

Alouette - Halifax Mk. III "B for Bully Beef"



Research by Clarence Simonsen with contribution by Pierre Lagacé

Bully Beef, also called corned beef in Canada, is a variety of preserved meat made from a fine mixed corned beef and small part of gelatin jelly. It is believed the name comes from the French word “bouilli” [boiled] and possibly the head of a bull depicted on the British Hereford brand of canned corned beef.

Bully Beef and hardtack biscuits were the main mix of British Army and RAF field rations during WWI and WWII. These canned tins had a very distinctive oblong shape and were opened with an attached key, manufactured in the U.K., France, Brazil, and Uruguay [Fray Bentos]. They were still used in British Armed Forces field rations until 2009, and the British loved their Corned Beef Hash mix, still do.



No. 425 [Alouette] Squadron was a unique RCAF Bomber Command “French-Canadian” air and ground crew formation.



Group photo taken in September 1944 via Pierre Lagacé





425 Alouette Ground Crews ("A" Flight and "B" Flight) via Pierre Lagacé

From June to October 1943, they flew tropicalized Vickers Wellington Mk. X aircraft in North Africa in support of the invasion of Sicily and Italy.



Wellington Mk X taking off from Kairouan in Tunisia

Wing Commander William St. Pierre was then in command of 425 Alouette Squadron. In this YouTube video Wing Commander William St. Pierre is seen at 6:00 with Group Captain Dunlap.

<https://www.youtube.com/watch?v=XjHsNbOtqIE>

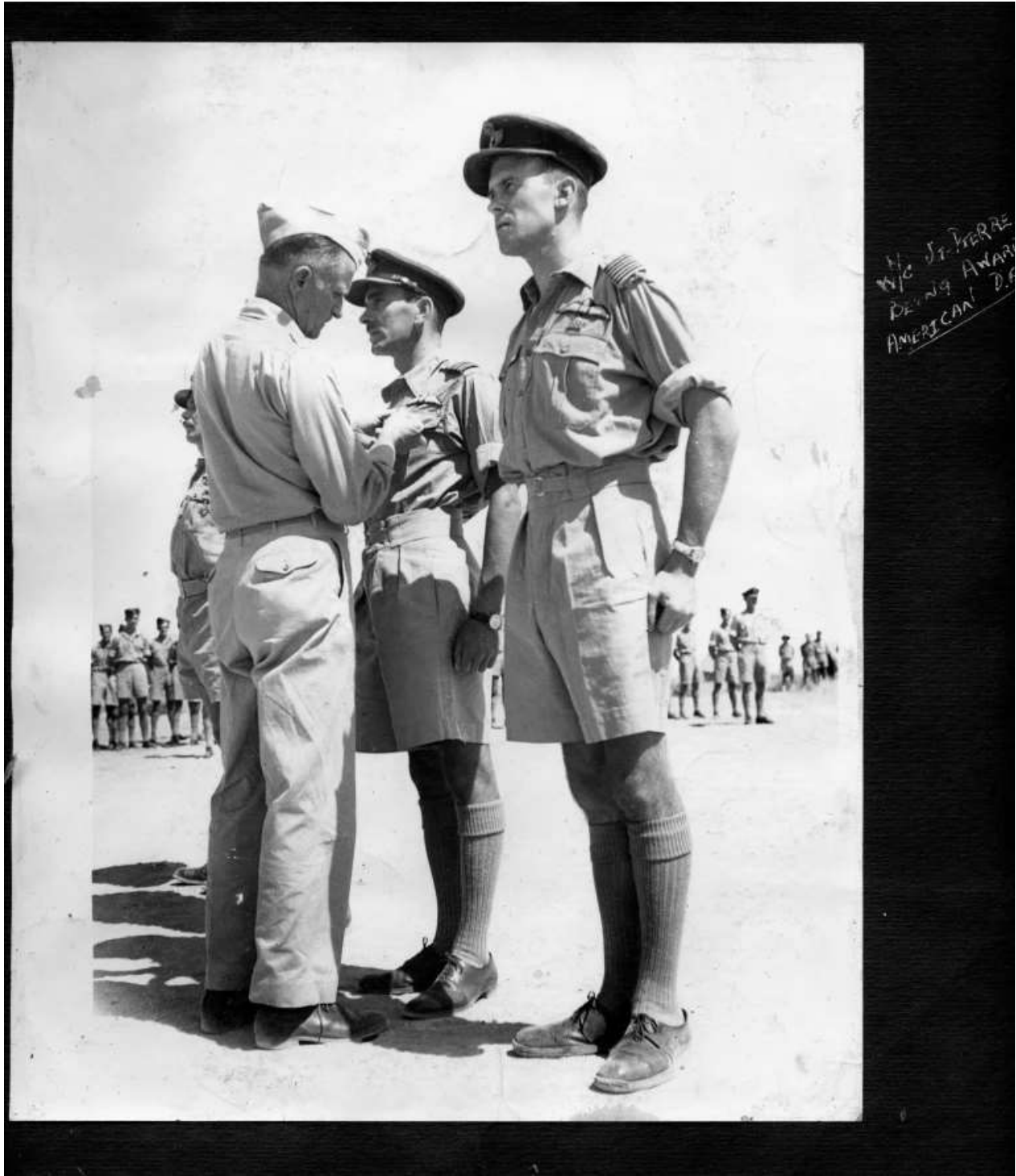


Screenshot

Wing Commander William St. Pierre was decorated by General Carl Spaatz with an American DFC.

