My recollection of what happened at that instant is rather hazy. Both gyro horizons toppled ... The next thing I knew we were in a terrific dive. The control column was absolutely frozen so that I had to rely entirely on elevator trim to try and pull out. The airspeed indicator was reading in the vicinity of 300 miles per hour, the vertical speed was at 6,000 feet per minute down and the altimeter was unwinding at a frightening rate. I cannot say how much altitude I lost, as my one idea was to pull out of the dive before the aircraft went right into the ground. It finally did pull out and in a fraction of a second the vertical speed read 6,000 feet per minute up. I frantically applied more down trim and forward pressure on the control column, but could not do it fast enough and the next thing I knew the aircraft was on its back and I was hanging on to my safety belt. I applied full aileron and kicked full rudder and ... the aircraft must have half rolled and ended up in another dive. This time I was able to level out, and suddenly came into a clearing between the clouds. From there I was able to pick my way through the cloud till we reached clear conditions over the water.91

Despite the problems it posed, the monsoon did not appreciably alter the pattern of operations. But although aircraft still set off for their destinations singly or in small sections, the onus was now on the pilot to turn back at his discretion or to pick his way through as best he could. This was often a difficult decision to make – most pilots were extremely reluctant to ‘abort’ their missions and flew whenever possible. Sometimes, however, having fought their way through to the landing zone, they found it completely ‘socked in’ and could not land.

Although the capture of Rangoon was the symbolic culmination of Fourteenth Army’s advance, it did not end the fighting in Burma. Slim’s forces, many of them inaccessible to land transport, were now widening the railway corridor down which they had thrust and were attempting to destroy the Japanese forces making their way east out of Burma. Native guerrilla groups led by British officers were also active in rear areas, and they, too, had to be supplied by air. ‘As a navigator I served for about a year on 436 Squadron,’ Alvin Hamilton (later minister of agriculture in the government of John Diefenbaker) recalled; ‘on several occasions I flew missions which I did not fully understand, but understood that I was not to talk about [them.]’ Indeed, he admitted, he was ‘confused many times as to what I was doing in those special operations,’ flying to remote drop zones in the Pegu Yomas and Chin Hills and along the Sittang River, where there was always the possibility of enemy fire.92

Some of the pressure was relieved when the port of Rangoon was opened in mid-June, but the withdrawal of all American transport units from the area, agreed to much earlier, left only seven RAF and RCAF squadrons to support Slim – and they would be flying in much worse weather. Except for No 435 – still at Imphal – all of them were committed to the continuing fight in the south, and No 436 Squadron moved from Akyab to Kyaukpyu, on Ramree Island, where it could operate economically to destinations between Meiktila and Rangoon.

A separate problem was posed by the civilian population, particularly that in the north. Their normal means of livelihood, indeed of survival, had largely
been destroyed during the fighting, and in the less fertile, hilly, jungle-clad north the food situation was especially serious. Mountbatten had directed that the local population be supplied to the level 'necessary to prevent disease and unrest and to secure the maximum assistance for the war effort.' Many of the villages in north and central Burma were inaccessible to vehicles and, in any case, land transport resources were heavily committed to moving supplies south. Once again, air supply was the only possibility and No 435 Squadron was directed 'to succour the most distressed areas.'

Its crews began devoting most of their efforts to that commitment early in June. The main cargo was bagged rice and most of it was dropped at Lashio, Bhamo, Myitkyina, and Muse and a wide range of drop zones in mountainous, northern Burma and across the Chinese border. When weather permitted, operations were intense. During one four-hour sortie on 30 May 1945 one crew dropped a total of 6200 pounds of rice and mail to four separate drop zones and then, only one hour after their return to base, carried 6200 pounds of fuel to Myingyan - a trip of three-and-a-half hours. Another flew ten hours on 1 June 1945, to move a total of 10,500 pounds of freight from port areas to the interior, moving from Tulihal to Jessore, India, to Toungoo in southern Burma, to Ramree, and finally to Myingyan and then home to Imphal. This was the longest flying day undertaken by any 435 Squadron crew, although days of seven and eight flying hours were not uncommon.

