St. John's, Que.

noted  
shakespeare  
16/4/43

1082-B-7220  
DARS

9 A. O. S.  
St. John's, Quebec.  
RECEIVED  
MAR 15 1943  
No. 5 TEMPORARY  
BUILDING  
MAIL ROOM

1943 MAR 13 AM 9 33  
1082-B-7220



It looks like Lawrence will get his wish to be a bomb aimer as on November 2 1943 he is temporarily assigned to RCAF Station Rockcliffe, ON and on the 10 November 1943 he is granted a 14 day annual leave and he returns to Glen Williams as noted in The Georgetown Herald on the 17 November 1943.

## Active Service Notes

LAC Larry MacKenzie of Toronto was home on week end leave.

Sgt. Norman Delke of Vernon, B.C., is home on furlough.

Pte. Norman McDonald, Camp Borden, is in town on furlough.

A. B. Franklin Cleave of Deep Brook, Nova Scotia, is spending a 14-day furlough at his home here.

P.O. Alfred Bykes of Dunnville was a week end visitor at the home of his parents, Mr. and Mrs. Thomas Bykes.

Sgt. Lawrence Beaumont of St. John, Quebec, is home on 14-days' leave at his home in Glen Williams.

Flt. - Engineer Roy Coupland is spending this week at his home in Norval. He will afterwards proceed to his new post at Patricia Bay, B. C.

### \$195.00 Realized on Poppy Day

Many Generous Donations

The Poppy Fund of the Canadian Legion received a boost of \$195.00 from the sale of poppies and donations here on November 6th. Mrs. Grieve was in charge of arrangements and 18 members of the Legion Auxiliary and soldiers' daughters did the tagging.

The Poppy Fund Committee of Branch 120 Canadian Legion, wish to convey their thanks to all those who made such a generous response to their appeal for funds on Poppy Day to

Lawrence's next posting will be close to home at NO1 Bombing & Gunnery School at Jarvis, Ontario. The actual airfield was located just Northeast of Nanticoke, Ontario on the north shore of Lake Erie.. This will be his final training course prior to being posted overseas. The school operated 5 bombing ranges, a marine bombing range over Lake Erie and 2 gunnery ranges in an area extending from Turkey point to South Cayuga. Over 6,500 aircrew from all over the Commonwealth will graduate from here during WW2. He starts his training at the end of November 1943 and manages to sneak home for Christmas in 1943 once again according to The Georgetown Herald of January 4<sup>th</sup> 1944. As best as I can tell this may be the last time his family will see Lawrence as he returns to Jarvis until March 1943. His annual leave which was scheduled for March is cancelled. He is transferred to RCAF Lachine, Quebec on the 25 March 1944 and from there is on his way to the United Kingdom. Although the Battle Of The Atlantic had peaked a year earlier in March of 1943 it can't be very comforting to Lawrence as he boards his troop transport at Pier 21 in Halifax, Nova Scotia on April 10 1944. This would be last time Lawrence sets foot on Canadian soil. He arrives in the U.K. (most likely Liverpool) on 18 April 1944. Like the other crew members he will be bounced around to various PRC Personnel Reception Centres including NO3 located in Bournemouth until he is transferred to NO20 O.T.U in Lossiemouth on June 20 1944, the same day as Flt Lt. Thomas Gallivan.



**Wireless Operator** – Sergeant **Stanley Jarvis Bowden** 1458696 RAFVR Age 22. Born 1922 in West Derby, Liverpool U.K. . British. (No photo available) It has been very difficult to obtain any information or even a photograph of Sgt. Bowden but I will continue my efforts. He is the son of Richard Bowden and Rose Hetta Pike of Bootle, Lancashire, UK. Stanley has two older brothers Richard and Cyril and four sisters Elsie, Kathleen, Joyce and Doris. He will be the only married crew member of the Gallivan crew and was married to Edna Florence Taylor on April 15 1944 at St. Phillip's Church in Litherland, Liverpool UK. The marriage announcement states that Edna is a member of the Women's Auxiliary Air Force and is a Lead Aircraft Women LACW. It is very reasonable to assume that Stanley arrived at NO 20 OTU Lossimouth on June 20 1944 along with the other future members of the Gallivan crew.





Flight Sergeant Edward Charles Dufresne

**Air Gunner (Mid Upper Gunner)** – Flight Sergeant **Edward Charles Dufresne** R262929 RCAF Age 18. Canadian. Born December 19 1925. Son of Mr. and Mrs. Fredrick Dufresne, of Lancaster, Ontario, Canada. Attested in June 4 1943 in Lachine, Quebec as a 17 year old grade 11 student in high school at Cornwall Collegiate. His mother had pre deceased him. His medical shows him as 5 ft 5.5in and 125 lbs with 20/20 eye site. His evaluation states *“Not impressive as aircrew material – immature but only 17 1/2 yrs old. Thin, wiry build. Mother dead, father agrees to aircrew enlistment. Says he is willing to be an A.G.”* (Air Gunner). Edward heads back home for the summer and gets called back to Lachine on September 3 1943 and to Montreal for basic training. He is granted special leave between November 27 1943 and December 10 1943. Edward's next stop is NO10 Bomb & Gunnery School in Mount Pleasant, P.E.I where he reports on December 11 1943. Before actually reporting to PEI, he is granted a 14 day leave until the 26 December 1943. He spends the next three month training on 303 Browning guns and the use of the Bristol and Fraser Nash gun turret. He logs 12 hrs 30 mins aboard Bristol Bolingbroke twin engine bombers. He scores well and remarks says *“Desirous (having desire) of getting overseas. Mainly not overly ambitious”*. Edward is then shipped off just 30 km down the road from his home to Valleyfield, Quebec to attend a four week course at NO4 Aircrew Graduate Training School (A.G.T.S.) to prepare him how to look after himself if he is shot down over enemy territory. It was very much like a commando course on survival. Edward is granted two weeks leave on March 11 1944 and this was probably the last time he will see his father and two uncles in Lancaster, Ontario. More toughening up for Edward as he reports to NO3 Advanced Ground Training School, this time in Three Rivers, Quebec on March 25 1944 where he spends the next month. Edward will get his wish to go overseas quickly as he reports back to NO1 Y Depot Lachine on April 23 1944. After indoctrination and inoculations he is put on a train for Halifax and sails on 03 May 1944 for England. He arrives in the UK on 10 May 1944 and off to NO3 PRC in Bournemouth. Like the rest of his future crew reports to NO 20 OTU of June 20 1944.



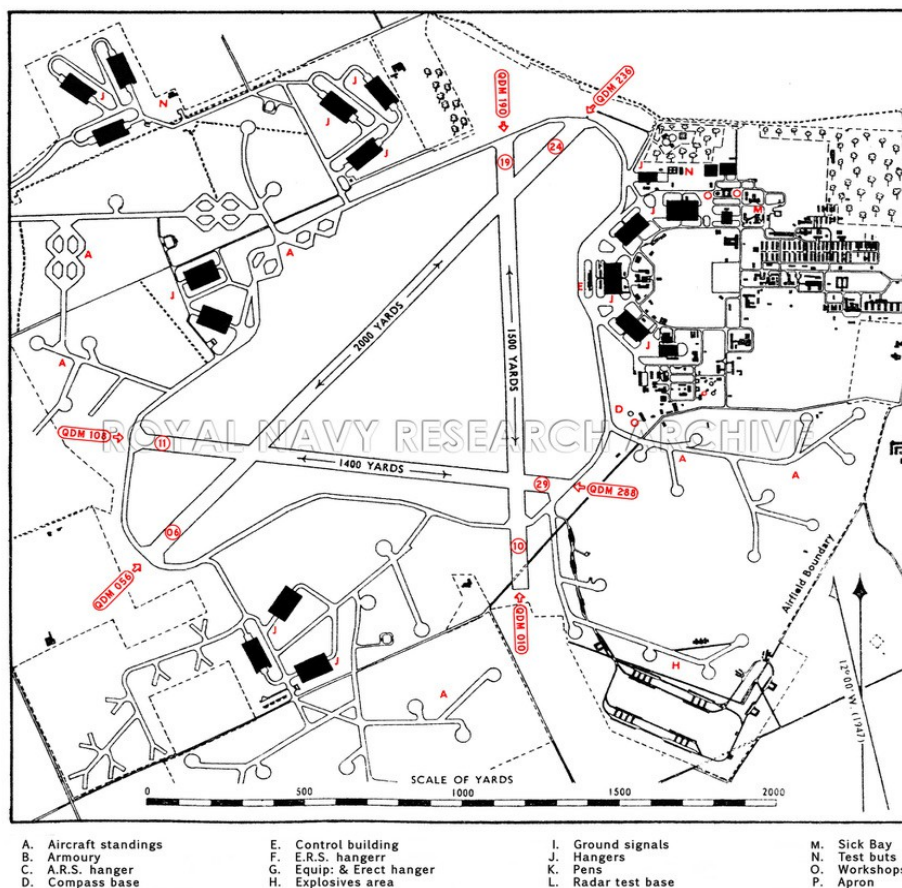
Flight Sergeant Donald Wilfred Johnson

**Air Gunner – (Rear Gunner) – Flight Sergeant Donald Wilfred Johnson** R274586 RCAF Age 19. Canadian. Born June 20 1925 in Westboro Ontario on the east side of Ottawa. Son of Mr. Wilfred Ben Johnson and Florence Alice Atkinson and both were originally from England. Donnie as he was known had three sisters Dorothy, Gwen and Hilda. Donald attested with RCAF in Lachine, Quebec on the 17 August 1943 and joined on the 03 September 1943 at the age of 18. At 5 Ft 4 1/2in tall and 113 lbs he was destined to become a rear gunner on Lancaster bombers as he was a perfect fit for the very tight quarters of the rear turret. Before joining the RCAF Donald joined the The Cameron Highlands of Ottawa in 1941. He went to Nepean High and then Ottawa Tech and had worked as a clerk at the Dominion bank and also at Ontario Hughes Owens Manufacturing Co as an instrument assembler. Donald's progress from Canada to the UK is going to be very quick compared to the other Canadian members of his future crew at just 8 months. He is taken on strength at NO5 Maning Depot In Lachine on 03 September 1943 and a month later is sent to NO 3 Training Command for more basic training and then sent to NO10 Bombing & Gunnery School at Mt. Pleasant, PEI on December 12 1943 a day after Edward Dufresne his future Mid Upper Gunner arrived. His records show before reporting to PEI Donald is granted a 14 day leave until the 26 January 1943. He finished up on 03 March 1944 and is granted a another 14 day leave. I assume this will be the last time Donald will see his family as he is sent on March 25 1944 for some toughening up at NO3 Aircrew Graduate Training School AGTS at Trois Rivieres, Quebec. This course lasted three weeks. Various subjects were taught with a strong emphasis on physical training. One realistic exercise conducted was know as the "Dutch Exercise." This required the students to crawl along while live weapons fire wizzed by above them. Things are happening quickly now and Donald is sent to NO1 Y Depot Lachine packed on a train to Halifax and sets sail for the UK the same day as Edward Dufresne. You have to think they knew each other from NO10 B&G School. Donald arrives in the UK on May 10 1944 and is also sent off to NO3 PRC in Bournemouth. Like the rest of these 7 lads, fate has them all arriving at NO20 O.T.U on June 20 1944.



Donald Johnson with his sister Gwen also a member of the RCAF

## NO 20 Operational Training Unit Lossimouth, Scotland



RAF Lossimouth, Scotland



Vickers Wellington Medium Twin Engine Bomber



I have chronicled the journey these seven young men from Canada, South Rhodesia and England to this place in Northern Scotland. An Operational Training Unit O.T.U is the place where crews will be formed and start working as a team on a multi engine bomber, in this case the Vickers Wellington medium twin engine bomber. Aircrew memoirs repeatedly mention arriving at an OTU in large groups of mixed aircrew trades all assigned to their next course and then left to mingle in a large hall to form crews of seven. The process of forming a crew generally followed the pattern of one or two men who knew each other from training schools and deciding to fly together. Then they would look for other members from different trades to team up with. Sometime shortly after arriving these seven young men came together and formed what would become the Gallivan crew.

Instructors at O.T. U. were usually experienced aircrew being "rested" after completing an operational tour and were tasked to lead the airmen for 5 or 6 weeks on night flying, navigation, bombing, cross country, all-weather and air gunnery/fighter affiliation practice operations in the types of aircraft they were likely to fly operationally. The process was hazardous, and crashes due to inexperience cost over 8,000 casualties, including instructors who had joined a crew needing particular support or guidance.

RAF Lossiemouth opened in May 1939, with the first flying unit being 15 Flying Training Squadron. Following the outbreak of World War Two and the increase in tempo, 20 Operational Training Unit became the major unit on base, utilizing satellite airfields at Bogs O'Mayne, Milltown and Brackla. RAF Lossiemouth became a staging location for Anti-Shipping missions, including the famous raid against the German Bismark Class battleship the Tirpitz, involving 617 Squadron of Dambusters fame. The first mission on the Tirpitz failed in September of 1944 but was successful on the second attempt in October of 1944.

Now that the Gallivan crew is set they will begin flight training together as a crew with the pilot initially flying with an instructor. This is going to be like drinking from a fire hose as they are learning all the techniques that are going to keep them alive over the dangerous airspace of Europe. They will spend almost 13 weeks in the summer of 1944 flying up to 40 training flights. Initial training involved "converting" what they have learned into operating as a crew of a large bomber. After these conversion training lessons they will practice flying cross country to simulate flying a specific route or round robin and return to base. This will give the navigator a good work out in an operational environment. Next will be a simulated bombing run and again a good live exercise with dummy bombs. They will also practice fighter affiliation training where friendly fighters will simulate attacking the bomber and this will give the air gunners a feel for defending the aircraft against attack. All of these lessons will also be taught at night to really simulate what they will expect in just a few short months.

In total the crew will log between 70 to 80 hours of flight time during their stay at Lossiemouth with some flight lessons as long as 5 hrs flight time. The new Gallivan crew finishes up their training on September 8<sup>th</sup> 1944 and on the way to the next phase which is moving up to the heavy four engine bombers at a Heavy Conversion Unit. The boys are heading south about 380 miles to NO1654 Heavy Conversion Unit H.C.U in Wigsley UK.

Thomas Gallivan come away from the experience at NO20 OTU with a glowing report and the crew have an excellent and experience pilot going forward.

Confidential

## R.A.F.—TRAINING REPORT

R.A.F. Form 5015.

**PILOT**

No. 20 OPERATION TRAINING UNIT

1. Surname GALLIVAN Christian Names THOMAS EDWARD  
 2. Number J.11351 3. Rank F/LT. 4. Course No. 101  
 5. Posted from: 6 (P) A.F.U. menced 20.6.44. 7. Date course ended 8.9.44. 8. Posted to 41 BASE.

9. Ground Examinations				10. Flying Tests			
Subject	Marks Allotted	Marks Obtained		Subject	Marks Allotted	Marks Obtained	
(a) Airmanship ... ..	300	223		(a) General Flying ... ..	400	295	
(b) Armament ... ..	300	—		(b) Applied Flying ... ..	200	145	
(c) Meteorology ... ..	100	—		(c) Instrument Flying ... ..	250	190	
(d) Navigation ... ..	200	140		(d) Night Flying ... ..	100	75	
(e) Signals ... ..	100	88		(e) Link Trainer ... ..	50	35	
Total ... ..	1,000	451		Total ... ..	1,000	740	
PER CENT.		75.1%		PER CENT.		74%	

11. Assessment of qualities of Character and Leadership ... ..	Marks Allotted	Marks Obtained
	100	75

12. Remarks : This officer came to 20 O.T.U. with some 1100 odd flying hours to his credit, the majority of which were done on Ansons as an instructor. Obviously benefiting from his previous flying experience, he converted quickly and easily to the Wellington, and has completed an above average course with his crew. As an officer he is extremely smart and well disciplined, and should prove to be a big asset to his squadron.

*Sgt. R. J. Jones S/L*  
 O.C. "C" Flight.

*CP*  
 C.I.T.I.

Date 27.8.44.

Signed *at Bellamy S/L*  
 Officer Commanding.

(N.B.—Flying Times and Accident Record shown overleaf.)