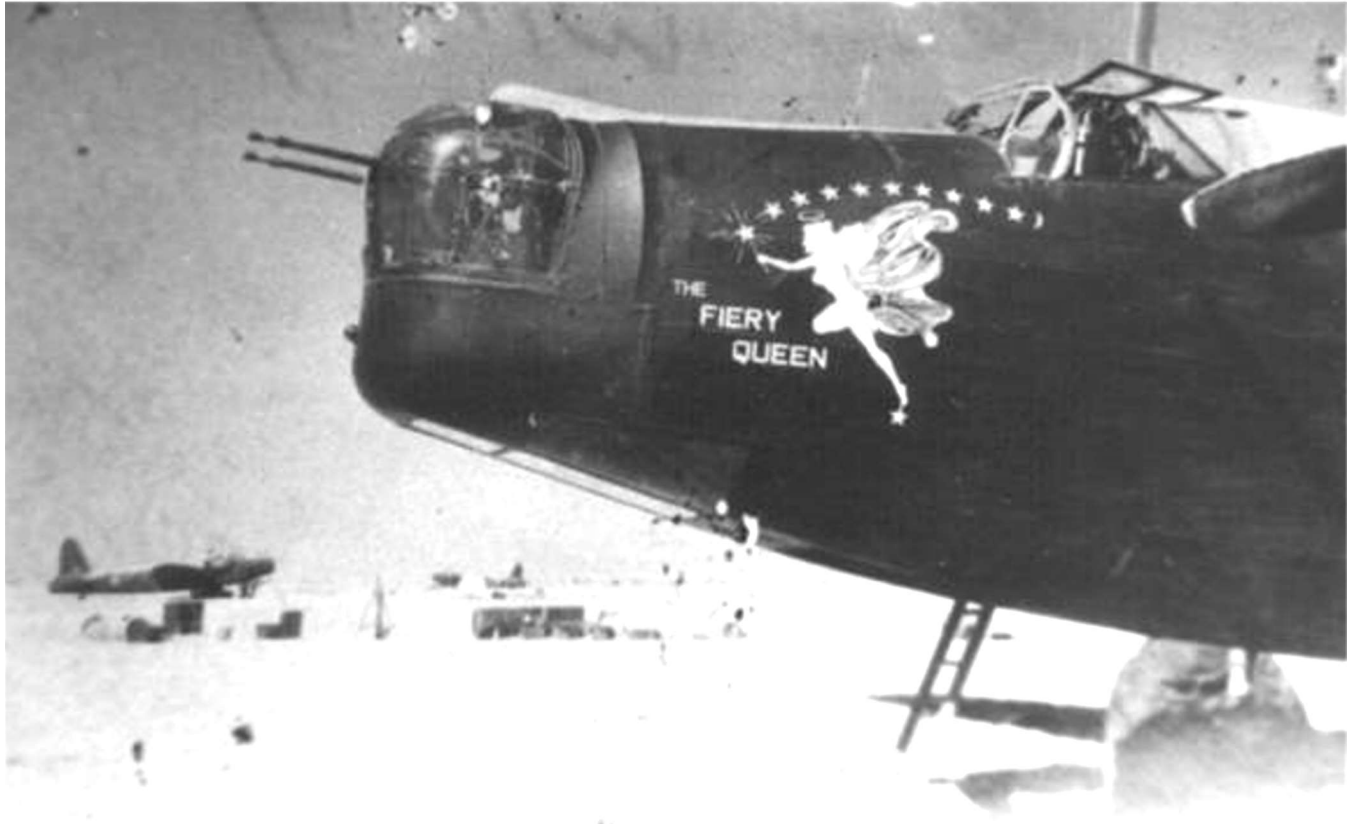
We see more of him on this YouTube video starting at 26;37.

<https://www.youtube.com/watch?v=fBwkYRGnd0s>



Collection Réal St-Amour

These next photos were taken in North Africa. They are part of the collection of Roly Leblanc via his son.













More photos of the collection are found here on Pierre Lagacé's blog Lest We Forget...

<https://athabaskang07.wordpress.com/2011/11/09/off-to-north-africa/>

Issued with RAF rations, the meat was always tinned Corned Beef, which was not loved that much by Canadians.

One 425 Squadron RCAF Wellington aircraft [HE522 "B"] was painted with nose art of a Bull Head and was called "Bully-Beef" by all air and ground crews.

I have no photos of KW-B, HE522. This Wellington flew 39 missions from Kairouan, Tunisia between 25 June 1943 and 05 October 1943.

If there are official "PL" photos, they would probably be between PL-16000 and PL-19000 mixed with photos of all the other Canadian bomber, fighter, transport, etc. squadrons present in England, North Africa, Malta, etc. The descriptive cards generally give the names of the airmen but not where the photo was taken or the letters of the aircraft. There are exceptions such as "Blues in the Nite" and "Turtle".

The squadron returned to England, embarking for the U.K. on 26 October 1943. It arrived 6 November 1943 to No. 61 [RCAF] Base at Dishforth, Yorkshire, where crews began to convert to new Handley Page Halifax B. Mk. III aircraft.

No. 425 Squadron - 12 October to 26th October 1943.

TYPE - Heavy Bomber

AIRCRAFT - Halifax III

LOCATION - Dishforth, Yorks.

C.O. - W/C J.A.D.B. Richer, R.C.A.F.

OPERATIONS - Nil

TRAINING - Nil

MOVEMENTS
OF UNIT - Squadron left Hani East and arrived at Algiers on 21 Oct.
Embarked for U.K. on 26 Oct.

CHANGES IN
EQUIPMENT - All aircraft have been transferred to other units at
Hani East.