Nothing like that was possible during the monsoon season, however, as many of the outlying landing zones could not even be approached safely. Crews tried in vain to find Fort Hertz (far to the northeast, in the upper reaches of Assam, 280 miles from Imphal) for two days through the cloud-covered mountains, and when they finally located it on the third day they discovered the airfield to be water-logged, overgrown, and only a thousand yards long – in other words, unfit for operations. At Htawgaw, meanwhile, where a guerrilla and special-operations base camp was located on one side of a hill between peaks 8000 feet high, approaches in good weather were risky enough, and only one crew managed a drop there despite several attempts. During the worst storms – some were reported measuring sixty miles wide and rising to 25,000 feet – long detours were necessary; but since there were no alternate airfields in the vicinity there was no way to avoid landing at Imphal even if the weather there had changed for the worse over the course of the day. Nevertheless, June’s cargo total of 3062 tons exceeded the squadron’s commitments (although it required an average of 187 flying hours for each serviceable aircraft.) In July it managed to lift 2951 tons of cargo and 1204 passengers – good enough to rank second – but required 231 flying hours per serviceable aircraft. Rain and cloud from 300 to 10,000 feet stopped all flying on 31 July, but two crews that took off before the grounding was announced 'managed to fight their way through to Meiktila and Lashio, but came back convinced that they'd be safer on the ground.'

* He was also, of course, concerned with ensuring minimum resistance to the re-establishment of British rule, which he referred to as the 'long-term British interest.'
To the south, meanwhile, No 436 Squadron was still engaged in tactical support missions for XV Corps in the Arakan and IV Corps along the Sittang River railway corridor, where 17,000 soldiers from the Japanese Fifteenth Army were trying to make their way to Thailand. (Only four thousand succeeded.) It was also serving the supply depots at Meiktila, Toungoo, and Myingyan. To reach the drop zones they often had to fly over territory still occupied by Japanese forces, and on at least one occasion a drop was lost to enemy troops who had gained temporary possession of the zone. Weather was a factor there, too. Flying was severely restricted on fourteen days in June, but in July No 436 surpassed No 435’s totals, delivering 3585 tons of cargo and 1170 passengers — at an astonishing 305 flying hours for each serviceable aircraft.

No 436 Squadron’s base at Ramree was probably more unpleasant than Imphal, and on several days more than five inches of rain were recorded. Morale was nevertheless high, although the reaction to the news of victory in Europe was somewhat subdued: ‘There is a surprising lack of enthusiasm … All have been eagerly awaiting this moment, and now … the dull realization that we are still at war in this theatre seems to overshadow the good news. Unfortunately, too, our beer ration is not available, and the airmen have nothing with which to celebrate the occasion.’

Perhaps they were thinking about their own future. Although informed in March that they would be withdrawn from Burma once Germany had been defeated, no word of that move was forthcoming. Indeed, although the Canadian government was under the impression that the agreement had been firm, the British were less definitive, observing that the availability of replacements had always been regarded as the ultimate determinant of when the Canadians would be able to leave. Ottawa was not impressed and, making its position very clear, in mid-June warned the Air Ministry to expect ‘in the very near future that there will be greater insistence on their return to this country.’ Five months earlier, Air Command South East Asia had asked for an increase of seventeen medium-range transport squadrons to carry the war to Japan itself — and allow the Canadians to leave — but now that that request was proving difficult to meet the question of the Canadians’ departure was complicated further. ‘I have all along had in mind our undertaking to withdraw these squadrons from India as soon as practicable after VE Day,’ the British vice chief of the air staff, Air Marshal Sir Douglas Evill explained, ‘and that is what we are seeking to do under the circumstances which are, in fact, more unfavourable even than I had pictured.