Gallivan NO20 OTU Training Report



## NO1654 Heavy Conversion Unit RAF Wigsley, Nottinghamshire, UK

The role of the Heavy Conversion Unit was to take the crew and introduce them to a heavy four engine bomber from the previous medium Wellington bombers. This is a big step up for the crew especially the pilot who must learn how to handle a heavy complicated aircraft. At this point RAF Wigsley was utilizing the Stirling III four engine heavy bomber which had seen much use earlier in the war. The Stirling was still being utilized at this point in the war as a training aircraft for bomber command crews.



The Shorts Stirling is a large aircraft even larger than the Lancaster and the Mk III and were equipped with Hercules radial engines. The Gallivan crew arrives at Wigsley on September 11 1944 and will spend the month here picking up where they left off at Lossiemouth with more conversion flying, cross country, bombing training, and both day and night flying. They will log between 50 to 60 hrs of flying with the role of the flight engineer more prominent and important in the handling of a complicated aircraft. In addition the crew is getting checked out on the H2S Radar System which is an airborne ground scanning radar system that identifies targets on the ground at night and all weather bombing. Gallivan, Armstrong and Beaumont are checked out on H2S on October 27 1944.

F-TN

1654 CONVERSION UNIT, WIGSLEY.  
H2S FINAL TRAINING REPORT.  
CREW. 941.  
 CAPTAIN..... F/15... GALLIVAN, NAVIGATOR..... F/O... ARMSTRONG, AIR BOMBER..... SGT. BEAUMONT.  
 DATES OF COURSE..... (76)..... 11/9 - 19/10.....

<u>FLYING HOURS USING EQUIPMENT.</u>		<u>GRAND HOURS.</u>	
<u>With Instructor</u> .....	1.00	<u>TOTAL</u> .....	14.00
<u>Solo</u> .....	4.00	<u>COMPLETE SYLLABUS COVERED</u>	
<u>TOTAL</u> .....	5.00	<u>EXCEPT LECTURES</u> .....	

INSTRUCTORS ASSESSMENT OF CREW.

- (1) MANIPULATION. OK
- (2) PLOTTING ACCURACY. OK
- (3) USE MADE OF FIXES. Good
- (4) NAVIGATOR/AIR BOMBER CO-OPERATION. Good
- (5) REMARKS. Good use made on only solo trip

SIGNED..... [Signature] H2S.  
 ..... 27/10/44 ..... Instructors.

H2S Training Crew Report

## NO5 Lancaster Finishing School (L.F.S.) RAF Syerston Newark, UK

Prior to arriving here Gallivan, Beaumont and Dufresne are sent to A.C.S.C. Aircrew school on September 8 1944 until October 30 1944. The crew is rejoined just 19 miles down the road at RAF Syerston and the last stop before being assigned to an operational squadron. Lancaster Finishing Schools or L.F.S came about towards the end of 1943 when the needs for Lancaster bombers on the front line squadrons outweighed the training needs. At this point in the war crews completing their Heavy Conversion training would be assigned to Lancaster squadrons were sent to L.F.S. The course would be fairly short with a set lesson plan with about 12-15 hrs of flying time on the Lancaster.



Avro Lancaster Bomber Mk X

The Avro Lancaster is a four engine heavy bomber that along with the Halifax bomber changed the outcome of World War 2. There were 7,377 Lancasters built during the war with only about one half of them remaining by war's end. All but 300 were built with V12 Rolls Royce Merlin engines. The unprecedented power and super charged versions allowed the Lancaster to fly at higher altitudes. 430 versions (Mk X) were built in Canada (Malton, Ontario) under licence to Avro. Only two flying examples of the Lancaster exist today. One flies with Battle Of Britain Memorial Flight in the UK and another at the Canadian Warplane heritage Museum in Hamilton, Ontario.

The Gallivan crew completes the 7 exercise step process of L.F.S on November 2 1944 and this young crew is checked out on the Lancaster Bomber. It is now time for the real thing and the crew is sent packing to NO 44 (Rhodesian) Squadron 50 miles to the east at Spilsby district of Lincolnshire, England.



## 44 (Rhodesia) Squadron



The 44 Squadron was one of only two squadrons to operate continuously throughout the war. In 1941, the squadron was renamed No. 44 (Rhodesia) Squadron in honour of that colony's contribution to Britain's war effort, and also to recognize that up to 25% of the ground and air crew were from Southern Rhodesia. The Squadron received its first Lancaster in December 1941. It became the first squadron fully equipped with this new aircraft, flying the first Lancaster operation of the war on 3 March 1942. The Squadron then flew in all of the major bombing campaigns of the war but notably took part in an audacious 12 aircraft low level daylight raid on the MAN diesel engine works at Augsburg on 17 April 1942. For his outstanding skill and courage in leading this raid the then Flight Commander, Squadron Leader J D Nettleton was awarded the Victoria Cross.

In 1943, led by the now Wing Commander Nettleton V.C., the Squadron moved to RAF Dunholme Lodge and finally, in Sep 1944, to RAF Spilsby. By the end of WW11 the Squadron had suffered the third highest casualties of Bomber Command. The total sorties and losses for the squadron were:

Handley Page Hampden – 2043 sorties (43 lost)

Avro Lancaster – 4362 sorties (149 lost in combat, 22 in flying accidents)

44 (Rhodesia) SQN motto “The King's Thunderbolts are Righteous” SQN Code KM

Suffered third highest overall losses in Bomber Command sharing this with No. 78 and 102 Squadron.

Suffered heaviest Lancaster losses and highest percentage Lancaster losses in both No. 5 Group and all of Bomber Command and suffered highest overall losses in No. 5 group.

In typical gallows humour because of this record 44 Squadron was known by bomber command crews as a “chop squadron”.

## RAF Spilsby at Great Steeping Lincolnshire, England



RAF Spilsby

RAF Spilsby is located three miles east of the market town of Spilsby in Lincolnshire. The airfield was constructed in 1942-1943 and built in the classic A design. The runways were hard surfaced and 4,200 ft in length. There were three hangars and other buildings. To the north were the bomb stores and to the south west the communal site. Its call sign was "Foamrange". There were two squadrons located here during this time 207 SQN and 44 (Rhodesia) Squadron both operating Lancaster bombers.

The squadron had just relocated to Spilsby the previous month September 1944 from Dunholme Lodge and was allocated to NO 1 Group.



44 (Rhodesian) Squadron

The entire Gallivan crew of 7 are Taken On Strength at 44 Squadron on November 22 1944 and it appears only Gallivan is granted a 4 day leave on November 25 1944. The rest of the crew will get familiar with the “luxurious” accommodations including coal fired stoves in their Nissan huts. The crews presence is needed at 44 Squadron as just a few days earlier the squadron suffered losses close to home.

November has not been very pleasant at 44 Squadron. November 1 1944 started out with tragedy when the Haworth crew aboard Lancaster LM650 KM-T while on an OPS to Homburg Germany was hit by flak over the target area. From Sylvia Wrigley's blog Fear Of Landing is the following description.

*“Flight Sergeant Walters, the bomb aimer, had only eight operations to his name at the time of the raid. The Lancaster was still twenty miles from the target when it was struck by flak, shattering the cockpit area, killing the pilot and severely wounding the flight engineer.*

*F/S Walters was lying on the floor of the nose of the aircraft, where he could access the bombsight controls and the bombsight computer. As the aircraft pitched down, he rushed to the cockpit where he and the navigator pulled the dead pilot out of the way. He'd never flown a heavy bomber before but there was no one else. He took over the controls, initially just hoping to get the aircraft stable enough that the remaining crew could bale out. Once he got it straight and level, he decided to attempt to make it back to the UK rather than ditch in enemy territory.*

*One of the engines had died and two more (of the original four) were operating on low power and vibrating alarmingly.*

*He jettisoned the bombs over the North Sea but the hydraulics had also been damaged and it was not possible to close the bomb doors. The aircraft limped towards the English coast with only one engine with full power. They made it as far as Hastings in Sussex. A few miles northwest, the aircraft began circling to drop the crew. A group of schoolboys saw the air crew parachuting out of the aircraft, including the dead pilot. The surviving crew were all recovered except for the pilot, Flying Officer John Hereward Titley Haworth, who was killed over Homberg and the flight engineer, Sergeant Frederick Seiler, who landed with fatal injuries.*

*Flight Sergeant Walters was awarded the Conspicuous Gallantry Medal (CGM) which was awarded for gallantry in action against the enemy at sea or in the air.”*

An accident occurred on 11 November 1944 when Lancaster III LM648 KM-K of 44 Squadron collided with PB428 EM-T of 207 while both were in Spilsby circuit. The two aircraft were returning from an operation to the Rhenania-Ossag oil refinery and the ensuing crash cost the lives of both crews. The cause of the collision was held by the subsequent Court of Enquiry to be “a lack of flying discipline and failure to keep adequate lookout” with most of the blame going to LM648 which was travelling in the wrong direction to the other aircraft within the circuit. The squadron performs nine OPS during the month on November many of them deep in German territory.

44 Squadron reputation as a “chop” squadron is confirmed to the newly arrived Gallivan crew and it must be unsettling. On November 9 1944 Wing Commander F.W. Thompson DSO.DFC.AFC will leave the squadron for H.Q. NO7 Group and the new boss is Wing Commander R.A. Newmarch.

## Gallivan Crew OPS

With the Gallivan crew firmly in place at RAF Spilsby the next step is to start some local training on the squadrons Lancasters. The following information I will be chronicling will be derived from Operational Record Books or O.R.B.'s. One thing you can say about the RAF during this period the record keeping was meticulous and accurate as possible. The ORB's are split into three sections.

- 1) The APPENDICEES which was a running yearly summation of each squadrons activities.
- 2) The Summary of Operations or SOE's which is a day by day summation of the squadrons planned training and OPS.
- 3) The Record of Operations or ROE's which a breakdown of each individual aircraft OPS and crew listings and a brief description of what happened on the OPS that day/night.

After each OPS, crews returning would report for a full debriefing of what occurred on their OPS and what they observed. All of these documents are available to the general public at The British National Archives. Most documents are viewable on line and can be downloaded as well.



Crew debriefing after a long night



The term OPS was used by the Commonwealth Allied forces where as the USAAF used the term MISSIONS. Through most of WW2 bomber command crews needed to complete 30 OPS before they would be done their TOUR and at this point would be “screened” and sent perhaps to an OTU to act as training pilots or perhaps even sent home. In March 1944 the RAF decided that with the repatriation of Europe underway that perhaps some of the OPS to Western France for example were not as “dangerous” as an OPS to say the Ruhr Valley in Germany. Of course nothing could be further from the truth. A system was devised where these so called “ soft targets” would count as only 1/3 of an OPS sortie. This policy was, however, reversed after several raids suffered heavy losses and disproved the “soft or easy target” concept.

For 44 Squadron the first few days of December are quiet with no OPS planned by Bomber Command and little training is carried out. Things turn for the worst on December 04 1944 when 19 Lancasters from 44 SQN are prepared for a bombing run to Heilbronn, Germany just north of Stuttgart. There were 292 bombers sent that night and 11 did not return including 2 Lancasters from 44 Squadron. Missing are Capt Hirschfield and crew aboard PD373 KM-X believed to have been shot-down by a night-fighter, crashing 500 metres NW of Kleiningersheim a village west of the River Neckarand. F/O Dann and crew aboard PB751 KM-G are missing. It is later learned the aircraft crashed 15km NE of Heilbronn and 7 crew taken as POW's. This leaves 14 more empty beds and lockers at 44 Squadron on the morning of December 5 1944.

OPS are planned for the next night December 5 1944 but are later scrubbed. Better luck on December 6 1944 when 44 Squadron sends 18 Lancasters to Giessen ,Germany just north of Frankfurt and all return safely.

## 07 December 1944 – Gallivan Crew Training – RAF Spilsby

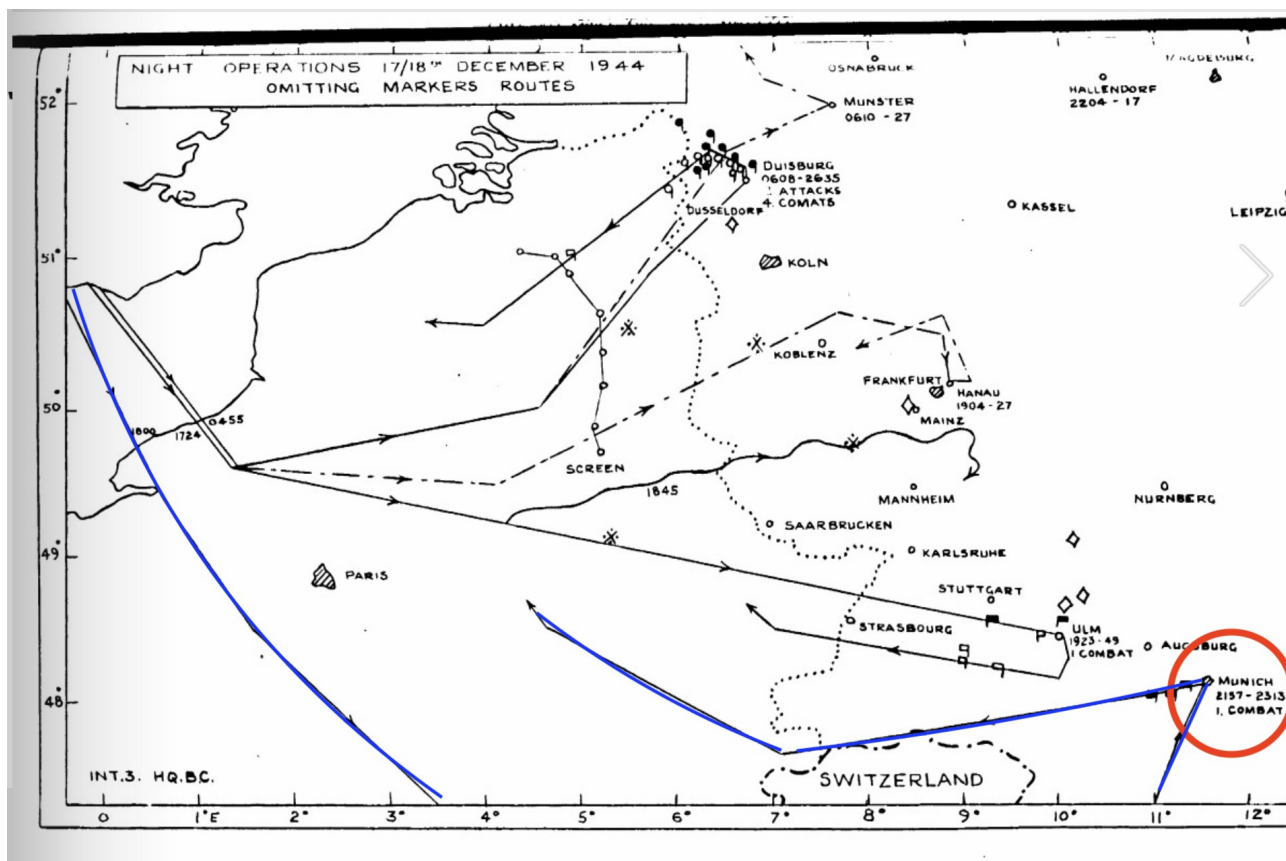
This is the first record in the ORB's that I can find for the Gallivan crew when on this date the entire crew carries out high level bombing training and also carried out fighter affiliation training out of RAF Spilsby. There are no other comments. This is their first flight on a 44 Squadron Lancaster. As well I cannot find any record of Gallivan performing a “second dickey” flight. This was normal practice for a new arrival Lancaster captain to fly along with a crew on an actual OPS prior to doing his first solo OPS with his crew. It appears 44 Squadron does not list “second dickey” pilots in the ROE's like other squadrons would do. I am certain that this was accomplished by Gallivan.

Operations continue at 44 Squadron with OPS on December 8 1944 with 14 aircraft sent to bomb the dam at Heinbach, Germany. The OPS was successful with no losses. Another dam raid on December 11 1945 this time to the Urft dam west of Bonn, Germany. Fifteen aircraft were sent with 6 returning due to deteriorating weather at the bomb site. No losses again. There are no records of the Gallivan crew performing any further training flights and soon they will be called on to perform the real thing.