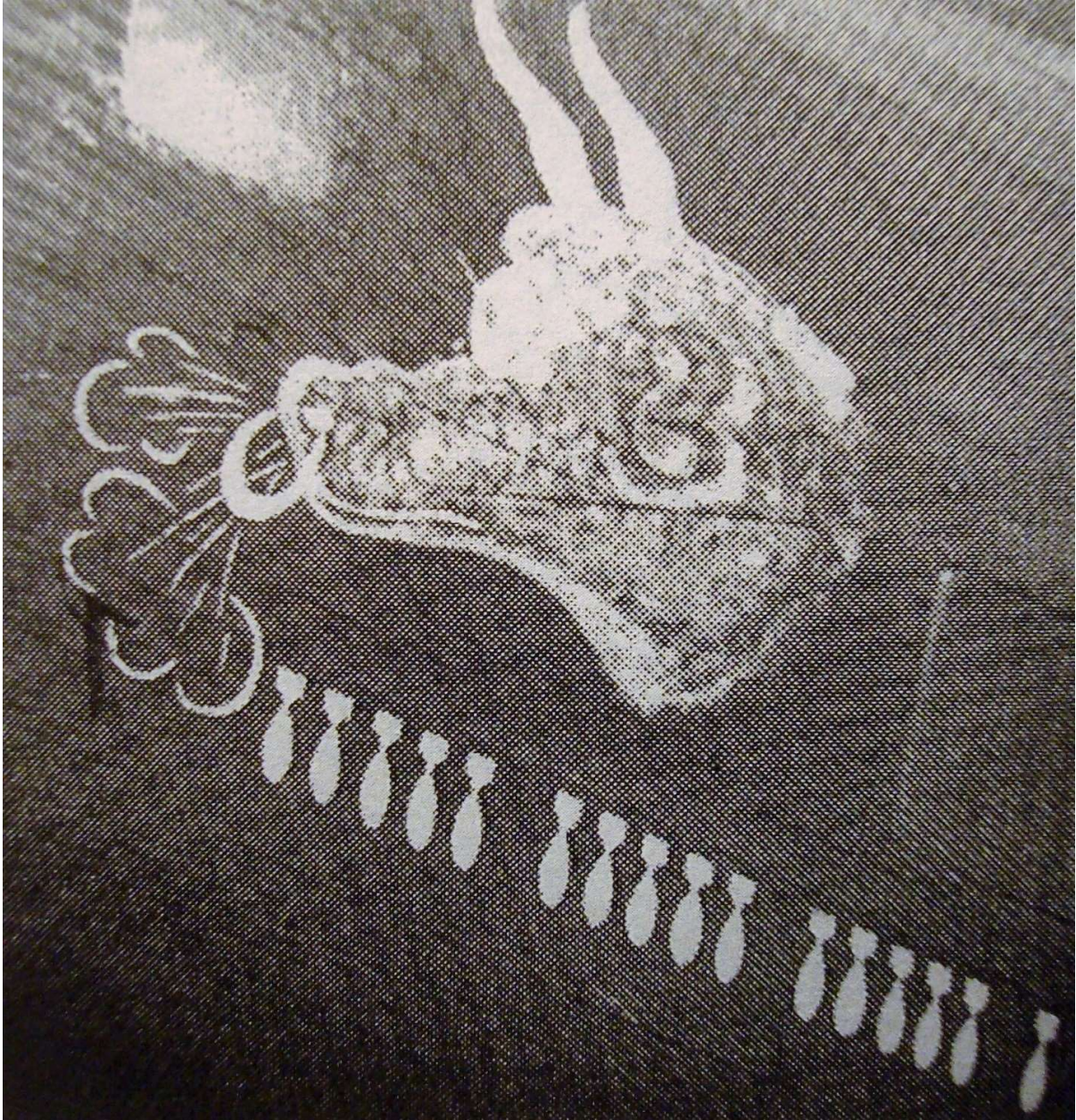
HEALTH - Good



On 10 December 1943, the unit moved to No. 62 [RCAF] Base at Tholthorpe, Yorkshire, and a new Halifax bomber [LW381] arrived on 12 December and was taken on charge, assigned the code letter “B” for Bull or Bully.

<u>STRENGTH</u>	<u>AIRCREW</u>		
	<u>R.C.A.F.</u>	<u>TOTAL STRENGTH</u>	<u>\$</u>
			<u>ESTABLISHMENT</u>
<u>Officers</u>			
Pilots	9	9	12
Navigators	11	11	11
Bomb Aimers	7	7	12
WOP/AG's	1	2	1
Air Gunners	<u>1</u>	<u>1</u>	2
	29	30	96.6%
<u>Airmen</u>			
Pilots	13	13	10
Navigators	13	13	10
Bomb Aimers	15	16	10
WOP/AG's	16	24	21
Air Gunners	<u>19</u>	<u>21</u>	19
	76	87	87.3%
<u>Total Aircrew Strength</u>	105	117	89.7%
<u>GROUND CREW</u>			
Officers	5	5	100%
Airmen	<u>329</u>	<u>329</u>	100%
	334	334	100%

Halifax Mk. III, serial LW381 was given the code letters KW-B and nicknamed "Bully-Beef" by the ground and aircrew who flew her.



The simple white outline RCAF nose art featured a large snorting Bull Head, and she was considered to be a very 'lucky' aircraft flying 59 operations, from 24/25 February to 2 November 1944. That photo was taken after Op. # sixteen 22/23 May 1944.

First assigned to the aircrew of F/Sgt. M. Bryson on 20 February 1944, they flew her on the first operation on 24/25 February. It is possible this crew picked the Bull Head nose art and the name B for Bully Beef. They flew Halifax LW381 the most operations [fifteen]

February 24/25,

March 6/7, 15/16,

April 21/22, 26/27, 27/28, 30,

May 1/2, 7/8, 9/10, 10/11, 22/23, 27/28,

June 2/3, 6/7.

Other aircrew flew the Halifax once

F/O Taylor J.R. [Op. #3]



F/O Taylor J.R. image via Pierre Lagacé

F/O would later die.

<https://425alouette.wordpress.com/2016/03/21/killed-in-action/>

F/O Wilmet R.B. [Op. #5]

P/O Dupuis L.B. [Op. #6]



P/O Dupuis L.B. image via Pierre Lagacé

F/Sgt Thomson R.A. [Op. #8]

P/O Côté J. A. [OP. #18]



P/O Côté J. A. image via Pierre Lagacé

WO2 Vincent V.R. [Op. #20]

F/O Gregson H. H. [Op. #22]

P/O Mauger A.R. [Op. #23]

P/O Haché J. P. D. [Op. #24]



P/O Haché J. P. D. image via Pierre Lagacé

P/O Brooks L. B. [Op. #25]

P/O Brochu L. B. [Op. #26]



P/O Brochu L. B. image via Pierre Lagacé

F/O Jacobs S.H. [Op. #27]

F/O Langlois S.H. [Op. #27]



F/O Langlois S.H. image via Pierre Lagacé

WO R151123 Boyer {Op. #29]

J86106 P/O Taillon A.F. [Op. #30]

J27416 F/O Jacobs [Op. #31].

Assigned to the RCAF aircrew of J27638 F/O N. E. Streight, they flew her fourteen times,

July 15/16, 18, 18/19, 20, 24/25

25/26; F/O N. Streight and crew flying Halifax III LW-381 coded KW-B was attacked by a unidentified single engine enemy aircraft, some strikes were seen.

August 3, 15, 16/17, 18/19;

September 9, 10, 12, and 17.