Ottawa remained unsympathetic, however, and the chief of the air staff, Air Marshal Robert Leckie, told Air Marshal G.O. Johnson, the senior RCAF officer overseas, that ‘this is just another instance of the difficulty we find in making plans on Air Ministry promises which, however sincerely made, cannot apparently be kept. The result must inevitably make us very unwilling to enter into agreements — the implementation of which cannot be relied on.’ Choosing to weather the Canadian protests, the Air Ministry waited until 10 July 1945 to nominate two RAF squadrons to replace the Canadians. Moreover, as the
normal overseas posting procedures would take several weeks and the Air
Ministry wanted these replacements fully acclimatized before committing them
to operations, South East Asia Command was informed that the withdrawal of
Nos 435 and 436 Squadrons might have to be postponed until October or
November. The Canadian units therefore kept flying, and not just on routine missions. In the first three weeks of August, for example, each was asked to provide a small detachment to support guerrilla groups in the Shan Hills, east and south of Mandalay, who were engaged with Japanese forces trying to make their way out of Burma. No 436 sent two crews, led by Flight Lieutenant H.W. Pearson and Warrant Officer D.G. Parker, and in eighteen days they flew forty-eight sorties out of Toungoo, 'an airstrip with the worst general weather conditions in the whole area.' Located in valleys or on cloud-obscured hills, the drop zones on these sorties were not easy to locate, and the two crews often spent hours of tricky flying trying to approach them while having to worry about the continuous threat from enemy ground fire. After 'valley crawling from Sittang,' they arrived 'rather shakily into the DZ. This we practically dive-bombed as our circuit was partly in cloud and almost solid with rain. Windshield wipers packed up and it was no fun groping about in there.' Pearson and Parker each received the DFC for their work. Four crews from 435 Squadron arrived in the area on 21 August, and over the next five days flew thirty-five sorties from Toungoo, breaking 'all previous records' in the volume of supplies delivered. Furthermore, as the British commander of the guerrillas reported, they had made extremely accurate drops.

By then, of course, the war in the Pacific was over. Following the atomic bombing of Hiroshima and Nagasaki on 6 and 8 August, the Japanese surrendered on the 15th; but word of the capitulation did not immediately reach all of the scattered enemy forces deep inside Burma. According to the letter and the spirit of the January 1945 agreement, the defeat of Japan should have been justification enough for the early withdrawal of Nos 435 and 436 squadrons from Southeast Asia; but with the British eager to reoccupy the rest of Burma and Malaya as quickly as possible, the RCAF staff officer at Air Command South East Asia, Group Captain D.S. Patterson, had to refuse a British request to extend the aircrews' operational tour, which would have facilitated such efforts. Succumbing to the inevitable, and recognizing that many RCAF personnel were approaching the end of their tour, South East Asia Command backed down and decided it would not be necessary, after all, for the Canadians to 'double-bank' with their British replacements. In other words, they could leave.

This they did in early September, in the aircraft their replacements had flown out, moving to Down Ampney and, subsequently, in the case of No 436 Squadron, to Odiham in England. Those crews due for repatriation returned to Canada, but the squadrons continued to fly transport operations in Europe – not, it must be said, without incident. On 13 February a Dakota from No 435 Squadron 'crashed into the side of a hill' on farmland near Croydon, killing
the pilot and co-pilot and six of twenty British servicemen being brought back from Buckeburg, Germany. When the ambulances arrived, the rescuers found ‘residents of nearby cottages attempting to pull the injured from the wreckage. An eye-witness said the plane was a “complete wreck” and lay only a few yards from a main road.’ The crash, according to Canadian Press, ‘occurred in what airmen call “the valley of death,” so named because of difficult climatic conditions which prevail in the vicinity.’ It could hardly have matched some of the squadron’s Burmese drop zones.103