## 17/18 December 1944 – OPS 1 Munich Germany

For the Gallivan crew this is going to be a baptism of fire. Their first OPS a night mission deep inside Germany to Munich. The flying time alone will be stretching the Lancaster's range to the limits at over 10 hours flying time. Because of the fuel required the bomb load is reduced to 1 X 4000 lbs cookie and numerous cluster bombs. The crew receives the briefing and find that they will be departing very close to sunset at around 16:00 hrs and will take almost 5 hrs just to get to the target. The weather at Spilsby is cloudy with intermittent rain but the briefing says the weather over Munich should be fair. What they will find out is the weather en route is not fair. Far from it.

From 44 Squadron 18 Lancasters are prepped for tonight's mission and the crew is driven out to their dispersal site. The Gallivan crew enter their Lancaster III PB283 KM-K. All the crew turn to the right except for Donnie Johnson as he is the rear gunner who turns left and straps himself into the rear turret where he will remain for the next 10 hours. There is not enough room in the rear turret to wear his parachute so he will hang it on the fuselage wall inside the cabin. Navigator Oswald Armstrong has his work cut out for him as the route will take them southeast from England to southwest of Paris and then further south through southern Switzerland and attack Munich from the southwest. There is zero margin for error here as they are travelling a long way from base.



Actual planned bombing route from Bomber Command Night Raid Reports December 1944

The crew member with the biggest weight on his shoulders is Thomas Gallivan. What I have not mention so far but is somewhat obvious is that the Lancaster is a single pilot airplane. There is no Co-pilot. He certainly has help with Flight Engineer Albert Balloch with the operation of this complex four engine bomber but Thomas is the skipper and regardless of his rank is in charge of the aircraft. This aircraft will be operated at night in instrument flying conditions with no autopilot, aircraft anti icing and unpressurised with the crew on supplemental oxygen for almost the entire flight. The outside air temperature at their cruising altitude of 18,000 ft will be close to -30C. Once crossing the channel all lights will be switched off and radio silence will start. The crew in the front will stay fairly warm with heat from the Merlin engines but the gunners Dufresne and Johnson will have a difficult time keeping warm even with their shearling lined flying kit and boots.

Bomber Command ordered 288 aircraft on this raid to Munich tonight including 8 twin engine Mosquito bombers equipped with flares that will be the pathfinders to mark tonight's target and 280 Lancaster bombers travelling the same route in a staggered stream at various altitudes to avoid mid air collision that is a frequent occurrence on these night missions.



The 18 Lancasters start up all about the same time and taxi to the departure runway. This is a critical time for the flight engineer as he advances all four throttles simultaneously, With an aircraft full of fuel and bomb load it lumbers down the runway with the engineer keenly watching all the engine instruments for any abnormality. An engine failure at this point even in a four engine Lancaster is a serious malfunction at this weight. All of 44 Squadrons aircraft are airborne between 1613 and 1622 hrs and start forming up overhead to their initial track, southeast over southern England and over the channel. The problems start almost immediately.

F/O G. Worrall aboard Lancaster PB360 KM-V developed an unserviceable wireless 10 minutes after take off which would be the only way to communicate long distance on the mission. This coupled with the port outer engine oil temperature gauge unserviceable forced them to scrub the mission 1 1/2 hrs after take off. They did not jettison their bomb load and return to Spilsby at 1844 hrs.

F/O Barlow aboard Lancaster HB360 KM-S had problems with their rear gunner Sgt Wilkes becoming very ill near Reading England and had to come out of his turret. He rested on the bed rest area but still felt ill so the captain decided to abort the mission. They jettisoned their bomb load at 50.06N 00.25E over the English Channel and return to base at 2113 hrs.

For the 16 that continued things did not get much better. F/O K. Walker aboard Lancaster ND496 KM-A had an engine failure of one of it's starboard engines about 3 hrs and 30 min after departure and was unable to maintain altitude above 12,500 ft and encountered severe icing conditions. They jettisoned their bomb load and returned to base arriving safely at 2337 hrs.

This night will be a disaster for the Gallivan crew. Despite flying for over 5 hrs they did not bomb the target. They arrived at the target with a possible electrical failure as all three navigation systems were unserviceable. The H2S, GEE and LORAN navigation systems were all unserviceable throughout the trip. Somehow Navigator Armstrong got the aircraft to Munich by dead reckoning and astro navigation. *Approaching Munich they were hit by FLAK in the starboard mainplane. Despite this, the crew supported the bombing run but their bombs did not fall. Jettison action taken but still no joy. Reason believed to be that master switch on the Navigator's table had been inadvertently knocked "OFF". Unable to be certain of jettison area for manual jettison and in view of fuel considerations headed back for the English Coast.* Things would get worse. Unable to identify their exact position approaching the coast Wireless operator Balloch tried to QDH from his wireless which a request for a bearing to home but base interference was too great. The fuel situation was now getting critical as the aircraft had carried the additional weight of the bombs for 10 hrs. *"Fired colours of the day over S/L but no joy.* "The Gallivan crew training is now kicking in and they called "Darkey" on an assigned VHF radio frequency. "DARKY" was a system where the pilot could call for a homing heading using this call sign. Most R.A.F. Stations operated a permanent DARKY watch on a common frequency with a transmitter / receiver of limited range to avoid possible overlap with other stations. By taking bearings and comparing them by telephone they could rapidly fix a lost aircrafts position. In this case they received 4 replies simultaneously. The crew was given a heading to steer and started a descent through a slight layer of cloud and heard the call *"switching outer circle on and off".* This was a lighting system near bases to help identify them at night. *"When they broke through the overcast they observed outer circle being switched on and off."* This was not their home base but RAF Coltishall about 70 miles East southeast of Spilsby. The crew had a surprise when they landed to find out the runway was a grass runway not asphalt. In Gallivan's report he suggested *"that airfield could give more information to aircraft landing away from base. In this case no indication was given that airfield was a grass runway nor any indication of wind strength or direction.."* Landed at 02:15 hrs almost 10 hrs after departing Spilsby. They must have landed on fumes after 10 hrs and carrying a heavy bomb load. Welcome to Bomber Command chaps! The crew overnighted in Coltishall and ferry the aircraft the next day back to base. Despite not having being able to drop their bombs, this OPS will count towards their total required. They earned it! The remainder of 44 Squadron had a successful attack on Munich arriving overhead at 22:00 hrs in excellent weather and bombed from 15,000 ft while approaching Munich from the west. Moderate FLAK was reported by most crews. Due to their diversion the Gallivan crew would not participate in the next nights raid to the Polish port of Gdynia north of Gdansk.



## Gallivan Crew Stand-Down and Christmas 1944



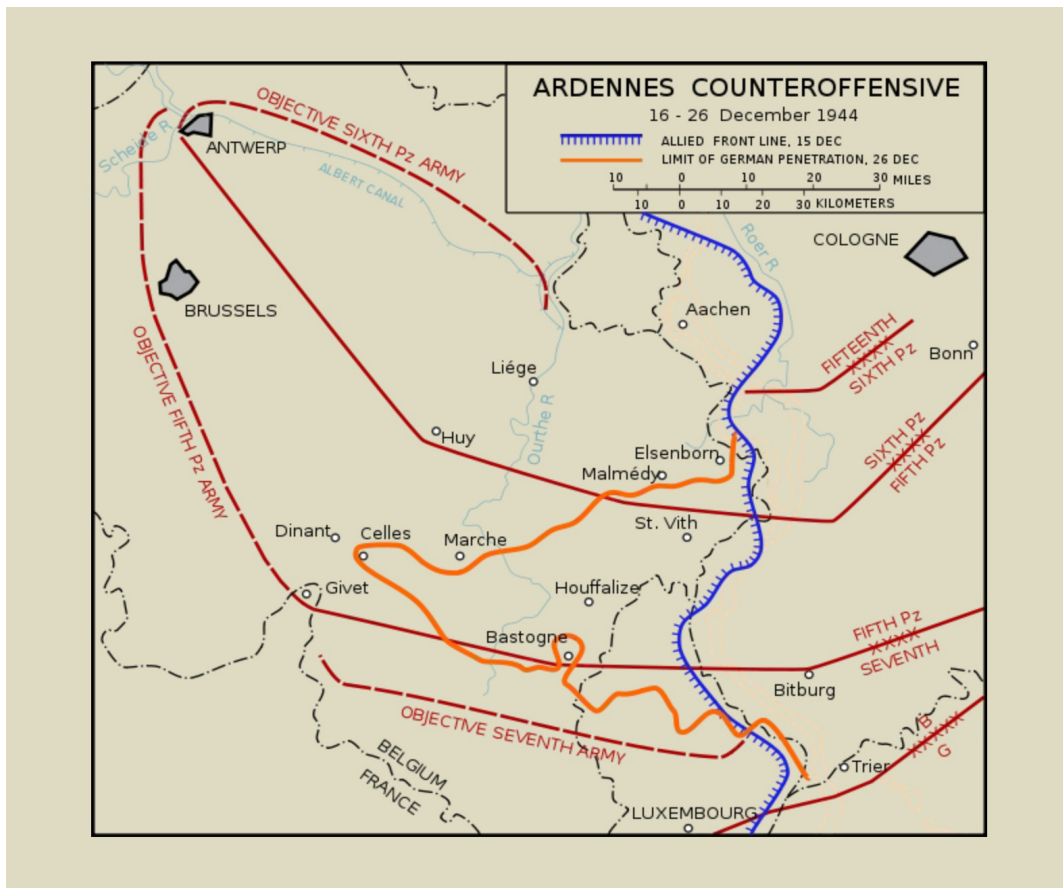
Christmas menu actually served at RAF Spilsby Christmas 1944

The Gallivan crew is on stand down and fog has enveloped this part of the UK for several days not allowing any OPS at 44 squadron except for 11 Lancasters sent out on December 21 1944 on a bombing mission to the infamous Politz synthetic oil plant in Poland. All aircraft returned safely. Fog will again envelop this part of the UK right through Christmas. The Gallivan crew are able to celebrate their last Christmas at RAF Spilsby. Unfortunately Brussel Sprouts are on the menu again but so is beer.

## 26 December 1944 – OPS 2 St.Vith, Belgium

Today's mission is something that Bomber Command crews had not really trained for which was lower level bombing in support of troops in a rather confined battle area. In addition it is a daring daylight mission on Boxing Day to Belgium in support of the Battle of the Bulge as the Allied advance from Paris to the Rhine. St Vith is a vital road junction and close to the boundary between the Sixth Panzer Army and close to the western end of the Losheim Gap. .

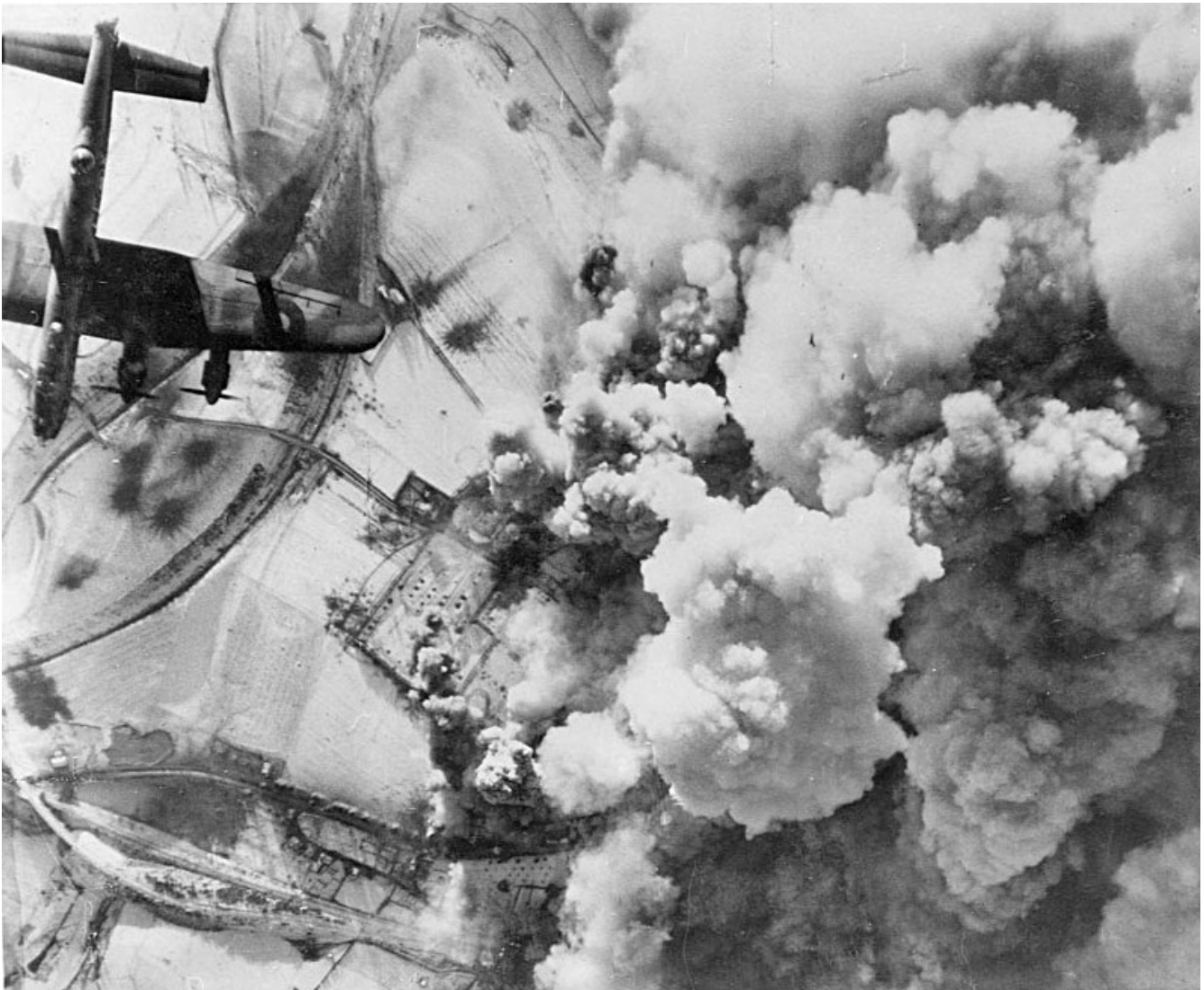
American troops were in big trouble. On December 21 1944, General Clarke pulled his troops out of St. Vith, having lost almost half his strength during that day's fighting alone. On the morning of December 22, the town was finally secured by 18 Volksgrenadier-Division. The 44 Squadron is flying right into the middle of the Battle of St. Vith also know as The Battle of the Bulge. 1 million-plus Allied troops, including some 500,000 Americans, fought in the Battle of the Bulge, with approximately 19,000 soldiers killed in action, 47,500 wounded and 23,000-plus missing. About 100,000 Germans were killed, wounded or captured.



Map of the Battle Of The Bulge showing Houffalize

Only 7 Lancasters are prepped by 44 Squadron for this OPS and the Gallivan crew is assigned . A morning briefing is given and the early morning fog has lifted. They are briefed on a circuitous route crossing the Chanel and hitting the French coast near Ostend and on into St Vith in south eastern Belgium.

The Gallivan crew is aboard Lancaster MkIII KM-R PB417 and depart at 1304 hrs with a bomb load of 12 X 1000 lbs MC (Medium Capacity) bombs. There is a change to the Gallivan crew tonight as SGT E.G. Judd replaces SGT Dufresne at Midd Upper Gunner for unknown reasons. The Gallivan aircraft is the first in the air at 1304 hrs followed by the 6 by 1330 hrs. The initial plan is to fly at wave top level across the channel and then pop up to 1,000ft above ground crossing the coast to avoid radar.



Actual bomb camera picture of Lancaster and bombing of St. Vith December 26 1944

This plan does not work well for F/S Spencer aboard Lancaster LM655 KM-U who in an effort to make up 20 min was told to cut corners on the route. They were flying low over the sea as their GEE (Navigation system) was U/S. Climbed to cross the coast at 1,000 ft and hoped to pass between Ostend and Dunkirk but got too near Dunkirk and was hit by *FLAK and machine gun*. *Port outer engine feathered was U/S and a large hole was made in the port wing. Trimmers all shot way as well as the aerial*. The crew nursed the aircraft back to base and landed at 17:00 hrs.