OPERATIONS RECORD BOOK						
DETAIL OF WORK CARRIED OUT						
By <u>425 (RCAF) Squadron.</u>						
FOR THE MONTH OF <u>August</u> 19 <u>44</u> .						
DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		
				Up	Down	
DAY 3.8.44	L.W. 381 "B"	J27638 F/O. Streight, N.E.	Pilot	18.20	23.00	7 th OP. FOR <u>AIRCREW.</u>
	OP. 38	1169689 Sgt. Miller, N.F.	Nav.			
		135245 F/O. Collins, R.S.	N/AG.			
		J21786 F/O. Duern, S.B.	B/A.			
		140215 F/O. Steele, F.W.	B/AG.			
		1251281 F/S. Harris, G.R.	MU/AG.			
		1142050 Sgt. Solgan, P.	P/S.			
		656427 Sgt. Owen, L.S.	M/Dir. RAF			
<p><u>Targets: Forat de Nippes.</u> Bomb load: 16x500 GP dropped from 16,300 ft. at 2002 hrs 175 deg. T., on yellow T.I's as ordered by W/B. Ground details were seen.</p>						

More single aircrew were now assigned, S/L Phelan [Op. #51, 6 October]



image via Pierre Lagacé

For more information about Squadron Leader Phelan, click on the link below.

<https://williamgeraldphelan.wordpress.com/>

F/O Beaulieu [Op. # 52, 14/15 October]

F/O Séguin [Op. #54, 23 October]

F/O Desmarais [Op. #57, 30 October]



image via Pierre Lagacé

For more information (in French) on F/O Desmarais, click on the link below.

<https://425alouette.wordpress.com/2015/12/09/9-decembre-1944-desmarais-et-laur-ent-dubois/>



Photo PL-28903

Jean-Marie Desmarais, pilote, DFC, 98 ave Laurier, Sherbrooke Qc, était à sa 29e mission le 17/18 décembre 1944. Une autre et il aurait complété son "tour" âgé de 23 ans



Photo PL-28894

Joseph Wilfred Laurier Fernando Bernier J/29412, DFC, 6617 DeNormanville, Montréal, Qc, navigateur, était à sa 27e mission avec l'équipage Jean-Marie Desmarais. âgé de 28 ans (date de la photo)



Laurent Dubois, J/88326 de Dorion-Vaudreuil, Qc WAG, équipage J-M Desmarais 30e mission âgé de 24 ans



L'officier J.-C. LABRECQUE

Jean-Charles Labrecque, J/88921 de Montréal, Qc, "bomb aimer" vétéran de la campagne en Tunisie, remplaçait de temps en temps les "bomb aimers" manquants, était à son 1er vol avec l'équipage Jean-Marie Desmarais. 29e mission âgé de 28 ans

Raymond Charles Gauthier (photo manquante) de Tecumseh, Ontario J/90899 membre de l'équipage Desmarais depuis le début en qualité de M.U.A.G. "mid-upper air gunner" le 18 décembre il occupe le poste de "Rear Gunner" 33e mission âgé de 20 ans

Joseph René Larivière (photo manquante) de Montréal, membre de l'équipage Bernard Racicot, arrivé à Tholthorpe le 06 décembre 1944. le 17/18 décembre est choisi pour voler avec l'équipage Desmarais en qualité de "mid-upper air gunner" C'était sa première mission avec le 425 Alouette. âgé de 24 ans



Photo PL-28902

Maurice Paradis R/62838, du Lac au Saumon, Qc âgé de 28 ans (date de la photo) membre de l'équipage Charles Lesosne le 17/18 décembre 1944 est désigné pour voler avec l'équipage Desmarais en qualité de "mid-under air gunner" était à sa 7e mission

Joseph Blackburn RAF186889 (photo manquante) de Carlisle en Écosse, lui aussi est avec l'équipage Desmarais depuis le début en qualité de "Flight Engineer" 27e mission âgé de 36 ans



Halifax KW-V, M.Z. 538, décollait pour sa 75e mission opérationnelle ce 18 décembre 1944. Sa première mission datait du 09 avril 1944. ORB 425 Squadron - "21 aircraft were detailed to attack Duisburg during the night. KW-V bomb load, one 2000 lb, two 1000 lb and ten 500 lb bombs" "This a/c took off successfully and was seen to climb up to 300/500 ft. after which it crashed approx. one mile and a half from end of Runway near the Village of Alne" - "The bomb load exploded and all members of the crew were killed".

image via Pierre Lagacé

P/O Corbett [Op. #58, 1 November]



image via Pierre Lagacé part of Réal St-Amour's collectio

and the very last flight

F/L Hemphill [Op. #59, 2 November 1944].

F/Lt. R. Hemphill had the port inner explode and burst into flames just before the target. The Flt/engineer was able to put out the fire and they returned safely to base on 3 engines.

Night 2.11.44	Halifax III N.A. 527 "A"	F/O MacHale & Crew.
1625	2233	Target: <u>Dusseldorf</u> . Bomb load: 6 X 1,000 SAP, 1 X 2,000 HC A 2 X 500 GPD and 2 X 500 MPTB. Weather clear. Vis. good. Target visually identified by M/Yards and red T.I.'s. bombed from 19,000 ft. at 1929 hrs, 125 deg. T., 177 m.p.h. in centre of red T.I.'s. Bombing well concentrated, numerous fires in N.E. part of town. Fires still visible 80 miles on return trip. A very good attack.

L.A. No. 381 "B"	F/L Hemphill & Crew.	
1621	2120	Target: <u>Dusseldorf</u> . Bomb load: 1 X 2,000 HC, 5 X 1,000 SAP A. 2 X 500 GPD and 2 X 500 Am. G.P. Weather: clear of cloud, vis. good. Target identified by red and green T.I.'s. Bombed in centre of reds from 13,500 ft. 1937 hrs. 118 deg. T. 140 m.p.h. T.I.'s. were seen cascading. Target well marked. Bombing was well concentrated with numerous fires seen burning. A good attack. An oil leak was discovered in Std. B. inner engine after take-off. Unable to climb above 16,000 ft. 100 miles from target. Then the port inner engine exploded and burst in flames. Fire was extinguished by F/Eng. Bombed on three engines, descending to 13,500 ft. to maintain height. Finally landed at Monaton emergency aerodrome successfully.

59th LAST OPERATION.