Less serious, the way things turned out, was the six-day work stoppage conducted by airmen from No 437 Squadron (Odiham) and the two Burma squadrons at Down Ampney between 5 and 11 February. ‘Odiham went on strike today,’ No 436 Squadron’s diarist reported, ‘as a protest against false repatriation reports in the Canadian press, and the lack of any definite information on the dates of repatriation. The question has been raised by numerous personnel as to how long they can be held for service in the RCAF in view of the fact that hostilities ceased on 14th August, 1945.’ The protest moved to Down Ampney two days later: ‘At an unauthorized meeting at 1000 hrs. at Canada House, airmen decided to go on strike in sympathy with Odiham strikers as from 1200 hrs today. Principal demands of strikers are: (i) replacement of all non-volunteers for occupational duties; (ii) public announcement ... that four/fifths of occupational force are volunteers; (iii) better standard of food.’ Officers and NCOs immediately took over responsibility for cooking and other administrative and custodial functions, and the flying schedule of the squadrons did not suffer. As the RCAF was still on active service, the airmen could ‘legally be held in uniform at the pleasure of the Government,’ a fact explained to them (not entirely to their satisfaction) by representatives from Overseas Headquarters. However, the work stoppage ended on the 11th, No 436 Squadron’s diarist predicting, correctly, that ‘it is doubtful that any action will be taken against the strikers. A great deal of publicity has been given the “demonstrations” in the Canadian press, and it has doubtlessly served to let the Canadian people know that ... the majority of personnel serving overseas are anxious to get home to their families.’ He was right. On 14 February it was announced that although No 435 Squadron would disband in April, and Nos 436 and 437 Squadrons in June, there would be a ‘general reshuffle of crews between Squadrons ... in order to repatriate all non-volunteer aircrew and allow some who may now wish to return to Canada to be released from 436 and 437 Squadrons, and at the same time make room for No 435 Squadron personnel who wish to stay on’ to transfer to Nos 436 or 437 until they too returned to Canada.104

All told, during its time in Southeast Asia, No 435 Squadron had flown 29,873 operational hours and delivered 27,095 tons of cargo and about 15,000 passengers and casualties, while No 436 had flown 31,719 operational hours to deliver 28,950 tons of cargo and 12,725 passengers and casualties. Both had averaged well over the established intensive flying rate despite some of the worst flying weather in the world and exceptionally inadequate facilities.105 As
General Slim concluded, 'by trial and error' they had contributed 'towards a new kind of warfare.'

We were the first to maintain large formations in action by air supply and to move standard divisions long distances about the fighting front by air ... The decisive stroke at Meiktila and the advance on Rangoon were examples of a new technique that combined mechanized and air-transported brigades in the same divisions. To us, all this was as normal as moving or maintaining troops by railway or road, and that attitude of mind was, I suppose, one of our main reformation. We had come a long way since 1928 when, as a junior staff officer, I had been concerned with other Indian Army officers in a struggle ... to introduce operational air transport and supply on the North-West Frontier.

Although we moved great tonnages and many thousands of troops by air, the largest number of transport aircraft we ever had was much less than would elsewhere have been considered the minimum required. It was quite easy theoretically to demonstrate that what we were doing was impossible to continue over any length of time. Yet the skill, courage and devotion of the airmen ... both in the air and on the ground, combined with the hard work and organizing ability of the soldiers, not only did it, but kept on doing it month after month. As in so many other things, we learnt to revise accepted theories and, when worth it, to risk cutting our margins.
## APPENDIX A

### RCAF Casualties Overseas by Years of War

<table>
<thead>
<tr>
<th>Date Range</th>
<th>Aircrew</th>
<th>Groundcrew</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Flying Battle</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Killed</td>
<td>Missing</td>
</tr>
<tr>
<td>3.9.40-2.9.41</td>
<td>169</td>
<td>8</td>
</tr>
<tr>
<td>3.9.41-2.9.42</td>
<td>1,428</td>
<td>96</td>
</tr>
<tr>
<td>3.9.42-2.9.43</td>
<td>2,875</td>
<td>274</td>
</tr>
<tr>
<td>3.9.43-2.9.44</td>
<td>3,918</td>
<td>740</td>
</tr>
<tr>
<td>3.9.44-8.5.45</td>
<td>1,941</td>
<td>610</td>
</tr>
<tr>
<td>9.5.45-14.8.45</td>
<td>29</td>
<td>42</td>
</tr>
<tr>
<td>Total</td>
<td>10,360</td>
<td>1,770</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Date Range</th>
<th>Aircrew</th>
<th>Groundcrew</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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<td></td>
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<tr>
<td></td>
<td>Grand Total</td>
<td></td>
</tr>
<tr>
<td></td>
<td>10,393</td>
<td>1,783</td>
</tr>
</tbody>
</table>

Source: "Gross Royal Canadian Air Force Casualties by Years of War," nd, PRO, Air 22/312
APPENDIX B