The 6 remaining Lancasters push on to the target and attack around 15:30 hrs between 10,000 and 14,000 ft from the west on a heading of 087 DEG at a speed of 165 kts and bomb the target as the weather was clear and the target identified visually. Bombed upwind edge of smoke + 1 sec overshoot. Bombed as ordered by the controller. All crew report a very satisfactory attack. Unfortunately most crews witness a four engine bomber hit by FLAK with it's starboard outer engine on fire and then go into a dive, flatten out and some parachutes seen as the aircraft disappeared into the cloud deck at a position 50.10N 05.45E not seen to hit ground. They arrive back at base at 18:18 hrs.

Fog hampers OPS again for the next two days at Spilsby but 4 Lancasters are detailed for a long flight to bomb the port of Horten, Norway on December 28, 1944. F/O Plenderleith aboard Lancaster NG974 KM-P has a problem as the port outer engine caught fire shortly after take off at 4,000 ft initially the engine propeller would not feather (turn at an angle to reduce wind resistance) but finally did on the second attempt. He jettisoned his bomb load at sea and returned safely to base. The rest of the OPS is successful for 44 Squadron.

December 29 1944 is a good weather day and 2 Lancasters are scheduled for "Gardening" OPS which is code for the dropping of sea mines. These are specially designed bomb with parachutes attached that are dropped from a lower altitude on a timed run to spread out the mines when they hit the water. Tonights gardening destination was "Onions" which is code for the port of Oslo Norway. Tonights OPS are successful however F/L Hayler aboard Lancaster PB417 KM-R reports being hit by FLAK on the port fin on the inbound run but turned around and dropped the mine on a reciprocal heading.

The Gallivan crew takes advantage of the good weather day and performs a training flight that includes fighter affiliation and H2S radar training.



The crew of Lancaster KM-C 44 SQN warm themselves in their Nissen hut March 2 1944



## 30/31 December 1944 – OPS 3 Houffalize Belgium

New Years Eve day and this OPS is in support of Allied troops moving into Belgium known as the Battle of the Bulge. Houffalize has been attacked before and again tonight as it is known as a communications hub for the German army and a key crossroads for German supply columns and the escape route for German forces. By January 16 1945 this town in Belgium will be martyred in this significant battle to end the war. This is also the place where Generals Montgomery and Patton will finally join up.

This will be a fairly quick OPS tonight with just over 5 hrs but it is a very late departure on the early morning of New Years Eve Day. Not much celebrating for these young lads who will spend the last New Years Eve alive on a cold soggy Royal Air Force base in central England.

The weather report says mainly cloudy with the occasional wintery shower. 11 Lancasters are readied for the OPS by 44 Squadron. The Gallivan crew is aboard Lancaster III PB534 KM-Q with a 13,000 lbs bomb load of 11 X 1000 lbs AM65 and 4 X 500 lbs Medium Capacity bombs. They take off between 0221 and 0227 hrs. F/O Gardiner aboard Lancaster PB416 KM-R encounters an issue on the approach to the target when his starboard outer engine failed. He continued on to the target regardless but was unable to see the T.I.'s (Target Identifiers flares) as he arrived late. Because of the closeness of allied troops he returned and jettisoned his bomb load safely as his aircraft was losing altitude. F/O Dalton aboard PB190 KM-J also had difficulties picking up the T.I.'s and brought his load back to be jettisoned over the channel. The same with F/L Mangos NG195 KM-C unable to see the T.I.'s and decided to bring the bomb load back to base but reported heavy icing over France. F/O Daggett has the same issue but also has a bombsight failure with the pitch head froze. He also returned with his bomb load and also reported heavy icing over France.

The Gallivan crew arrive at the target at 05:05 hrs at 11,000 ft and approach from the south heading 350 DEG at 200 MPH. The weather was thin clouds 10/10ths topped at 8/9000 ft. The red T.I.'s were seen clearly through the cloud and also bomb flashes and their position was confirmed using GEE (Navigation system). They encounter severe icing not moderate icing which had been briefed. The Lancaster is not equipped with anti icing systems. The sortie is completed and they land back at base at 0730 hrs on New Years Eve morning.



## 01 January 1945 – OPS NOT COMPLETED - Ladbergen Germany

A rare split OPS today for 44 Squadron with a dangerous daylight bombing run to Ladbergen Germany and a late evening overnight OPS to Gravenhorst Germany. 10 Lancasters are detailed for the day OPS to Ladbergen specifically the Dortmund-Ems Canal which runs just west of the city. The canal had been bombed previously on September 23/24 of 1944 when the RAF scored two direct hits with single 12,000 lbs Tallboy bombs which caused great havoc and emptied the canal at Ladbergen.

This will be an early wakeup probably 0300 hrs or so for a briefing and then breakfast for an early morning departure. The first to take off is at 0740 hrs and the Gallivan crew take off at 0758 hrs with a bomb load of 13 X 1000 lbs medium capacity bombs. It should take about 2 hr 30 mins to reach Ladbergen but at 1 hr 30 min into the flight at 0930 hrs they spotted an issue with the port outer engine. The oil pressure was dropping and the oil temperature hit 110 so the crew elected to feather the engine in an attempt to cool it off. Upon re-feathering and starting the engine the same symptoms reoccurred and decided to shut the engine down. Unfortunately they could not attack and turned the aircraft around at 50.31N 02.40E or just west of Arras France. Jettisoned 8 X 1000 lbs at 52.05N 03.15E at 10:17 from 6,000 ft on heading of 014 DEG. Brought back 5 X 1000 MC bombs. They return to base at 1136 hrs two hours before the other aircraft that successfully completed the mission. Sortie not completed. This OPS will **not** count towards the 30+ OPS required to complete their tour.

The rest of the squadron pressed on and arrived over the canal with excellent weather at altitudes between 10,000 and 12,000 ft at 1915 hrs on a southerly heading of 160 deg and 160 MPH. All the crews report an accurate bombing of the Dortmund-Ems canal. One other Lancaster with F/L Bird had an issue with their initial aircraft and had to swap last minute to NG196 KM-C and did not get airborne until 0815 hrs which made them to late for the party at Ladbergen so turned around and jettisoned their bombs. F/O Dalton aboard PB190 KM-J was hit in the port wing by FLAK lucky for them it just left a hole and they returned safe.

Just 3 Lancasters from 44 Squadron are sent on the split night mission to Gravenhorst Germany and the depart at 1700 hrs and return unscathed at 0030 hrs.



## 06 January 1945 – OPS 4 - Houffalize Belgium

44 Squadron plans for OPS on January 3 1945 but were subsequently scrubbed. On January 5 1945 14 aircraft are sent to the port city of Royan, France on a bit of a milk run with no searchlights or fighters and light FLAK reported, if you consider that a milk run.

On January 6 1945, 44 Squadron will pay another visit to Houffalize Belgium in support of the Battle of the Bulge. There were 9 aircraft detailed for the bombing and tonight's bomb load is 1 X 4000 lb High Capacity bomb known as a "cookie" and 16 X500 lbs GP bombs. The entire OPS will take place on January 06 1945 as the first aircraft lifts off at 0003 hrs and the last one at 0047 hrs. The bombing instructions are specific tonight to bomb only on the red and green T.I.'s that will be marked by the Path Finder Force (PFF) do to the high risk of friendly forces in the area. It takes about 3 hrs to reach the bombing target and the attack on a northeasterly heading from the southwest at staggered altitudes between 10,000 and 12,000 ft at 185 mph. Two of 44 Squadron's bombers did not attack as they were unable to identify the target do to the overcast conditions and the T.I markers disappearing into the cloud deck below. The other 7 aircraft bombed and returned safely. Weather was 10/10 th cloud with tops at 5,000 ft with small gaps. The trip would appear to be successful. Defences were weak. On the night of 5-6 January 1945, 90 RAF Lancaster bombers totally flattened the town. Altogether, 189 civilians from Houffalize lost their lives during the Allied bombing campaign.

The Gallivan crew touches down at 0531 hrs back at Splisby safe and sound.

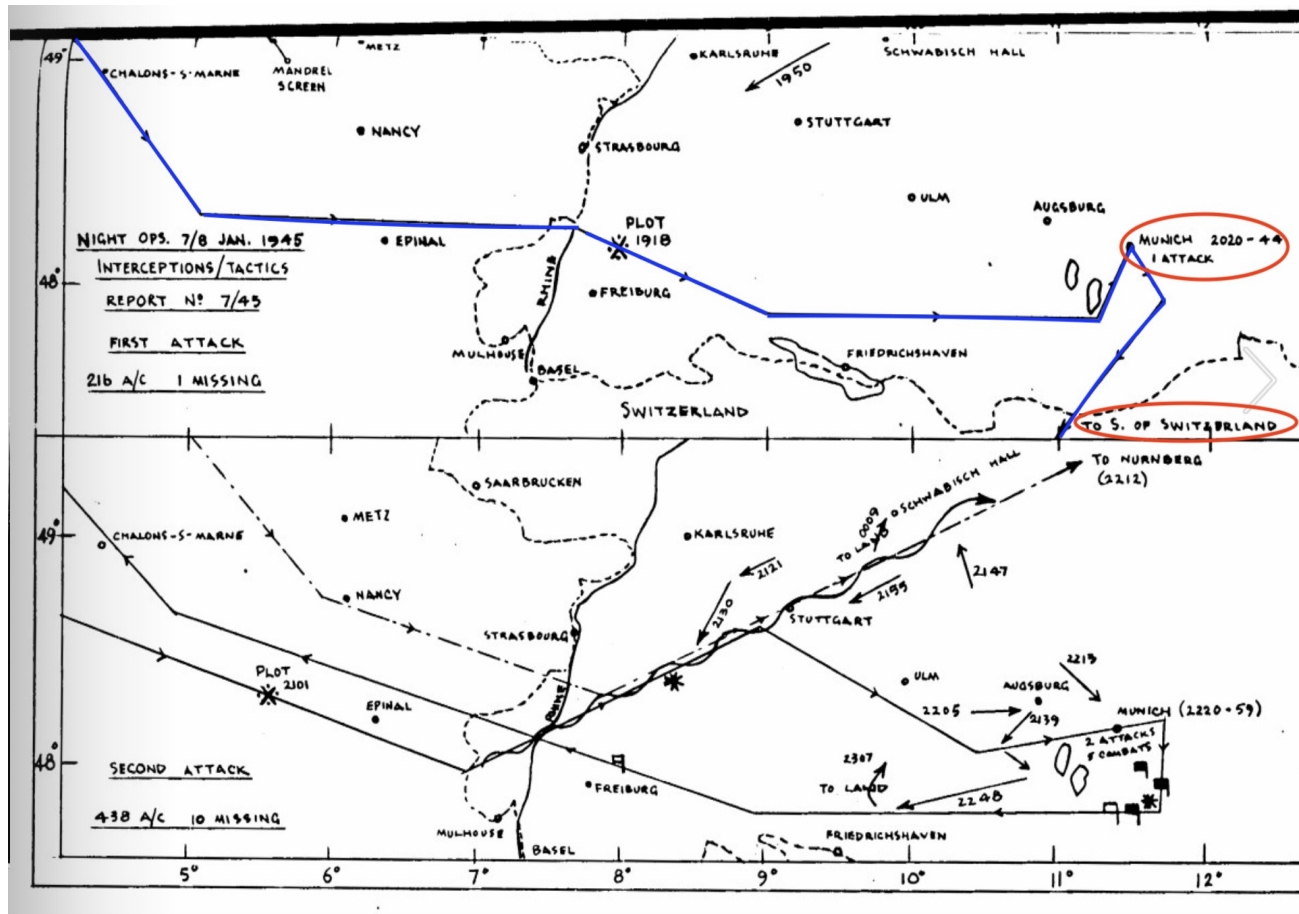
## 07/08 January 1945 – OPS 5 - Munich Germany

This will be the second time to Munich for the Gallivan crew but the memories of their first OPS disaster is not providing any comfort for sure. Unbelievably Munich would be bombed 74 times during the war resulting in the destruction of 50% of the city and 6,632 people killed and 15,800 wounded. For the Allies it was an industrial target. Augsburg, twenty miles to the west, was a main centre of diesel engine production (and still is today). Although some considerable distance from the United Kingdom, Munich is not a difficult city to find from the air, mainly due to its size, and possibly its proximity to the Austrian Alps to the south-east as a visual reference point. Munich was protected (initially) by its distance from the United Kingdom. This would be last time Munich is bombed in WW2.

It is a fairly large OPS tonight planned by Bomber Command. Because of the range involved it is a Lancaster only raid with 645 Lanc and 9 Mosquito ordered up including 16 from 44 Squadron. It is a fairly quick turnaround for the crew having returned from Houffalize at 0500 hrs. Because of the distance required this is another dusk departure and a 9 hour round trip to Germany. Of the 645 Lancasters heading out tonight 15 are not coming back.

A very different plan for tonight's raid as Bomber Command is planning two waves on bombers with Gallivan and 44 Squadron in the first wave of 213 Lancasters and 3 Mosquitos Path Finders and 432 Lancasters in the second wave 2 hours later with 6 Mosquito Path Finders. With the Gallivan crew in the first wave it just may save their lives tonight.





Map of Berlin OPS 07/08 January 1945 top map is Gallivan route wave one.

Tonight the Gallivan crew is aboard LM625 KM-H with a bomb load of 1 X 4000 High Capacity explosives plus 10 X Containers of incendiaries. The 16 Lancs take off between 1638 hrs and 1702 hrs with Gallivan in the middle of the pack. One of the first thing the Navigators discover is that the tailwinds tonight are stronger than forecast and would put them over the target too early. Some crews try doglegs to lengthen their flying time but arrive over the target early and have to start orbiting while others decided to bomb early anyways. This is a high altitude bombing run with aircraft staggered between 20,000 and 17,000 ft. The exception is F/S Spencer aboard ND631 KM-B who is having engine problems and is stuck down at 13,000 ft. Not very comfortable with all those bombers above you dropping their loads. Gallivan arrives overhead at 20:34 hrs at 19,750 ft on a heading of 026 DEG and 170 MPH. Weather was general haze at 20,000 ft. Clear below except for stratus layer at 15,000 ft. Target identified by green and red T.I.'s

The element of surprise will help 44 Squadron tonight as FLAK and fighter resistance is virtually negligible during bombing. Initially the Path Finder Force had the sky lit up with 30 searchlights but were doused just when the attack started. A few fighters were seen. Unfortunately the second wave is going to take the brunt with 11 Lancasters failing to return and 4 more crashed in France. F/S Spencer with the engine problems is forced to land at USAAF Juvincourt, France as the starboard outer engine would not feather due to oil system burst and also had the port inner engine fail! The rest of 44 Squadron makes it safely back to Spilsby 0230 hrs after 9 hours in the air.

## January 9 1945 – Seven Day Leave



On January 9 1945 the entire Gallivan crew is granted a 7 day leave. After their second trip to Munich I am sure it is well deserved. It seems like so little compensation for what they have given and what they are about to give.

## Training Flights And Winter Comes To Lincolnshire

The Gallivan crew reports back to 44 Squadron on January 16 1945 and in their absence have a successful OPS again to the synthetic oil plants at Politz supported by 17 Lancasters with crew reported sighting an ME163 Rocket Powered “Komet” fighter. This was a very long OPS with F/L Richardson aboard NG195 KM-C reported a hydraulic leak on the starboard inner engine resulting in the bomb-bay door stuck in the open position. They all made it back after 10 hrs 40 min flying but had to divert to Peterhead and landed with only 50 gallons of fuel remaining. F/O Boyle aboard NG396 KM-G also loss all hydraulic on the return as well as the GEE navigation system U/S and H2S Radar U/S and had to dead recon on the trip back. They were unable to lower their flaps due the hydraulic issue. They could not break the cloud on descent so declared an emergency and called “DARKEY” but received no reply! They eventually made landfall at Norfolk and landed at Langham field after 11 hrs in the air!

The squadron also performed successful OPS to Meresburg, Germany on January 14 1945 and Brux, France on January 16 1945.