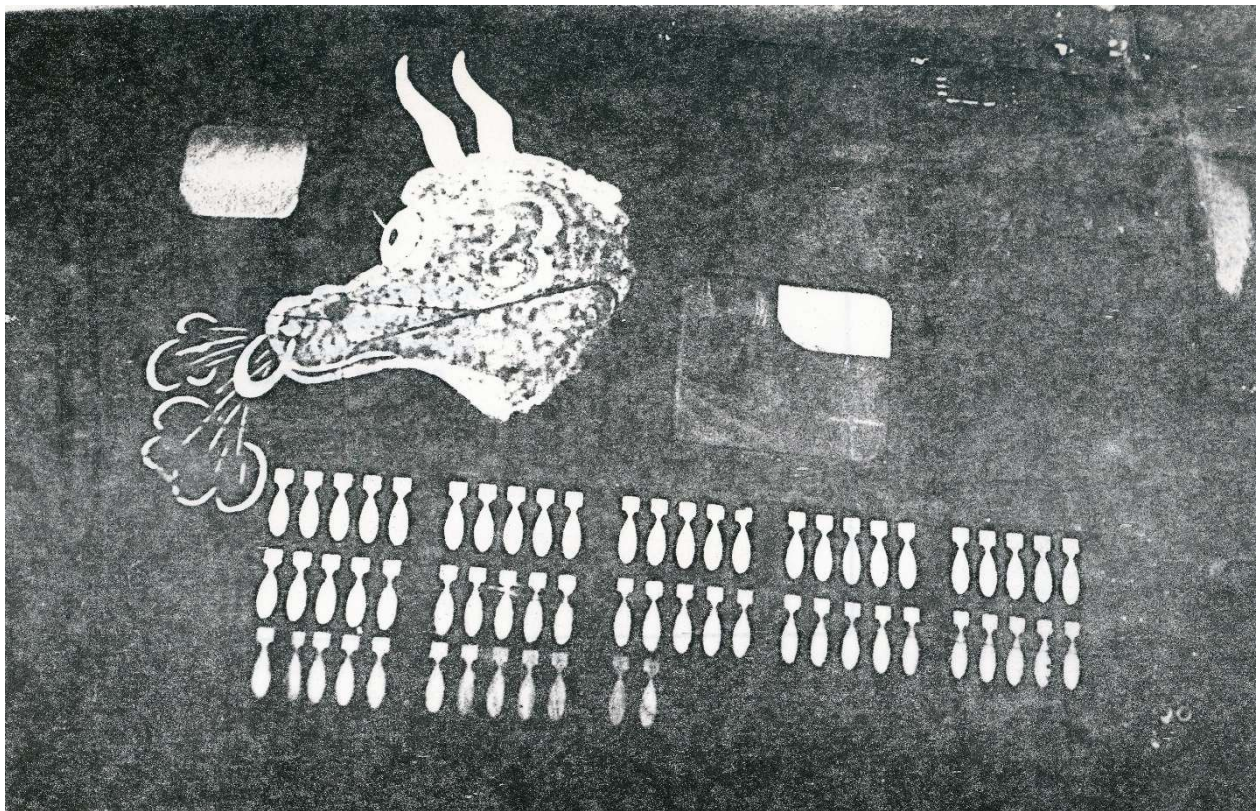
LOST ENGINE.

After repairs the veteran Halifax was transferred to No. 1666 H.C.U. at Wombledon on 12 November 1944.

On 1 December, again it was transferred to No. 1664 H.C.U. at Dishforth, Yorkshire, where she flew training operations until 7 April 1945, when No. 1664 H.C.U. was disbanded. On 20 April 45 it was flown to RAF No. 41 Group, arrived at 45 M.U. for scrapping on 23 April 1945.

AIRCRAFT TYPE AND NUMBER:		SQN. LETTER - ZU - Z		ROLL 1 PRINT 2		Bulls Head. "B" FOR BULLY BEEF.	
HALIFAX III		LW-381					
HOLDER	ALLOTMENT		F.1623 RECEIPT		F.1623 DESPATCH		REMARKS
	NO.	DATE	NO.	DATE	NO.	DATE	
425 Sqn.	41G/5976	30.11.43	FQ	12.12	FLEW 59 ops.		48 MU
1666 HCU	Q648	7.11.44	FQ	12.11.44	FQ	11.11.44	24 FEB. 76 2 NOV. 1944
1664 HCU	Q104	1.12.44	FQ	30.11.44	FQ	30.11.44	
Disposal 7/4							
41 Group	TB292	20.4.45					
45 MU	41G/7110	22.4.45	ready signal	23/4	SOC 9 NOV. 1946		→ 28/4

Record card "Bulls Head" prepared by RCAF F/L Lindsay in late May 1945, who also took photo Roll 1 print 2.



Lindsay photo Roll 1 Print 2 May 1945

If this nose art was selected for preservation and shipping to Canada, it is not in the War Museum collection today. The bomb total painted is 62, however only 59 operations were recorded in the squadron records. It is possible that three bombs were painted on during her training, for “Bulls-Eye” bombing training operations over Germany late in the war.

This was a true RCAF Halifax bomber veteran that survived 59 operations, plus unknown number of Bulls-eye training flights, and two reported German fighter contacts, 15 July 1944 operation #32 and 25 July 44 operation #36.

RCAF Combat reports follow.

Appendix 8/44.
O.R.B. 425 RCAF Sqdn.
Month of July, 1944.

(Fill in for all "Attacks" and "Combats")

1. Date... 15/7/44... Target... NEUCOURT... Group... SIX... Sqdn... 425
 2. Aircraft type & mark... Halifax III... A/C Letter & Serial No... B-1381
 3. Special Equipment carried; AURAL MONICA/VISUAL MONICA/FISHPOND/BOOZER I
 BOOZER III/A.I.IV/A.I.V./A.G.L.T.
 Say whether serviceable, u/s, or not used at time of combat... NIL

4. Time... 0144... Height... 11,800... Heading... 134... Position (Lat. & Long.)... 4912N 0200E
 5. ~~Course~~/target area/~~homeward~~. On track/~~on~~/~~early~~/~~early~~.
 6. Weather (cloud, moon & position relative to bomber, visibility etc.)...
 in cloud - visibility poor.