Senior RCAF Appointments,
Second World War*

CANADA

Minister responsible for the RCAF
Hon. Norman McI. Rogers 19 Sept. 1939–22 May 1940
Hon. C.G. Power, MC 23 May 1940–26 Nov. 1944
Hon. Angus L. MacDonald 27 Nov. 1944–10 Jan. 1945

Deputy minister responsible for the RCAF
Maj.-Gen. L.R. LaFlèche, DSO 3 Nov. 1932–7 Sep. 1939
Lt-Col. K.S. Maclachlan 8 Sep. 1939–10 April 1940
J.S. Duncan 11 April 1940–2 Feb. 1941
S.L. DeCarteret, CMG 3 Feb. 1941–21 April 1944†
H.F. Gordon, CMG 15 Jan. 1944–12 March 1947‡

Chief of the Air Staff
Air Vice-Marshal G.M. Croil, AFC 15 Dec. 1938–28 May 1940
Air Marshal L.S. Breadner, CB, DSC 29 May 1940–31 Dec. 1943
Air Marshal R. Leckie, DSO, DSC, DFC 1 Jan. 1944–31 Aug. 1947

RCAF OVERSEAS

SENIOR OFFICER, RCAF OVERSEAS

RCAF Liaison Officer

Officer Commanding, RCAF in Great Britain
Wing Commander F.V. Heakes 1 Jan. 1940–6 March 1940
Group Captain G.V. Walsh 7 March 1940–3 June 1940

* Highest rank and decorations while serving in this appointment
† Shared appointment
**Appendix B**

*Air Officer Commanding, RCAF in Great Britain*

<table>
<thead>
<tr>
<th>Name</th>
<th>Term</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Commodore G.V. Walsh</td>
<td>4 June 1940–15 Oct. 1940</td>
</tr>
<tr>
<td>Air Vice-Marshal L.F. Stevenson</td>
<td>16 Oct. 1940–6 Nov. 1941</td>
</tr>
</tbody>
</table>

*Air Officer in Chief, RCAF Overseas*

<table>
<thead>
<tr>
<th>Name</th>
<th>Term</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Vice-Marshal L.F. Stevenson</td>
<td>6 Nov. 1941–24 Nov. 1941</td>
</tr>
</tbody>
</table>

*Air Officer Commanding-in-Chief, RCAF Overseas*

<table>
<thead>
<tr>
<th>Name</th>
<th>Term</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Marshal L.S. Breadner, CB, DSC</td>
<td>1 Jan. 1944–31 March 1945</td>
</tr>
<tr>
<td>Air Marshal G.O. Johnson, CB, MC</td>
<td>1 April 1945–22 July 1946</td>
</tr>
</tbody>
</table>

**SENIOR STAFF, OVERSEAS HEADQUARTERS**

*Senior Air Staff Officer*

<table>
<thead>
<tr>
<th>Name</th>
<th>Term</th>
</tr>
</thead>
<tbody>
<tr>
<td>Group Captain A.P. Campbell</td>
<td>26 Aug. 1940–25 May 1941</td>
</tr>
<tr>
<td>Group Captain E.L. MacLeod</td>
<td>26 May 1941–21 Nov. 1941</td>
</tr>
</tbody>
</table>

*Deputy Air Officer-in-Chief*

<table>
<thead>
<tr>
<th>Name</th>
<th>Term</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Vice-Marshal W.A. Curtis, DSC</td>
<td>22 Nov. 1941–15 July 1942</td>
</tr>
</tbody>
</table>

*Deputy Air Officer Commanding-in-Chief*

<table>
<thead>
<tr>
<th>Name</th>
<th>Term</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Vice-Marshal N.R. Anderson, CB</td>
<td>16 Jan. 1944–22 March 1945</td>
</tr>
<tr>
<td>Air Vice-Marshal C.R. Slemon, CBE</td>
<td>23 March 1945–7 July 1945</td>
</tr>
<tr>
<td>Air Commodore H.B. Godwin, OBE</td>
<td>8 July 1945–2 Jan. 1946</td>
</tr>
</tbody>
</table>