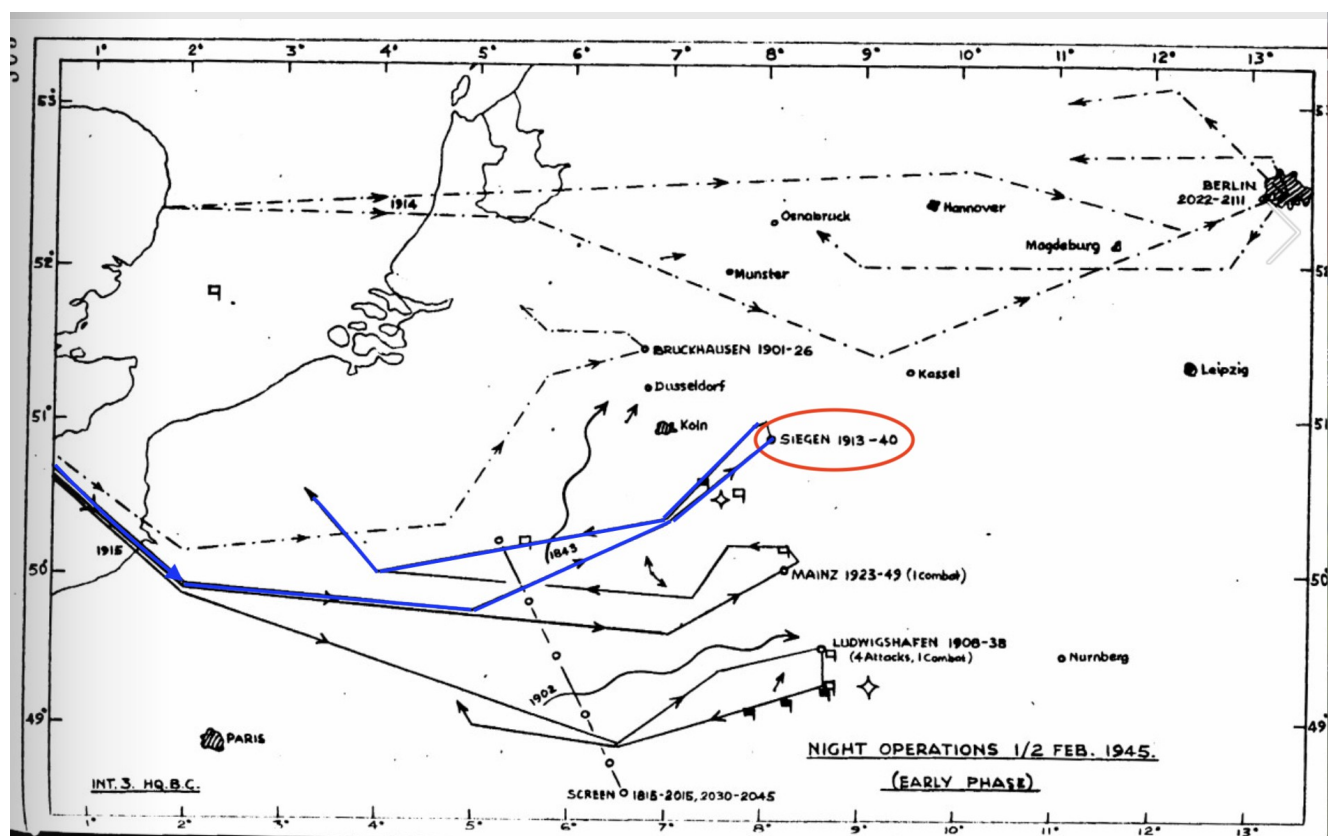
The Gallivan crew perform two training flights. The first on January 21 1945 performing high level bombing practice and the second on January 22 1945 performing fighter affiliation. January 23-25 are write offs with heavy frost and freezing fog, a couple of decent days for training then cold air returns with heavy frost . On January 30 1945 the base receives 7 inches of snow. January 1945 comes to a close with no OPS or flying as the snow melts.

## 01 February 1945 – OPS 6 - Siegen Germany

Today is late evening/night mission into Germany attacking the crucial railway hub located at Siegen, Germany. This is strictly a 5 Group OPS with 271 Lancasters and 11 Mosquitoes with two other separate targets tonight of Mainz near Frankfurt and Ludwigshafen, Germany all timed to happen between 1908 hrs and 1923 hrs. The Gallivan crew has not been on OPS for almost a month so it's time for another long night. Three of the crews on tonight's OPS will not be alive by the end of the month.

The 44 Squadron is offering a maximum of 19 Lancaster and the Gallivan crew is aboard Lancaster III PB417 KM-R loaded with 1 X 4000 lbs Minol bomb and 1800 X 4 lb incendiary bombs. The 19 Lancasters all get airborne between 1603 hrs and 1618 hrs an amazing feat if you think of it. The crews have done an amazing job in prepping and having 19 Lancs off on time. There is a lot of lower cloud over Europe and the target area. They arrive over the target at 1920 hrs at 8,500 ft. The weather was 10/10<sup>th</sup> cloud at 5-6,000 ft. All of the crews have the same report that the target identified by green and red T.I.'s and glow of the city below seen through cloud. Flashes of bombs seen below clouds. The upper winds are a little stronger than forecast tonight so upon reaching the target the Master Controller advised most aircraft to hold for 4-5 minutes. One crew spots a German JU88 night fighter in the vicinity.

The crews high tail it home and many report that other aircraft turned on their navigation lights crossing the French coast as other aircraft had theirs on and it seemed safer to do so too. Bumpy turbulence and cloud are also reported. Some incendiaries that were hung up in the bomb bay were jettisoned on track on the way back. The Gallivan crew cheat death when another bomber jettisoned their 4000 lbs cookie dangerously close to their aircraft! All 19 Lancs return safely to Spilsby very close to 2300 hrs after 7 hrs of flying. 5 Lancs and 1 Mosquito from other squadrons are lost on OPS.





## 02/03 February 1945 – OPS 7 - Karlsruhe Germany



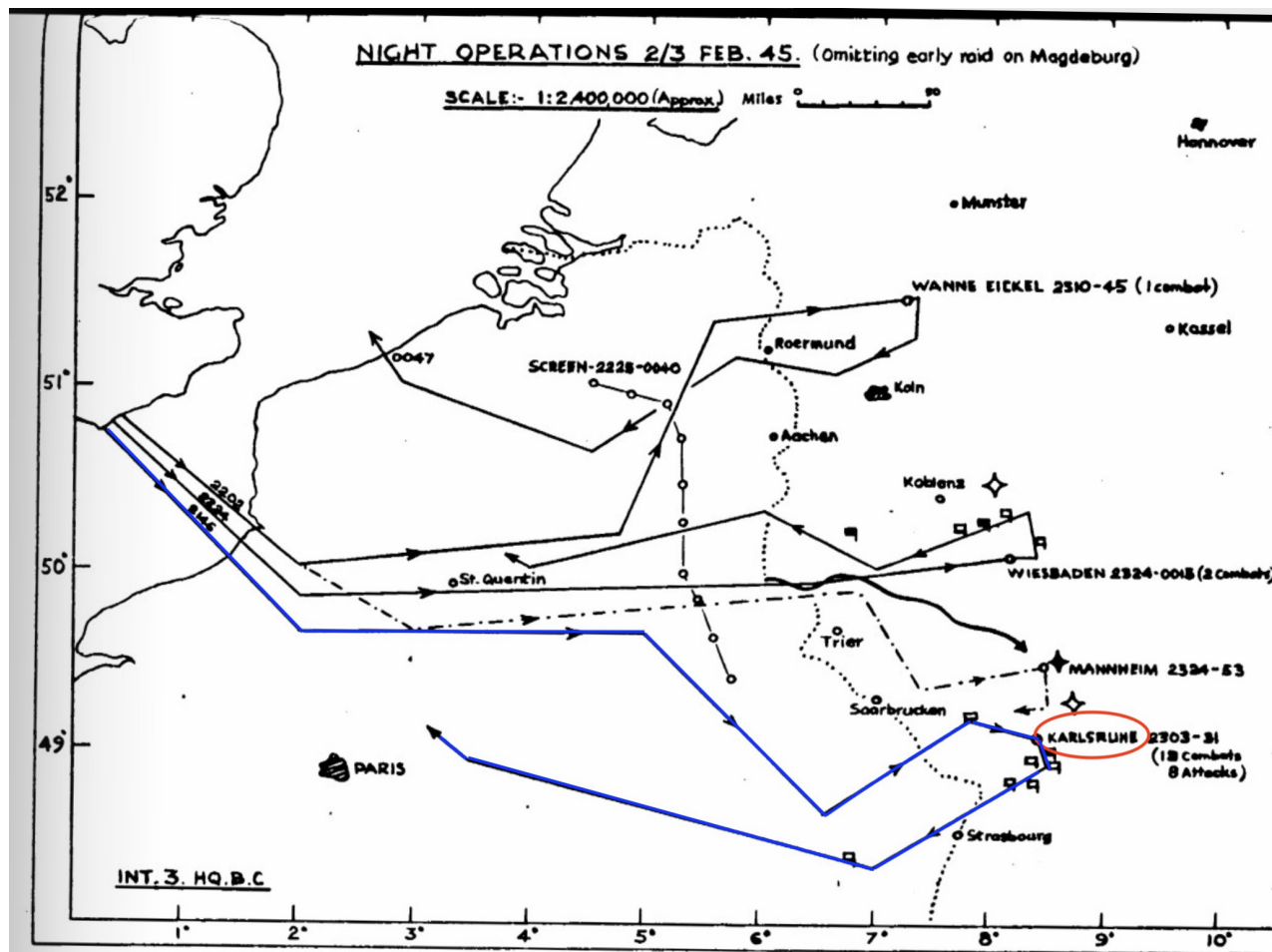
Tonight's target Karlsruhe, the capital of the province of Baden, was of particular importance at that time, as a transport centre, being situated on the main line from Western Germany to Italy, via Switzerland. It is also connected with the Rhine for water-borne traffic by the Stich Canal. The Deutsche Waffen und Munitions Werke A. G., an important small arms ammunition works, had a plant here which, because of the unfavourable proximity of Karlsruhe to the French frontier, had been partly closed during the early stages of the war but was now believed to be working at full capacity and employing several thousand workers.

The plan from Bomber Command tonight involves three German targets. Weisbaden, Germany is targeted for the one and only time it will be bombed. The second target are the Krupps synthetic oil plants at Wanne-Eickel and the third the town of Karlsruhe. The crews are briefed in the afternoon and I am sure groans are heard about heading back into Germany for the second night in a row. The navigators stay behind after the briefing to get their flight plans in order as there is no room for error tonight.

The Karlsruhe OPS will be all 5 groups with 250 Lancasters and 11 Mosquitos ordered up including 16 Lancasters from 44 squadron. Most of this part of Germany is solid 10/10<sup>th</sup> cloud cover but are hoping for an improvement by 2300 hrs. It's not going to happen. The phase of the moon tonight, which is very important to bomber crews is not good with 3/4 moon visible by 2250 hrs.

The conditions are cloudy at RAF Spilsby and a light mist is falling as the green flare is fired to let the crews know it time for take off. All 16 Lancasters lift off between 1944 hrs and 2021 hrs and start heading south east over the channel and the enemy coast ahead. The Lancasters climb slowly as the are loaded with 7 1/2 hrs of fuel and 1 X 4000 lbs "Cookie" and 2100 small X 4lb incendiaries sticks.





Tonight the Gallivan crew is aboard Lancaster Mk I SW251 KM-X which and has only been delivered to the squadron recently in December, fresh off the assembly line at Metropolitan Vickers at Mosley Road in Manchester. She has the squadron markings of KM-X as the previous KM-X PB373 was lost on OPS on December 4 1944 and it was commonplace to recycle the letters as needed. SW251 performed her first OPS with 44 Squadron on January 1 1945 and can not have more than 100 hrs total flying time since being built.

After a few zigzagging doglegs to try and confuse enemy radar the 44 Squadron crews are approaching Karlsruhe from the south west about 3 hrs and 40 mins after take off. They find the whole area covered in overcast cloud of stratus and cumulus clouds that are topped at 14,000 ft and a nice bright 3/4 moon above. It appears the forecast of the predicted frontal passage was two hours late according to F/O Thompson aboard PB4176 KM-R and according F/L Hayler on ND-578 KM-Y *"the weather was very bad. Cloud tops higher than briefed causing aircraft to be unable to climb to correct bombing height in time, due to severe icing"*. The extra weight of the ice on the airframe and wings made them too heavy to climb. In addition to all this the lower level winds are stronger than forecast out of the west. The plan tonight is to drop the bombs from 15,000 to 16,000ft while approaching from the west southwest and then descend below the cloud deck to 6,000 ft to escape any potential fighters. What all these poor lads do not know is they are flying in to a hornets nest of German JU-88 and ME110 night fighters.

Things are not going well for F/O Fugger aboard NF991 KM-D as the guns in their Mid Upper Gun turret became unserviceable shortly after take off and the rear turret had no hydraulic power and had to be operated manually, but they press on regardless. Anyone else would have probably returned to base.

The 44 squadron bomber stream approach the target all very close to 2330 hrs. The controller aboard one of the Mosquitoes orders them to bomb on the green markers. Some of the crews see the green markers and others can just see the glow of the markers in the clouds which make it very difficult for the bomb aimers to hit the target. The crew can also see the glow of the town lights through the clouds. All the crews including Gallivan are approaching Karlsruhe on a easterly heading of 090 DEG and speed of 160 to 170 MPH.



A Lancaster Bomber being attacked by German Night fighter using Schrage Musik

Waiting for 44 Squadron in the moonlight over Karlsruhe tonight is Luftwaffe Squadron Nachtjagdgeschwader 6 (Night Fighter Squadron 6) known as NJG6 based just a 100 miles east at Kitzingen airfield. The squadron is equipped with the deadly Messerschmitt ME-110G fighter and JU88 both equipped with radar and “Schrage Musik” a 20 MM upwards firing cannon that can sneak up underneath an unsuspecting Lancaster and fire at it's fuel tanks with devastating effect. NJG6 Group Commander and German Ace is 28 year old Gerhard “Gend” Friedrich. Unfortunately tonight he is flying his ME-110 over Karlsruhe and he is about to shoot down two Lancasters. Gerhard will go on to shoot down 33 heavy bombers (all at night) and be awarded the Knight's Cross of the Iron Cross. Another German Ace is also lurking in the darkness is Oberstleutnant Herbert Lutje who will survive the war with over 247 missions, 50 aircraft shot down including one tonight. Oberstleutnant Engelbert Heiner another German Ace and Knight's Cross of the Iron Cross recipient is circling Karlsruhe. Strangely enough Heiner had been captured as a POW May 14 1940 and sent to Canada to a POW camp and then involved in a prisoner exchange with the International Red Cross was returned to Germany and trained as a night fighter pilot. Another Ace and Knights Cross recipient Hauptmann Helmuth Schulte with 25 aircraft shot down is waiting. Finally Oberfeldwebel Ludwig Schmidt will shoot down one Lancaster tonight as well.