7. Searchlight activity, flares, flak etc. prior to or during combat...
 Flares & flak before combat.

8. What was first warning? VISUAL/~~FROM GUNNER~~/~~UNDER GUNNER~~/~~SPECIAL EQUIPMENT~~
 9. Which equipment warned? NIL... Immediate action taken? NIL
 10. If the first warning was not on special equipment, did it warn later? NIL
 11. First Visual; range, 200... yds; position ~~PORT/STARBOARD~~/~~ASTERN~~/~~QUARTER~~/~~BEHIND~~
~~BEHIND~~/~~BEHIND~~/~~BEHIND~~/~~BEHIND~~: against Light/~~dark~~ sky. Cloud.
 How long after first early warning? ...

12. Which member of crew obtained first visual?... Mid-Under.
 13. Type of E.A. Single Eng. ONE... What lights on E/A... nil
 14. Direction of Attack or Approach... Stbd. Quarter.
 15. Direction of breakaway of E.A. Port Quarter up... Range 100 yards.
 16. What combat manoeuvre was taken? Corkscrew Stbd.
 17. Did fighter fire? YES... Opening range 200 yards... Closing range...
 18. Who opened fire first REAR GUNNER/M.U. GUNNER/UNDER GUNNER/FRONT GUNNER
 19

	REAR GUNNER	M.U. GUNNER	UNDER GUNNER	FRONT GUNNER
Name	Sgt Harris, G.R.	P/O Steele, F.W.	Sgt Owen, L.S.	
Rounds fired	300	200	40 to 50	
Opening range	200 yards	150	200	
Closing range	100	100	125	
Stoppages	nil	2 No. 1 Upper gun	nil	
Training A.G.S	No. 3	No. 10	No. 7	
C.T.U. & H.C.Us	24 - 1664	24 - 1664	23 - 1664	

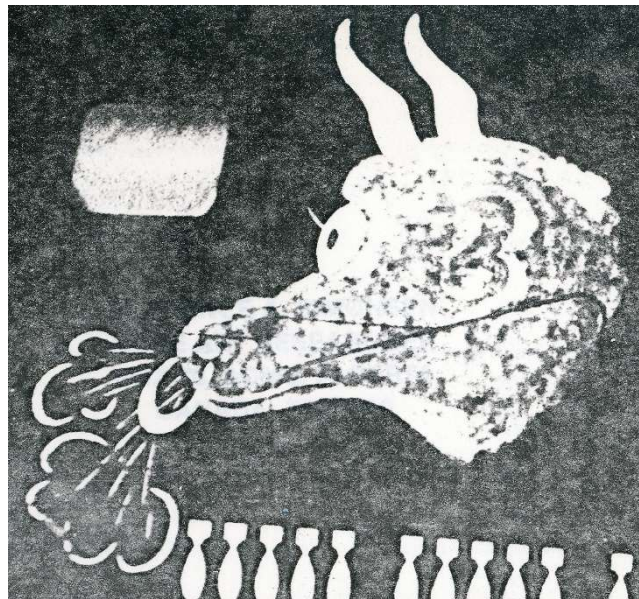
20. Were you able to clear stoppage? YES
 21. Which crew position was searching away from the attack, or in the dark part
 of the sky? ENGINEER... Other a/c seen... NONE
 22. Loss of height during the attack... 1800 feet.
 23. Mechanical defects or damage previously sustained affecting combat...
 NIL
 24. Damage to bomber... NIL
 25. Casualties to crew... NIL
 26. Damage to fighter... Unseen due to poor visibility.
 27. Fighter claimed destroyed/Probably destroyed/Damaged

IN NARRATIVE.

Mid-Under Gunner sighted a single engine aircraft, believed to be a Fokke Wulf 190. The glaze of its exhaust first attracted attention. Mid-Under and Rear Gunner then opened fire just as enemy aircraft fired two rockets which went high and bomber corkscrewed starboard. Enemy aircraft kept on going past port quarter up and was lost to view. Mid-Upper Gunner managed to get the aircraft in his sight and fired one burst on breakaway. No damage could be observed owing to poor visibility to Fighter was not seen again.

[Handwritten Signature]
(E.P. Lagace) Flight Lieutenant,
for Wing Commander, Commanding,
No. 425 Squadron, R.C.A.F.

.T.V.O.



COMBAT REPORT PRO-FORMA

Appendix 19/44.
O.R.B. No. 425 RCAF Sqdn.,
7th of July/44.

(Fill in for all "Attacks" and "Combats")

1. Date 25.7.44. Target Stuttgart. Group 6 Sqdn 425
2. Aircraft type & mark Halifax III A/C Letter & Serial No. L.W.381 "B"
3. Special Equipment carried; AURAL MONICA/VISUAL MONICA/FISHFOND/BOOZER I
BOOZER III/A.I.IV/A.I.V./A.G.L.T. Nil.
- Say whether serviceable, u/s, or not used at time of combat,.....
..... N/A.
- Was operator TRAINED/UNTRAINED? N/A.
4. Time 2355 Height 12,000 ft. Heading 160 T. Position (Lat. & Long.) 48° 00' N
005° 00' E.
5. Outward/warded ~~conditions~~ On track/ ~~off track/~~ ~~other status~~
6. Weather (cloud, moon & position relative to bomber, visibility etc.).....
3/10ths cloud, 3,000 ft. Vis. fair.
7. Searchlight activity, flares, flak etc. prior to or during combat.....
nil.
8. What was first warning? VISUAL/FIRE FROM UNSEEN AIRCRAFT/SPECIAL EQUIPMENT
9. Which equipment warned? N/A. Immediate action taken? N/A.
10. If the first warning was not on special equipment, did it warn later? N/A.
11. First Visual; range 600 yds; position PORT/STARBOARD/BEHIND/QUARTER/BEHIND/
BEHIND/BELOW/BEL OW: against LIGHT/DARK SKY.
- How long after first early warning? N/A.
12. Which member of crew obtained first visual? Mid under.
13. Type of E.A. S.E. No. One What lights on E/ A. None.
14. Direction of Attack or Approach starboard quarter down.
15. Direction of breakaway of E.A. port quarter down. Range 400 yds.
16. What combat manoeuvre was taken? cockswain stbd.
17. Did fighter fire? Yes. Opening range 600 yds. Closing range 600
18. Who opened fire first REAR GUNNER/UNDER GUNNER/FRONT GUNNER/
19. Name Sgt. Harris. P/O. Steele. Sgt. Owen.
REAR GUNNER M.U. GUNNER UNDER GUNNER FRONT GUN.
Rounds fired 150 rds. - 40
Opening range 600 yds. - 600 yds.
Closing range 400 yds. - 400 yds.
Stoppages nil - nil.
Training A.G.S.
O.T.U. & H.C.Us
20. Were you able to clear stoppage? N/A.
21. Which crew position was searching away from the attack, or in the dark part
of the sky? mid upper Other a/c seen nil.
22. Loss of height during the attack. 1,000 ft.
23. Mechanical defects or damage previously sustained affecting combat.....
nil.
24. Damage to bomber nil
25. Casualties to crew nil
26. Damage to fighter striker observed.
27. Fighter claimed Destroyed/Probably destroyed/Damaged. nil.