*Director of Air Staff*

<table>
<thead>
<tr>
<th>Name</th>
<th>Term</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wing Commander G.R. McGregor, DFC</td>
<td>1 Sept. 1941–15 April 1942</td>
</tr>
<tr>
<td>Squadron Leader V.B. Corbett, DFC</td>
<td>16 April 1942–21 July 1942</td>
</tr>
<tr>
<td>Group Captain H.L. Campbell</td>
<td>22 July 1942–20 Sept. 1943</td>
</tr>
<tr>
<td>Group Captain G.G. Truscott</td>
<td>21 Sept. 1943–25 Sept. 1944</td>
</tr>
<tr>
<td>Group Captain M. Costello</td>
<td>26 Sept. 1944–6 April 1945</td>
</tr>
<tr>
<td>Group Captain H.B. Godwin</td>
<td>7–27 April 1945</td>
</tr>
<tr>
<td>Group Captain H.H.C. Rutledge</td>
<td>28 April 1945–12 Nov. 1945</td>
</tr>
</tbody>
</table>

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1 Between September 1944, when he left No 6 Group Headquarters as SASO, and March 1945, when he assumed the position of deputy AOC-in-C of the RCAF Overseas, Air Vice-Marshal Slemon was posted to Bomber Command Headquarters, to understudy the appointment of deputy SASO at High Wycombe; he served as acting AOC-in-C of No 6 Group when Air Marshal McEwen was in Canada; and he replaced Air Vice-Marshal Anderson as deputy AOC-in-C at Overseas Headquarters while the latter was ill.
Senior Appointments

Senior Personnel Staff Officer
Wing Commander A.P. Campbell 21 July 1939–25 Aug. 1940
Wing Commander R.H. Foss 26 Aug. 1940–9 July 1941
Wing Commander J.L. Jackson, MC 10 July 1941–1 Sept. 1941

Director of Personnel
Wing Commander J.L. Jackson, MC 2 Sept. 1941–23 Aug. 1942
Group Captain C.C.P. Graham 21 May 1945–16 Sept. 1945

Director of Administration
Air Commodore F.G. Wait 11 Oct. 1943–8 May 1944
Group Captain G.E. Scott May 1944–3 Sept. 1945

SENIOR RCAF COMMANDERS AND STAFF, NO 6 GROUP, BOMBER COMMAND

Air Officer Commanding
Air Vice-Marshal C.M. McEwen, CB, MC, DFC 29 Feb. 1944–13 July 1945

Air Officer Commanding, No 6 Group Main Headquarters, Halifax, NS
Air Commodore J.G. Kerr, AFC 14 July 1945–1 Sept. 1945

Air Officer Commanding, No 6 Group Rear Headquarters, Allerton Park
Air Commodore J.L. Hurley 14 July 1945–1 Sept. 1945

Senior Air Staff Officer
Air Commodore C.R. Slemon, CBE March 1943–15 Sept. 1944
Air Commodore J.E. Fauquier, DSO and 2 Bars, DFC 16 Sept. 1944–27 Dec. 1944
Air Commodore R.E. McBurney, CBE 28 Dec. 1944–15 Sept. 1945

No 61 Base (Topcliffe) No 76 (RCAF) Base (Topcliffe) No 7 Group
Air Commodore C.M. McEwen, MC, DFC 5 April 1943–25 June 1943
Air Commodore B.F. Johnson 26 June 1943–16 Feb. 1944
Air Commodore R.E. McBurney, AFC 17 Feb. 1944–15 May 1944
Air Commodore F.G. Wait 16 May 1944–7 Aug. 1944
Air Commodore J.L. Hurley 1–18 Sept. 1944
Air Commodore F.R. Miller 19 Sept. 1944–12 Jan. 1945
Air Commodore J.G. Kerr, AFC 13 Jan. 1945–30 May 1945
Air Commodore N.W. Timmerman, DSO, DFC 1 Aug. 1945–1 Sept. 1945
No 62 Base (Linton-on-Ouse)
Air Commodore C.M. McEwen, MC, DFC 18 June 1943–28 Feb. 1944
Air Commodore A.D. Ross, GC 29 Feb. 1944–27 June 1944
Air Commodore J.E. Fauquier, DSO and 2 Bars, DFC 28 June 1944–18 Sept. 1944
Air Commodore J.L. Hurley 19 Sept. 1944–30 May 1945
Air Commodore J.G. Kerr 31 May 1945–15 July 1945