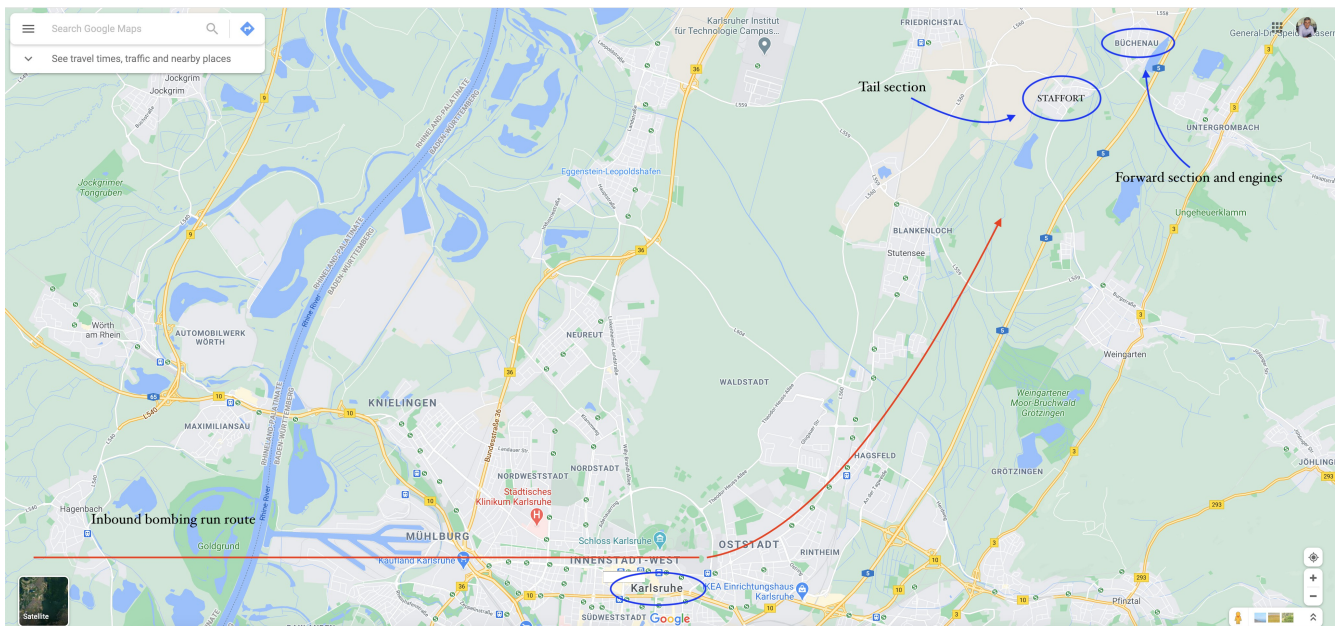
Bomber Command Nightly Raid Reports from 02/03 February 1945 has the following postmortem: *“The fighter opposition over Karlsruhe was the worst our bombers have experienced in south Germany for a considerable time. E/A (enemy aircraft) were assembled near Karlsruhe nearly half an hour before the first markers fell on Karlsruhe and at last 4 Gruppen (squadrons) were within reach of the targets in time for the latter half of the raid which lasted 28 minutes. 7 attacks and 15 combats were reported over Karlsruhe, nearly all with JU88's. The cloud below the bombers brightly illuminated the raid.”*

## The Fate of Lancaster SW251 KM-X and the Gallivan Crew

I have researched the ORB's of 8 of the squadrons participating in the 02/03 February 1945 raid on Karlsruhe, Germany as well as many other documents to try and piece together the moments leading up to and immediately after SW251 crashed to the earth. I caution when we are trying to piece together events that occurred over 75 years ago during a tumultuous time, the fog of war can be very thick. The following is what I have been able to determine:

- 1) SW251 came to rest in two separate pieces as a result of a catastrophic explosion or inflight breakup. The tail section fell in the vicinity of Staffort and the remainder of aircraft fell a short distance away near Buchenau. The bomb aiming point, which on this OPS was very vague and not well defined, was Karlsruhe, 15 km west of the crash points. Most certainly SW251 was on it's bombing run or had just completed it's bomb drop (unless the bomb's got hung up). All of the 44 Squadron aircraft were at various altitudes between 18,000 and 14,000 ft and all on easterly heading between 103 DEG and 113 DEG and approaching from the west. SW251 was above the cloud layer that was reported based around 10,000 ft and in clear air (no clouds) on a moonlight night. We know that there were up to 4 Gruppen (Squadron) of German night fighters with 4 German Aces operating in the area and they have claimed 8 confirmed “kills” in the vicinity of Karlsruhe. I have found little information or comment on anti aircraft gun or FLAK activity this night and with an overcast sky with all the aircraft above the cloud layer how effective could this have been? To date there are reports that SW251 was hit by FLAK and that it was shot down by night fighters most certainly using the “schrage musik” techniques.





Bombing run and SW251 impact points

- 2) The front section would have plummeted fairly quickly and explains why the front section continued on for a fair distance to the east and the tail section would have fallen less quickly. The inflight breakup most probably was caused by a night fighter normally trained to fire at the Lancaster fuel tanks located in the wings or hit by FLAK in the same area. Less likely but possible would be a midair collision with another bomber or fighter but there is no evidence of this. Bombs being dropped from friendly bombers is possible but no evidence of this either.
- 3) Crew survivability was very limited. Generally, the only crew member who wore a parachute was the pilot as he would normally order a bailout and keep the aircraft under as much control as possible while the other crew members clipped on their chutes stored near their positions. The main egress point to the crew is a small hatch on the underside of the nose just behind the bomb aimers position which is not very large just 22in X 26.6in. The next option is the large crew entry door on the starboard side of the fuselage behind the wing. This can be dangerous as the large tailplane is just aft of his door. The rear gunner has an option to open the two sliding doors behind him on his turret and then rotate the turret 90 DEG left or right and fall out of the turret backwards.



Lancaster forward escape hatch outlined in red



## Other Lancaster Losses Karlsruhe OPS

This OPS was a disaster from so many aspects. The combination of adverse weather for bombing and excellent weather for the night fighters and the presence of those highly skilled fighter pilots made a safe return for the bomber crews very very difficult. Here is a list of Lancaster losses the night of 02/03 February 1945 along with SW251:

### Other Lancasters Lost Near Karlsruhe:

PA195 KM-V 44 (Rhodesian) SQN Lancaster I F/O Charles Worrall aircraft shot down 3.5 KM southeast of Karlsruhe 7 KIA

ME298 JO-B 463 (Australian) SQN Lancaster I F/S Allan Barrett aircraft shot down by night fighter and crashed near Unterwisheim, 18 km NE Karlsruhe.

NG381 VN-A 50 Squadron Lancaster I F/O Thomas Tarrant aircraft shot down by night fighter 7 KIA

PB210 619 PG-V Squadron Lancaster III F/L E.J. Smith shot down 6 KIA F/L Smith POW

PB306 PB-J 467 (Australian) Squadron Lancaster III Flt Lt N S C Colley shot down by night fighter Hpt. Friedrich at Karlsdork at 23.30.

PB848 CA-Q 189 Squadron Lancaster I F/L Blain did not drop bomb load then shot down by night fighter. 6 KIA rear gunner Donald F Clement of St. Catharines, Ontario miraculously survives trapped in his rear turret. Please see Donald's account below.

PB743 CA-E 189 Squadron Lancaster F/L Davies shot down by a night fighter and crashed at Heildesheim 6 km se of Bruchsal.

PB840 CA-K 189 Squadron Lancaster I F/L Kelly shot down crashed at Unterwisheim, 6 km NE of Bruchsal. 7 KIA, 1 POW rear gunner SGT. R.F. Dyson his second crash is captured and sent to hospital in Karlsruhe..

### Lancaster Lost Enroute:

NG307 CA-F 189 Squadron Lancaster I F/O Graham Locke suspected aircraft hit by friendly bomb dropped by another bomber over Jarney, France. 5 KIA, 2 survived.

PA223 VN-D 50 Squadron Lancaster I F/O Eric Harrop aircraft crashed and exploded over Hochfeldon, France. 6 KIA, 1 Survived

NG241 QR-Y 61 Squadron Lancaster I F/L Lipton aircraft had an uncontrollable engine fire and all the crew successfully baled out 4 miles east of Luxembourg and repatriated to their squadron.

ME759 9J-D 227 Squadron Lancaster I, F/O D Geddes, 7 POW

LM100 PO-D 467 Squadron Lancaster F/O A.N.G. Robinson, multiple engine failure on return crashed in France at position 4940N 0430E at 2245 hrs. 6 KIA, 1 survived , Bomb Aimer F/S JC Jarrett

This is a first hand account from Flight Sergeant Donald F Clement RCAF who was the rear gunner aboard PB848 CA-Q 189 Squadron Lancaster I on the Karlsruhe raid. He was the only survivor of his crew and the 4, 189 Squadron Lancasters and 28 crew shot down that night:

*“No enemy was seen by me and the only indication was 4 or 5 quick thuds; then a big explosion and fire, which only lasted a few seconds. I had my hands covering my eyes and face; then all was quiet – the noise of the engines had gone. I looked around and discovered that I was free falling from 3 miles up in the rear turret, and I knew it would be about 90 seconds before I hit the ground. I reached behind, to open the sliding doors and discovered that all of the framework, doors and the Plexiglas had been blown away in the initial blast. All that remained was the parachute I was sitting on and the gun mechanism. I tried to push and kick the turret away, so that I could pull the rip cord. Now I found my feet were stuck and all the kicking and pushing would not free them.....my time was running out! What I did next was not what I wanted to do, but I had no choice. With my feet still stuck in the turret, I bent forwards as much as possible, to help free my seat pack parachute, then pulled the “D” ring, with both hands. I was concerned about the parachute being damaged and what would happen to my legs when it opened. As the ‘chute opened the remains of the turret disappeared and my legs were not injured when it pulled free. As I drifted down my thoughts were on the rest of the crew. I figured no one could survive an experience like that, and here I was drifting down to earth and the unknown. Looking around it was total darkness with no lights or fire to be seen. Now I checked my own condition and found that one of the thuds I had heard and felt was a bullet that had hit my upper arm and luckily missed the bone. I had no idea as to how serious an injury I had suffered. When I could see the ground, the Mae West was inflated and all I could recognize were trees and open ground. As I came down, the chute caught the edge of a tree and my feet were on the ground. The ‘chute was quickly pulled down and taken to the nearest bushes and trees. There I stayed for about 2 hours, resting and planning the next move. “*

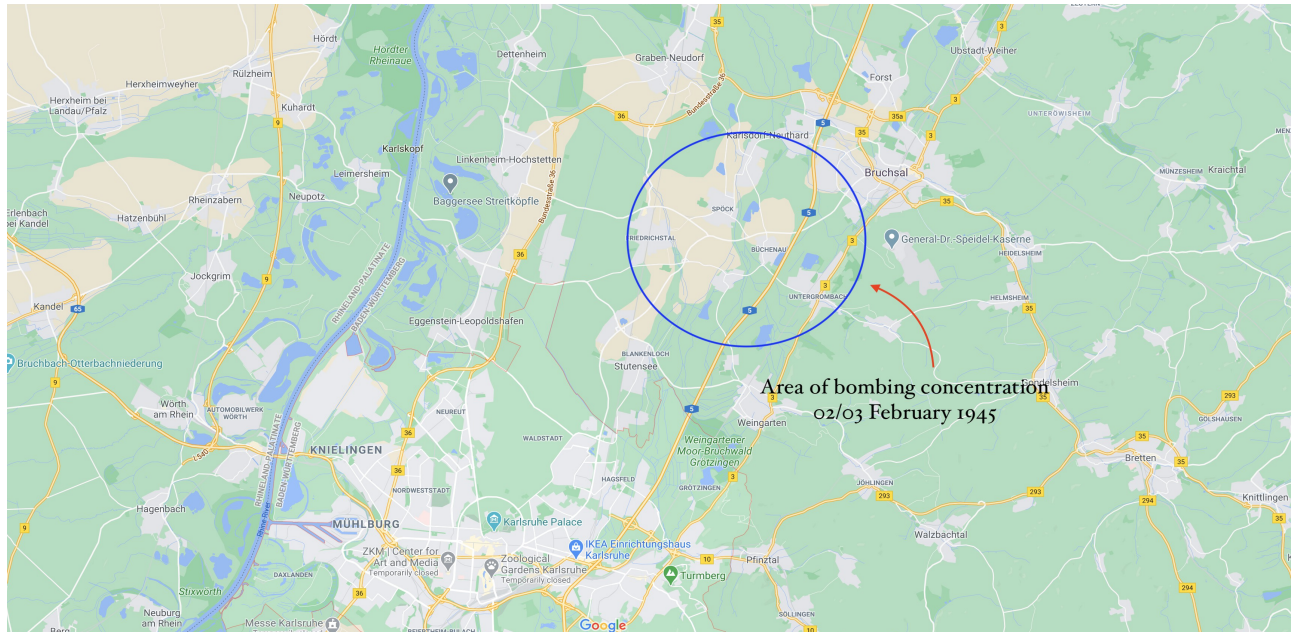
2/3.2.45.	LANCASTER I. SW.251.X.	J.11351. P/Lt. Gallivan, T.E. Sgt. Balloch, A. P/O. Armstrong, O.W. Sgt. Beaumont, L.H. Sgt. Bowden, S.J. Sgt. Dufresne, E.C. Sgt. Johnson, D.W.	BOMBING. SR.710349. J.10427. R.170844. R.262929. R.274586.	19.48.	-----	BOMBING ATTACK KARLSRUHE. Aircraft reported missing with no trace.
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The entry in the 44 SQN Record Of Events (ORB)



## The Shoot Down Aftermath and Recovery

No doubt the immediate hours after this final raid on Karlsruhe must have been chaotic to say the least. Within half an hour 233 Lancaster bombers have just dropped 392 tons of explosive bombs and 790 tons incendiary bomb containers. The bombing has been inaccurate and the bulk has missed the target of Karlsruhe and have fallen in an area closer to Bruchsal due to the poor weather conditions for bombing and the stronger winds aloft reported by crews.



SW251 and the Gollivan crew have come to rest almost in the centre of this circle above. Along with SW251 8 other Lancasters have been shot down and have crashed in the general area but one has come down near Staffort. Many eye witnesses would later give information of seeing a large bomber falling from the sky bursting into flames and crashing into a wheat field between the villages of Buechenau and Staffort at 2330 hrs. After tonight what would begin will be a very complicated and difficult task to recover the remains of the crew members and ensure the safety of the local residents as well as dealing with all the local issues in the aftermath of a heavy bombing.

What started tonight will not be resolved completely for the families of the crew aboard SW251 for almost 8 years and perhaps is still not settled today. Complicating this issue is that in a few month the war would be over and American troops will soon occupy this area of Germany. The Air Ministries Branch in the UK has hundreds upon hundreds of missing and unaccounted aircraft accidents to be investigated and thousands of family members back home to be given some closure on what happened to their loved ones over the skies of Europe.

Back at 44 SQN letters signed by the Squadron Leader are sent to all the primary family contacts written up with general details that their family member have failed to return from an operational sortie but with hope that they may have escaped or are POW's. I'm sure for the families this news is worse than not knowing what has happened.



No. 44 (Rhodesia) Squadron,  
R.A.F. Station,  
Spilsby,  
Lincolnshire.

3rd. February, 1945.

Dear *Mr. Beaumont,*

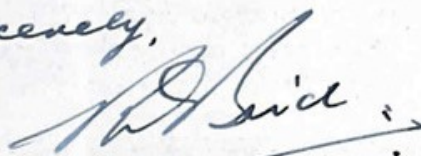
I am deeply grieved to have to confirm the news that your son, Flight Sergeant Lawrence Herbert Beaumont, failed to return from an operational attack on Karlsruhe on the night of 2/3rd. February, 1945. May I, on behalf of the Squadron, take this opportunity of expressing our most profound sympathy to you in your anxiety, and we all sincerely hope that he has escaped uninjured.

The procedure of transmitting names of prisoners of war to this country via the International Red Cross is rather slow, and it may be several weeks before information of this nature concerning your son reaches me, but as soon as any news is forthcoming I will immediately notify you.

Your son has served with this Squadron since November of last year, during which time he has carried out six operational flights over enemy territory. He has shown himself to be a keen and efficient Air Bomber, showing great courage on all occasions.

Yours

*Sincerely,*



Squadron Leader,  
Commanding,

No. 44 (Rhodesia) Squadron.

W.H. Beaumont Esq.,  
Glenwilliams,  
Ontario,  
CANADA.

5 FEB 1945

Letter to William Beaumont father of Lawrence Beaumont from 44 SQN



On the ground in the small villages of Stafford and Buchenau after reports of a large bomber crashing. *“a rescue party was formed and proceeded to the scene of the crash, but on arrival they found the aircraft well ablaze and with intense heat coinciding with the explosions coming from burnt ammunition all form of rescue had to be abandoned.”* this statement taken by British investigators in April of 1947. Further the report states *“ The aircraft was allowed to burn itself out, and on the afternoon of the 3<sup>rd</sup> of February a search amongst the smouldering wreckage for dead began. The remains of two humans were found and identified as Canadian airmen by identify discs (dog tags). The two bodies were removed immediately to the Friedhof (cemetery) at Buchenau where a mass burial with no coffin took place on the afternoon of the 4<sup>th</sup> of February, 1945. No ceremony was performed at this burial”* This is critical as these two bodies must have been connected to the tailplane section or escaped through an opening. Noted in an earlier investigative report from Flight Lieutenant Kennerley of NO3 Missing Research and Enquiry Unit (M.R.E.U.) of the British Air Forces Of Occupation (B.A.F.O.) dated 13 December 1946. *“On the 3 Feb 45 from the tail of the aircraft, which fell separately in Buchenau district two bodies were recovered. One was still in the tail (rear turret) and was burned and the other was lying beside the tail and was not burned. One was very large and heavily built, was 18 or 19 years of age, and black hair and gold filled teeth.”* Of the seven crew aboard SW251 this night you would be correct to assume that the person in the rear turret was F/S Donald Wilfred Johnson and his identity disc would 100% confirm it and a strong possibility that the second body was that of the navigator F/O Oswald Walter Armstrong . Johnson is 5ft 4 1/2in tall and 133 lbs and Armstrong at 5ft 10in and 131 lbs and brown hair. These are the only two remains from the crew that will be identified several times and buried together through this ongoing process to their final resting spot. Unfortunately the only two that could have been quickly confirmed as KIA was not to happen. The two identity discs confirming their identity were moved to the police station and then later lost during the American occupation.