NARRATIVE.

Mid-under sighted unidentified single engine enemy aircraft silhouetted against flare, at 600 yds on starboard quarterdown. He opened fire as he gave "corkscrew starboard". Rear gunner then opened fire with one long burst as Bomber dived to starboard. E/A/C was seen to open fire as it closed in but no tracers were observed. Enemy broke away on port quarter down at 400 yds against dark sky and was not seen again.

(SIGNED) H.P. Lagace, F/Lt.,
for Officer Commanding,
425 (RCAF) Squadron.

2.6.44.



Painting by Clarence Simonsen

Epilogue (contribution by Pierre Lagacé)

31 May 1944



RCAF photo PL29958 image via Pierre Lagacé

Caption

Bombs provide a not-too-comfortable seat for the five veterans of the RCAF Alouette squadron pictured ABOVE. They are all armourers and all have been with the famed RCAF Bomber Group unit since its formation. Shown are (left to right) LAC Maurice Déry, 24 St. Patrick St., Quebec City; Cpl. G.J. Pitre, 148 St. Patrick

St., Ottawa; LAC P. B. Giguère, Valley Junction, P.2.; Sgt. H. W. Barnes, 30 Walker St., Wrightville, P.Q.; Cpl. J.A.F. Geraghty, 76 Sudbury Ave. Quebec City.

Note on PL-29958,

That photo was taken about 31 May 1944, just east of the 425 shed on the north-west side of Tholthorpe, with the firing range visible in the background looking north. What appears to be snow on the roof of this structure is sand in front of a cement wall (to stop bullets).

The Halifax on one of the 425's hardstands is KW-B (Bull), LW381. 21 bombs for 21 sorties are painted on the fuselage. It survived 61 missions with the 425 between 24 February 1944 and 02 November 1944. In order to better identify the 5 armourers in photo PL-29958, here is the first name(s) of each one and their serial number.

LAC Maurice Déry, R/55196

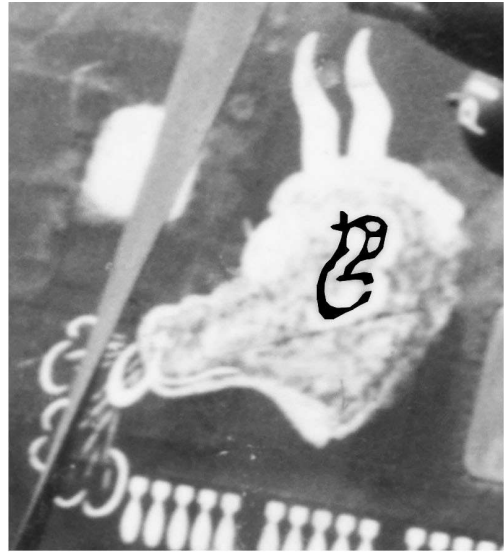
Cpl. G.J. Pitre = Cpl. J. Georges Pitre, R/53571

LAC P. B. Giguère = LAC P. Bruno Giguère, R/155087

Sgt. H. W. Barnes = Sgt. Harry William Barnes, R/54057

Cpl. J.A.F. Geraghty = Cpl. J.A. Fred Geraghty, R/55137

About the nose art of KW-B





Newspaper clippings provided by a reader who commented on my blog dedicated to RCAF 425 Alouette Squadron

p.14 **LE DROIT, OTTAWA,
MARDI 23 FEVRIER 1943**

Un an outre-mer



**Le caporal d'aviation GEORGES
PITRE, d'Ottawa, 148, St-Patrice,
est outre-mer depuis un an au-
jourd'hui. Il arrivait outre-mer
le 23 février, 1942.**