What appears to have happened at the main section of the aircraft which contained everything except the tail section was the recovery of some remains and identification of three more members of the Gallivan crew. What remains were found were buried 300 m from the wreckage in a corn field. RAF Search Officer F/L Kennerley report of 13 December 1946 says however that *“on the 3 February the three bodies were recovered from the forrest about 300 m from the crash and these were buried in Stafford cemetery on the 8 February along with a Lieut Berlin an American who crashed in the forrest on another occasion”* At this point three remains have not been properly identified and to complicate matters the same report says *“that in early September 1945 American Forces dis-interred the American Lieut Berlin and three British airmen and evacuated the bodies to a French cemetery in Metz France”*

A second investigation was conducted on the 30 April 1947 by RAF F/O Dartnell of M.R.E.U. Adds even more confusion of the remains of the Gallivan crew and on investigation finds the engines of the Lancaster were embedded some four feet in the ground and he also come across more human remains and the site is excavated further.

In March 1948 the families of the crew are advised that all remains have been relocated to the British Military Cemetery located at Bad Tolz (Durnbach) which is 28 miles southeast of Munich. It is now administered by the Commonwealth War Graves Commission.

It is not until June of 1953 when Air Ministry UK sends a final report to the Chief of the Air Staff in Ottawa with the final word of the remains of the Gallivan crew.

DVJ

Tel. : E2G RE 2361. Extn.....

Correspondence on the subject of this letter should be addressed to:—

THE UNDER-SECRETARY OF STATE,  
AIR MINISTRY S.14 (Cas.)

and should state the reference:—  
P.428101/45/S.14 (Cas.)

Your Ref. ....



AIR MINISTRY,  
LONDON ROAD,  
STANMORE,  
MIDDLESEX

22<sup>nd</sup> June, 1953.

Chief of the Air Staff,  
Air Force Headquarters,  
Ottawa,  
Canada.



Isolated Remains - Germany.

The Commission has forwarded a report from its representative in Brussels to the effect that a French Graves Registration Team, whilst searching for the remains of a French casualty in Staffort Cemetery, Karlsruhe, Germany, opened a grave which was marked by a plain white cross with no inscriptions.

Skeletal remains of three airmen were found whom they believed to be American, on the basis of remnants of oxygen masks of U.S. manufacture. The American Graves Service were advised and as a result of their investigations, pieces of R.A.F. clothing and badge were recovered, and the Commission's Brussels representative was there after notified.

Subsequent examination established that there was one complete body and partial remains of two other airmen.

The Kreis file for Karlsruhe shows that Lancaster SW.251 was missing from a bombing attack on Karlsruhe on the night of 2/3rd February 1945.

As can be seen from the Investigation Report (copy attached) there are grave locations for four of the seven crew members whilst Flight Sergeants L.H. Beaumont, E.C. Dufresne and Sergeant S.J. Bowden are recorded as "Missing".

/According





G/47/8/4/113R

Investigation Report.

On 5 March 1953, a French Graves Registration team whilst searching for the remains of a French casualty in STAFFORT Cemetery, Map.Ref. 1/250,000, Sheet L-50. R.55, opened a grave which was marked by a plain white cross with no inscriptions.

At a depth of two meters the skeletal remains of three airmen were found, whom they believed to be of American nationality on the basis of remnants of U.S. made oxygen masks.

American Graves Service were notified and as a result of their investigations, during which pieces of R.A.F. clothing and badge were recovered, they took the remains into custody and notified this office.

Subsequent examination of the remains established that there was one complete body and partial remains of two other airmen.

The Kreis file for Karlsruhe shows that Lancaster SW 251 X was missing from a bombing attack on Karlsruhe on night of 2/3 February 1945.

Following investigation by M.R.E.U., the final disposition of the 7 crew members was as follows:-

940427	F/O. O.W. Armstrong	) Originally buried in Buchenau Cemetery ) later concentrated Durnbach War Cemetery Plot I, Row D, Grave 24 & 25 Joint.
R274586	F/Sgt. D.W. Johnson	
911351	F/Lt. T.E. Gallivan	) Recovered from scene of crash by M.R.E.U. ) temporarily buried in STAFFORT Cemetery and later concentrated to Durnbach War Cemetery Plot I, Row D, Graves 22 & 23 JOINT
	Sgt. A. Balloch	
R148844	F/S. L.H. Beaumont	) Recorded as "Missing".
	Sgt. S.J. Bowden	
R262929	F/Sgt. E.C. Dufresne	)

According to the Kreis file the remains of three members of this crew were buried at the time in Staffort Cemetery but could not be located when the case was first investigated. It was later understood that the Americans had removed the remains to St. Avoild American Cemetery but all attempts to trace the remains failed and M.R.E.U. finally recorded the three men as "Missing".

There is no doubt that the remains now recovered are those of the three missing airmen. Local enquiries had been made at Staffort and all evidence confirms that the present remains were recovered from the crash in question and buried in the grave in Staffort Cemetery, where they remained undisturbed until discovered by the French Graves Service.

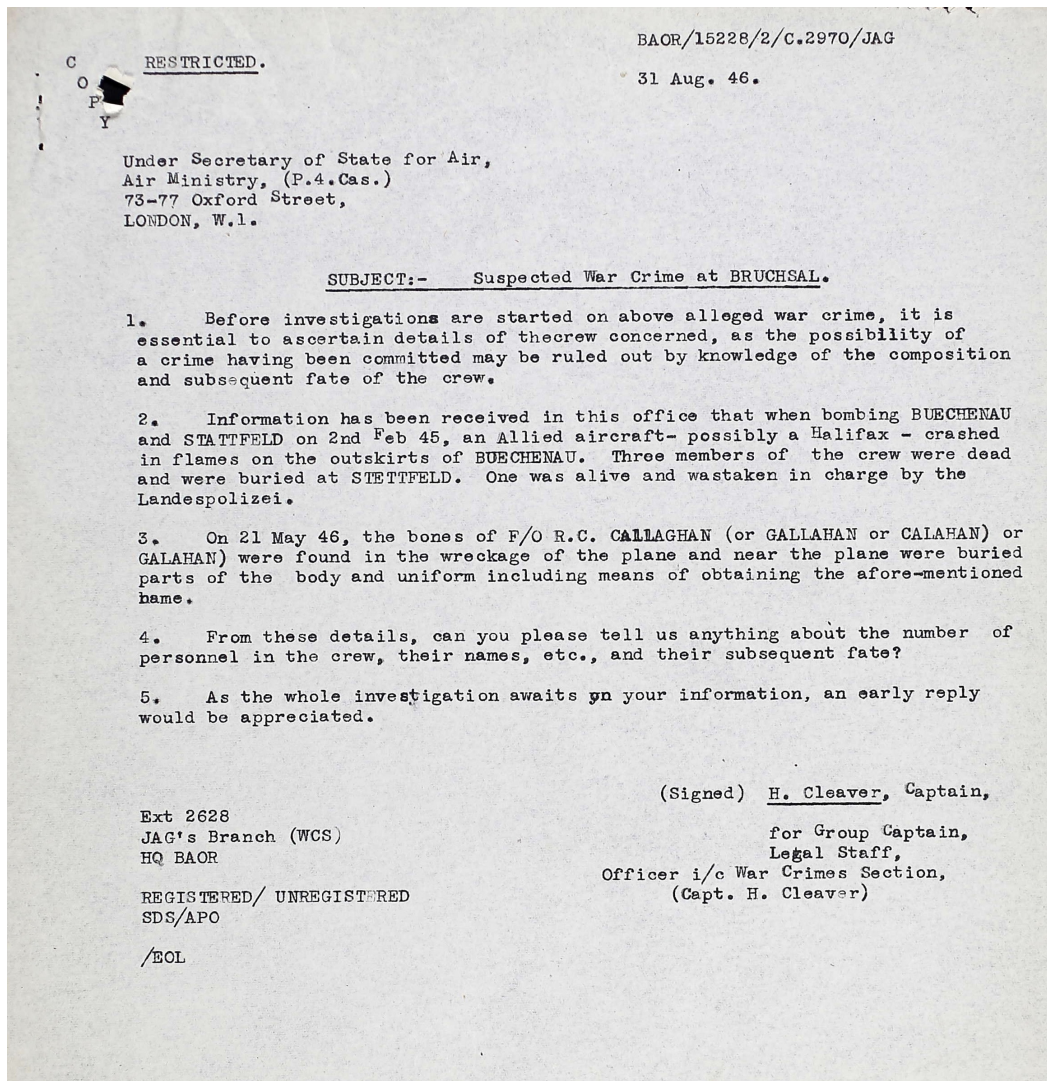
Air Ministry reference in connection with this case is P.428161/45/S.14 Cas (C - 7.)

(Sgd.) E.N. Haskins  
Records Officer.



## War Crimes Investigation Staffort Germany

When I started this project I had no idea where it would take me but I certainly did not expect this twist to the story of what happened to the brave members of the Gallivan crew. During my research of all the documents contained in the Service Files of The Second World War – War Dead for F/L Thomas Gallivan, I can across one document that at first was innocuous but had the title SUBJECT:- Suspected War Crime at Bruchsal dated 31 August 1946.



Letter from Judge Advocate General's War Crimes Branch, HQ British Army of the Rhine

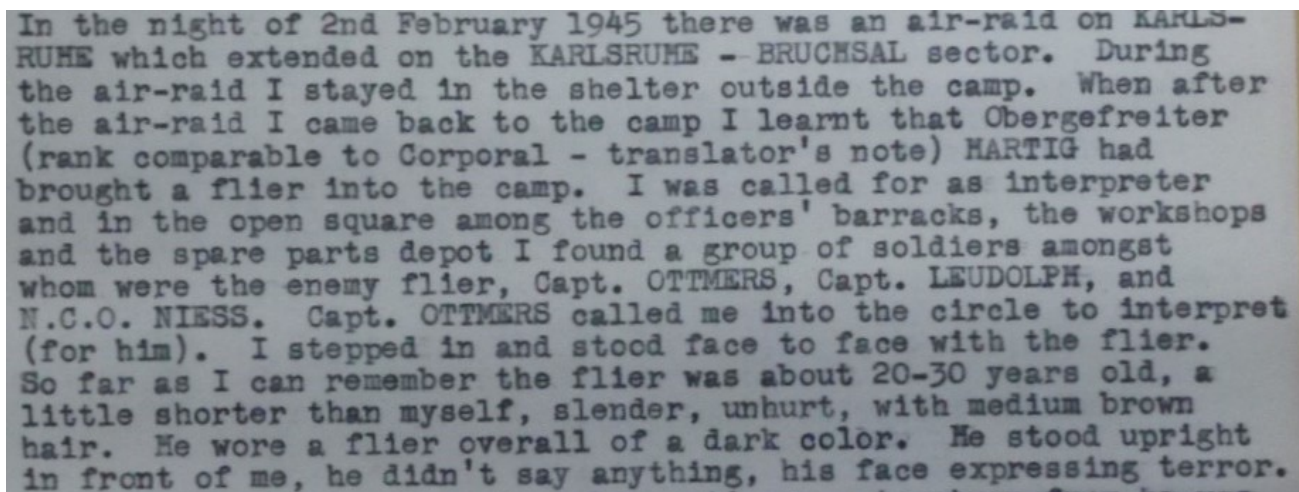
There are some errors in this document. Point 2 mentions Stattfeld and Stettfeld, which is obviously Staffort and the Halifax bomber mentioned was in fact a Lancaster. Point 3 mentions F/O Gallivan is a misspelling of his last name as this letter is a request for the names of the crew aboard SW251. This letter is replied to by Sgt C. G. Gatley confirming the Gallivan crew names etc on 10 September 1946 and that *"the case has been referred to the Royal Force Missing Research and Enquiry Service for investigation in the French Zone."*



I now realized that what was an inquiry based some evidence of events on 02/03 February 1945 at Staffort was now an investigation. I started to do more searching on this and came across a thread on a WW2 message board entitled "*The solution of an old mystery or the killing of Flight Sergeant Beaumont in Bruchsal/Baden*". Needless to say I was stopped in my tracks. The author of the post was anonymous with the name Pollux5 and was originally posted October 8 2014 but contained incredible detail and evidence of an incident occurring that night that was common local knowledge. Here is the link to the message board:

<http://ww2talk.com/index.php?threads/the-solution-of-an-old-mystery-or-the-killing-of-flight-seargent-beaumont-in-bruchsal-baden.55139/>

He mentions in the post that he was helped with his research by Peter Huber who at this time was an author and subject matter expert of local history during this period of the war and had published a few books on this subject. There had been a long standing story in Staffort/Bruchsal of an "American" airmen who parachuted safely on the night of the 02/03 February bombing of Karlsruhe. The same winds that had caused the inaccurate bombing that night also caused the parachute to drift further towards Bruchsal where he was taken into custody unhurt but was executed (shot) by a German soldier connected to Motorpool #539 of the German Wehrmacht. In 2000 Pollux5 interest is sparked by an unrelated incident in the area of a body being found, exhumed but unrelated to the war. Pollux5 started his inquiry assisted by information provided by Peter Huber. He posted several sections of testimony that I assume are from the British War Crimes investigation that ensued after the claims were made in 1946. Below is the evidence given by Maria Elizabeth Weinkam who was acting as an interpreter on the incident.



In the night of 2nd February 1945 there was an air-raid on KARLSRUHE which extended on the KARLSRUHE -- BRUCHSAL sector. During the air-raid I stayed in the shelter outside the camp. When after the air-raid I came back to the camp I learnt that Obergefreiter (rank comparable to Corporal - translator's note) HARTIG had brought a flier into the camp. I was called for as interpreter and in the open square among the officers' barracks, the workshops and the spare parts depot I found a group of soldiers amongst whom were the enemy flier, Capt. OTTMERS, Capt. LEUDOLPH, and N.C.O. NIESS. Capt. OTTMERS called me into the circle to interpret (for him). I stepped in and stood face to face with the flier. So far as I can remember the flier was about 20-30 years old, a little shorter than myself, slender, unhurt, with medium brown hair. He wore a flier overall of a dark color. He stood upright in front of me, he didn't say anything, his face expressing terror.

Maria Elizabeth Weinkam testimony

...ordered me to ask questions as to where from he was coming. Before I could put a question a shot fell and the flier sank to the ground. I saw Oberzahlmeister (administrative army official in rank comparable to 1st Lt. - translator's note) HILLIG coming up from the officers' barracks behind the group and shooting. I saw HILLIG with his hand raised, as he fired the shot. Shortly before, I heard the people who stood around shout: "This man must be shot, this is a dirty pig". After firing the shot HILLIG turned round, wrapped the pistol in his handkerchief and put it into his pocket, then he mingled with those standing around. After the shot had been fired Capt. LEUDOLPH asked: "Who did it?". N.C.O. NIESS who stood next to Capt. LEUDOLPH began giving the answer: "Oberzahlmeister....." at that moment he got from Capt. LEUDOLPH a jerk which meant to keep quiet. From this I conclude that his question was merely a formality because he certainly saw the incident as well as I did. Then the flier lay on this place for approximately half an hour. During that time the group dispersed. N.C.O. SCHOLZ then walked up to the flier and examined him, and I heard him saying that the man was still alive. N.C.O. SCHOLZ, helped by another soldier whose name is unknown to me, took the man to the guardhouse. I saw the man being carried away. From this time on, I didn't see the flier any more. Then I went to the officers' barracks and saw Oberzahlmeister HILLIG in his room refilling the clip of his pistol.

Maria Elizabeth Weinkam testimony

The War Crimes investigative team then interviewed the soldier accused of killing the airman. His name is Oberzahlmeister (Chief Paymaster) Karl Hillig of Motorpool #539 of the German Wehrmacht. In this testimony he confesses to the killing of the airman claiming being caught up in the aftermath of the bombing that night.

On the night of the 2nd of February 1945 there was a heavy bomb-attack over localities between KARLSRUHE and BRUCHSAL. The attack began at 23:00 hours in the direction of KARLSRUHE over which town a great number of christmas-trees (target indicating flares; translator's note) were dropped and about 24:00 hours reached BRUCHSAL where many fires had started among them that of the church tower of the castle. For want of adequate air-bomb-proof shelters we scattered in the open area. As the attack drew closer I squatted down in a fox-hole, half-filled with water, an old Flak position. Demolition bombs cracked all around of us and numerous plane remnants were crashing to the ground. Towards the end of the attack, when I went back to the motor pool some men from the motor pool 539 brought in an enemy flier who had parachuted. He did not wear any signs indicating his nationality or rank insignia. His dress had only a big black band painted on it.

Karl Hillig testimony



Scared by this drawing and impressed by the moral shock I had experienced and by the steady propaganda that fliers who had parachuted should not be taken prisoner alive, I pulled out my pistol and shot him, probably in the head, from a short distance because otherwise, with the darkness prevailing at the time, I should have endangered some of my comrades. With the shot the flier tumbled down. Now I regained control and couldn't overcome myself to look at the flier any more. Since other comrades, among them the motor pool commandant, took care of the flier I left in order to attend to some other important work. I then learnt that the flier who spoke English was still alive and that he had been brought to the guardhouse. From there they tried on the phone to send him to the hospital but the hospital refused on the grounds that enemy fliers may not be accepted. The next morning the flier died in result of his injuries, according to the information I got from Capt. LEUDOLPH the following day. Then the flier was placed on a pile of boards in the yard of the motor pool, and after the incident had been reported to the garrison commander, he was taken away in a horse waggon about noon of the 3rd of February 1945. The agency which took the flier away is unknown to me. I emphasize it once more that I acted in excitement, under

Karl Hillig testimony

Further testimony is given by Soldier Adolf Bossert about the dying airman who had been taken the guardhouse where he pass away a few hours later.

guardhouse. I went to the guardhouse and reported to Hauptfeldwebel HOFFMANN for duty. He then told me I should take care of the patrols. It was then that I saw the flier lying on the floor and still breathing; he had black felt boots, a brownish overall on; the overall was open at the collar so that I could see he was wearing a dark-blue jacket. Hauptfeldwebel HOFFMANN had in his hands a wrist-watch and some other thing which might have been a cigarette case or an emergency ration. These things belonged to the flier. It might have been about 1 - 2 o'clock. Now I attended to my duty. Around half past three I went once more to the guardhouse and told the duty N.C.O. there was nothing particular, and asked what was the flier doing; he then told me the flier was dead. On the 3rd February I heard that Oberzahlmeister HILLICH had shot the flier; I don't know the name of the man, nor do I know where the flier was taken to.

Adolf Bossert testimony



A second person corroborated the events that night. Her name was Zusanna Lamarz a polish worker who worked at Motorpool #539.

bombed. Because of the danger I ran to the air raid shelter. After the raid I left the shelter and was told by my friends that a flyer is lying in our yard shot by the Oberzahlmeister Karol Hillig. I approached him and seen him lying on the ground and grasping for breath. He was bleeding above the eye and I was told that he was shot in the stomach. This event happened between midnight and 1 A.M. The night was dark, but the church was hit by a bomb and was burning. Because of this we could see everything as if it was plain daylight. The dying flyer was transferred by the Germans to a guard house. After a short while an NCO Pistorius told us that the flyers condition was not serious. Pistorius took off to gather some information about the flyers condition upon our request. We trusted him and we knew that he would tell us the whole truth.

On Saturday 3 February 1945. Pistorius told us that the flyer died at 4 AM and was lying on boards under the barracks. I saw the dead flyer many times and that is why I can give a description of him. He was approximately 21 years old, blond, and tall. He had a blue shirt, blue sweater and electrically heated coverall on. The latter was shown to us by the Germans. He had a plain gold ring on his finger, without a stone. He had flyers shoes on his legs. A yellowish substance was flowing from his mouth. Sometime later they took him away, and I do not know where to. Some German Flyer (officers) came and reprimanded Hillig for slaying the flyer. I was told that the German officers

Zusanna Lamarz testimony

American representatives were also investigating the incident as many had referred to the fact that it was an American airmen that was shot even though there were no USAAF OPS that night. They did receive a letter from soldier Karl Friedrich Barth that Karl Hillig killed the RCAF officer. Karl Hillig was arrested and charged with War Crimes and his photo taken. He was moved to an internment camp and would most certainly be faced with a death sentence by hanging as many others were during this period. However in November 1946 he escaped from the camp as was never heard from again. In February 1948 Group Captain A.G. Somerhough of the War Crimes Group of the British Army of the Rhine decided to close this case. Further research I have done using the British National Archives website indicates they have a photo on file of Karl Hillig connected to the "Staffort, Germany: killing of allied airman" but this is not available currently due to COVID19 restrictions. Pollux5 does offer a photo.



## Who Was The Victim Of The War Crime?

On the 02/03 February 1945 a young RCAF airman was shot killed by Oberzahlmeister (Chief Paymaster) Karl Hillig at the Motorpool #539 of the German Wehrmacht in Bruchsal. There was a investigation carried out by the War Crimes Commission of the Air Ministry and completed. There are many witnesses and we have a confession from the accused. He was arrested sent to interment camp and later escaped and the investigation eventually closed. The airman's body was removed the next morning and there is no information what happened to his remains.

Who was the victim of this War Crime? The local stories of an “American” airman being shot can be eliminated as there were no USAAF OPS that night on Karlsruhe. SW251 was shot down and crashed shortly before midnight and within a few short minutes an RCAF aircrew member landed by parachute a short distance away in the direction the winds would have taken him. Although 8 Lancasters are shot down in the environs of Karlsruhe that night none were closer than SW251. Although it would be impossible to confirm with a high level of certainty which member of the Gallivan crew parachuted to initial safety that night, the following can be possible. Armstrong and Johnson are eliminated firstly based on their condition and later Gallivan and Balloch. This leaves three possibilities of Dufresne, Bowden or Beaumont. Dufresne is in the Mid Upper Gun Turret position and after the aircraft being hit would be in a very vulnerable spot and a tough position to extricate himself then don a parachute and jump from the aircraft. Bowden has a slightly better chance as he is closer to the forward wing root on the left hand side but he also needs to don a parachute and find a way out of the aircraft. With the structure becoming unstable from tremendous G forces building up making movement and escape from the aircraft very difficult. Also at play here is Bowden is an member of the RAF (RAFVR) and not an RCAF aircrew (different wings and no CANADA arm tag). Out of all the 7 crew members of the Gallivan crew it is Lawrence Beaumont with the best chance of survivability tonight. As Bomb Aimer he would have been in the prone position his head in the perspex nose of the Lancaster as they were just on or completing their bomb run. His parachute is hanging nearby and readily accessible and he is literally standing on the forward emergency hatch. All he needs to do is clip on his parachute pull the D-ring on the hatch and throw it out the aircraft and jump.



Lancaster Bomb Aimer Position

It is difficult to draw a conclusion with any certainty especially considering this event happen in war time over 75 years ago in an area that was about to be overrun by American and Allied troops. I believe there is a very high probability that it was F/S Lawrence Herbert Beaumont that was shot by Karl Hillig of the German army that night and brought a sad ending to the story of the Gallivan crew. The anonymous poster Pollux5 and author Peter Huber also reached the same theoretical conclusion that it must have been F/S Beaumont but like a lot about this story will never be found out with any certainty.

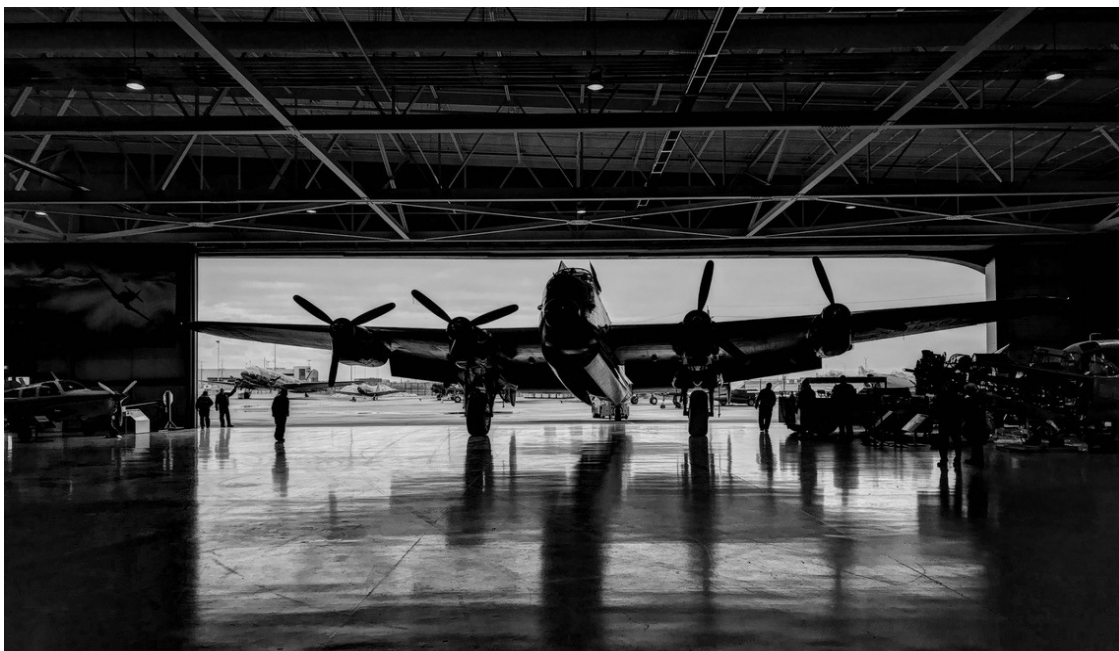
## Conclusion

It is hard to believe what started out as a visit to the Cenotaph in my town of Georgetown, Ontario on Remembrance Day 2020 would have led me here. When I returned home from that visit and opened up local paper The Independent and Free Press to see that picture of F/S Lawrence Beaumont was surreal. Perhaps he was speaking to me to say “please tell my story so that I will not be forgotten”.

When you speak to veterans they will tell you that war is awful and should be a last resort to any conflict. Sending high school teenage boys across the world and strapping themselves to airplanes asking them to risk their lives should never have to happen again. If you are looking for real heroes here are seven manes to remember.

**F/L Thomas Edward Gallivan PILOT J11351 Age 22 RCAF**  
**SGT Albert Balloch FLIGHT ENGINEER 710349 Age 23 Rhodesian RAFVR**  
**F/O Oswald Walter Armstrong NAVIGATOR J40427 Age 22 RCAF**  
**F/S Lawrence Herbert Beaumont AIR BOMBER R148844 Age 21 RCAF**  
**F/S Stanley Jarvis Bowden WIRELESS OPERATOR 1458696 Age 22 RAFVR**  
**F/S Edward Charles Dufresne AIR GUNNER R262929 Age 18 RCAF**  
**F/S Donald Wilfred Johnson AIR GUNNER R274586 Age 19 RCAF**

The Gallivan Crew was buried at Durnbach War Cemetery, Gmund am Tegernsee Germany.



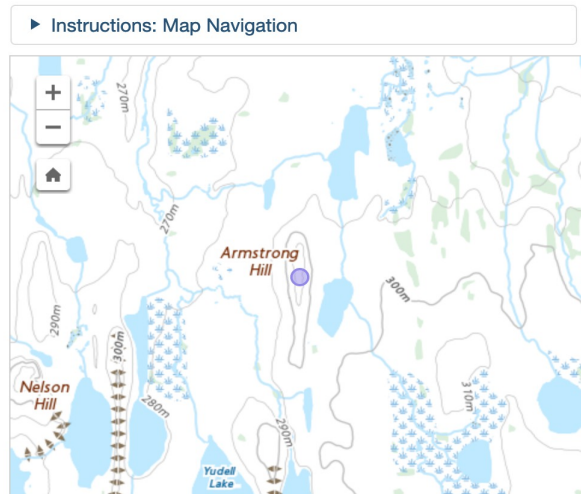


## Legacy Of The Gallivan Crew

The following are some of the things I have discovered that are legacies of the Gallivan Crew today.

F/O Oswald Armstrong has a landmark Armstrong Hill in Northern Manitoba east of Tadoule Lake named after him in his honour in 1995 by the Canadian Federal Government.

### Armstrong Hill



F/S Lawrence Herbert Beaumont also had a brother Richard Beaumont who served with the RCAF and after the war moved to Sault Ste. Marie, Ontario and eventually started a very successful Lumber and Hardware business. His son took the middle name Lawrence and David Lawrence Beaumont runs the business today. They have visited his gravesite in Germany.



F/S Donald Wilfred Johnson. Donnie's sister Gwen felt she needed to join the RCAF and on October 22 1943 joined the Women's Division of the RCAF and was posted to Rockcliffe where she worked in stores and then posted to Air Force Headquarters in Ottawa. Gwen and the Johnson family have visited Donnie's resting place many many times. The inscription on his grave stone says "He Loved Honour More Than He Feared Death"



Donnie with his bike from 44 Squadron

SGT Albert Balloch of Southern Rhodesia has his name inscribed on the Plumtree School Roll Of Honour. Also on the same Roll Of Honour is 44 squadron mate F/O Charles Worrall KIA on the same night and over the same sky over Karlsruhe as Albert.



### Plumtree School - Old Prunitians



F/S Edward Charles Dufresne was the youngest member of the RCAF to be killed in 1945. His headstone inscription reads. GONE TO VALHALLA. MAY HIS SOUL REST IN PEACE.



Ed Dufresne with his Air Gunner Wings

F/S Stanley Jarvis Bowden his headstone inscription reads WE ARE SO VERY PROUD OF YOU, STAN DEAR. A HERO AMONG THE HEROES. SLEEP, BELOVED.

F/L Thomas Edward Gallivan your bravery is not and will never be forgotten. Lest We Forget.



## The Georgetown Cenotaph Project

As a tour guide at the Canadian Warplane Heritage Museum I have had the opportunity to speak to many aircrew veterans of Bomber Command from WW2. When I have asked them what the differences of those that survived and those that did not, the answer is always the same, “luck”! The Gallivan crew were very fortunate in that they had a very experienced pilot as their captain, but their luck ran out with only 7 OPS under their belts.

The sacrifice made by these young men and boys should never be forgotten and this is my driving force in producing these projects. What I hear often from relatives of veterans is that “*Grandpa or Dad never talked about the war.*” Today we are well aware of the effects of post traumatic stress syndrome but those returning from these horrific things they experienced were told “*just put it behind you and go back home*”. I do these projects so that their experiences can be shared with others when they were not able to tell them.

It all started with a name on a cenotaph just like any other one scattered across every village, town and city across Canada. LEST WE FORGET.



## Glossary

AFU	Advanced Flying Unit
ANS	Air Navigation School
AOS	Air Observers Squadron
BCATP	British Commonwealth Air Training Plan
B&GS	Bombing and Gunnery School
C/O	Commanding Officer
CGM	Conspicuous Gallantry Medal
DFC	Distinguished Flying Cross Medal
DFM	Distinguished Flying Medal
DSO	Distinguished Service Order Medal
D.N.C.O.M.	Did Not Complete Operational Mission.
F/O	Flying Officer
FLAK	German gun launch missile system
GEE	Radio navigation system
HCU	Heavy Conversion Unit
H2S	Forward looking radar system
IFF	International Friend or Foe device
ITS	Initial Training School
KTS	Nautical Miles Per Hour
LFS	Lancaster Finishing School
MONICA	Read facing radar alert system
Nickels	Propaganda leaflet drop
OBOE	British aerial blind bombing navigation system
ORB	Operational record Book
OTU	Operational Training Unit
OPS	Actual operational wartime mission flown
PFF	Path Finder Flight (Bomb marker)
P/O	Pilot Officer
QTE	Your true heading to my station
RAF	Royal Air Force
RAFVR	Royal Air Force Volunteer Reserve
RCAF	Royal Canadian Air Force
RNAF	Royal New Zealand Air Force
ROE	Record Of Events
SBC	Small Bomb Containers
SOE	Summary of Event
SORTIE	Mission
T.I.	Target Identifiers
USAAF	United States Army Air Force
VC	Victoria Cross
V1	German rocket missile
WO	Warrant Officer