image via Pierre Lagacé

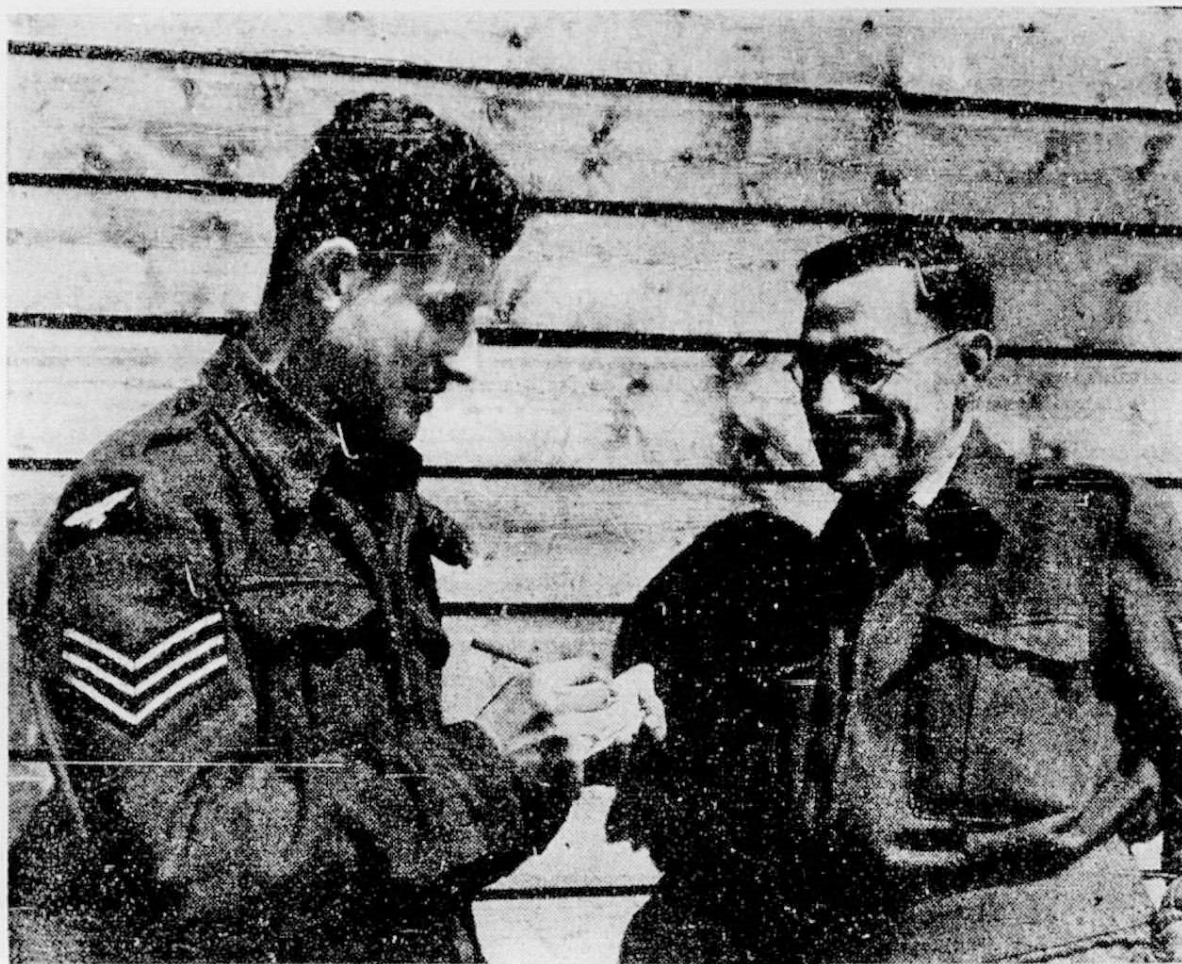
p.14 LE DROIT, OTTAWA, MARDI 23 FÉVRIER 1943

One year overseas

Flying Corporal GEORGES PITRE, of Ottawa, 148 St. Patricks, is one year overseas today. He arrived overseas on February 23, 1942.

Le Droit d'Ottawa 17 juillet 1944





Ils ont sans doute beaucoup de choses à se raconter, puisque tous deux viennent de la ville minière de Sudbury, dans le Nord-Ontario. A gauche, un correspondant du C.A.R.C., le sergent Maurice LACOURCIERE, 10 est, rue Elm, interroge son vieil ami Aurèle RICARD, 159, rue King, Sudbury (Ont.).
(Photo C.A.R.C.)

They probably have a lot to talk about, as they both come from the mining town of Sudbury, in Northern Ontario. On the left a C.A.R.C. correspondent, Sergeant Maurice LACOURCIERE, 10 East Elm Street, interviews his old friend Aurèle RICARD, 159 King Street, Sudbury, Ont. (C.A.R.C. Photo)



Les trois armuriers photographiés ci-dessus semblent réfléchir quelques instants sur la puissance de destruction des bombes qu'ils s'apprentent à accrocher au ventre du bombardier "Halifax" figurant à l'arrière-plan. Mais leur mission de mort, ils le savent très bien, leur a été imposée par le mégalomane de Berlin. Il n'en tient qu'à Hitler et à ses complices d'arrêter le bras vengeur de la puissance alliée; c'est la reddition sans conditions. Ces vétérans de la fameuse escadrille "Alouette" sont, de gauche à droite: l'aviateur-chef Maurice DERY, 24, rue St-Patrice, Québec; le caporal J.-G. PITRE, 148, rue St-Patrice, Ottawa; le sergent H. W. BARNES, 30, rue Walker, Wrightville (Qué.)

(Photo C.A.R.C.)

The three armourers pictured above appear to be pondering for a moment the destructive power of the bombs they are about to hang from the belly of the Halifax bomber in the background. But their death mission, they know very well, has been imposed on them by the megalomaniac in Berlin. It is up to Hitler and his accomplices to stop the avenging arm of the Allied power; it is unconditional surrender. These veterans of the famous "Alouette" squadron are, from left to right: Senior Airman Maurice DERY, 24 St-Patrice St., Quebec; Corporal J.-G. PITRE, 148 St-Patrice St., Ottawa; Sergeant H. Wagner, 24 St-Patrice Ave. Ottawa; Sergeant H. W. BARNES, 30 Walker Street, Wright City. 30. Walker Street, Wright City, Que.

(Photo R.C.A.F.)

Note: Wrightville is part of Hull, now Gatineau. Maurice Lacourcière, war correspondent, became a judge later in life.



Two sons of Mrs. Lausianna Pitre, of 414 St.atrice Street, are members of the C.A.R.C. On the left, Corporal GEORGES PITRE, 30 years old, enlisted since 1939, has been overseas for the past three years: he has been in Sicily and North Africa, and is now with the "Alouettes" squadron. An employee of Continental Paper, he was a popular softball player for the Continental club. Chief Airman ROGER PITRE, 26, enlisted in the air force in 1941 and was stationed in Newfoundland for two years. He has been in Iceland for a few months.



Corporal GEORGES PITRE. of the RCAF, 148 Clarence Street, arrived last night in a group of 300 repatriated airmen who disembarked about midnight at Union Station. He is the son of Mrs. Widow Laudiana Pitre, and has served three and a half years overseas. He belongs to the French-Canadian Alouette squadron.

Final note by Pierre Lagacé

Are there photos of KW-B? A reader sent me this note after I had asked him for some.

No, I have no photos of KW-B, HE522. This Wellington flew 39 missions from Kairouan, Tunisia between 25 June 1943 and 5 October 1943. If there are official "PL" photos, they would probably be between PL-16000 and PL-19000 mixed with photos of all the other Canadian bomber, fighter, transport, etc. squadrons present in England, North Africa, Malta, etc. The descriptive cards generally give the names of the airmen but not where the photo was taken or the letters of the aircraft. There are exceptions such as "Blues in the Nite" and "Turtle".