No 63 Base (Leeming)
Air Commodore J.G. Bryans 1 May 1944–12 Jan. 1945
Air Commodore F.R. Miller 13 Jan. 1945–25 May 1945
Air Commodore J.L. Hurley 30 May 1945–13 July 1945

No 64 Base (Middleton St George)
Air Commodore R.E. McBurney 1 May 1944–28 Dec. 1944
Air Commodore C.R. Dunlap, CBE 22 Jan. 1945–24 April 1945
Air Commodore H.B. Godwin 25 April 1945–29 May 1945
Air Commodore H.T. Miles 30 May 1945–15 June 1945

No 331 Wing (Mediterranean Air Command)
Group Captain C.R. Dunlap 1 May 1943–16 Nov. 1943

SENIOR COMMANDERS, RCAF FIGHTER, FIGHTER-BOMBER, AND RECONNAISSANCE WINGS

Digby Wing (Fighter Command/Air Defence of Great Britain)
Wing Commander G.R. McGregor, DFC 14 April 1941–31 Aug. 1941
Wing Commander H.P. Blatchford DFC (Can/RAF) 8 Sept. 1941–30 April 1942
Wing organization not used on operations, May 1942–March 1943
Wing Commander L.S. Ford, DFC and Bar 19 April 1943–4 June 1943
Wing Commander L.V. Chadburn, DSO and Bar, DFC 5 June 1943–30 Dec. 1943
Wing Commander N.H. Bretz, DFC 31 Dec. 1943–30 April 1944

Kenley Wing (Fighter Command)
Wing Commander J.C. Fee, DFC 25 Nov. 1942–17 Jan. 1943
Wing Commander J.E. Johnson, DSO and Bar, DFC and Bar (RAF) 21 March 1943–4 July 1943

No 39 Wing (Army Co-Operation Command/Fighter Command/Second Tactical Air Force)
Group Captain D.M. Smith 12 Sept. 1942–9 Feb. 1944
Group Captain E.H.G. Moncrieff, AFC 10 Feb. 1944–8 Feb. 1945
Group Captain R.C.A. Waddell, DSO, DFC 16 May 1945–7 Aug. 1945
No 17 Sector (Second Tactical Air Force)
Group Captain W.R. MacBrien 4 July 1943–13 July 1944

No 22 Sector (Second Tactical Air Force)
Group Captain P.Y. Davoud, DSO, DFC 9 July 1944–13 July 1944

No 126 Wing (Second Tactical Air Force)
Wing Commander J.E. Walker, DFC and 2 Bars 9 July 1943–26 Aug. 1943
Wing Commander K.L.B. Hodson, DFC and Bar 27 Aug. 1943–19 July 1944
Group Captain G.R. McGregor, OBE, DFC 20 July 1944–27 Sept. 1945

No 127 Wing (Second Tactical Air Force)
Wing Commander M. Brown 11 July 1943–18 July 1944
Group Captain W.R. MacBrien, OBE 19 July 1944–11 Jan. 1945
Group Captain P.S. Turner, DSO, DFC and Bar (Can/RAF) 12 Jan. 1945–7 July 1945

No 128 Wing (Second Tactical Air Force)
Squadron Leader J.D. Hall, DFC 20 July 1943–3 Aug. 1943
Wing Commander J.M. Godfrey 4 Aug. 1943–2 July 1944

No 129 Wing (Second Tactical Air Force)
Wing Commander E.H.G. Moncrieff, AFC 4 July 1943–10 Feb. 1944
Wing Commander D.C.S. MacDonald, DFC 27 Feb. 1944–13 July 1944

No 143 Wing (Air Defence of Great Britain/Second Tactical Air Force)
Wing Commander F.W. Hillock 12 Jan. 1944–14 July 1944
Group Captain P.Y. Davoud, DSO, DFC 15 July 1944–31 Dec. 1944
Group Captain A.D. Nesbitt, DFC 1 Jan. 1945–7 Sept. 1945

No 144 Wing (Air Defence of Great Britain/Second Tactical Air Force)
Wing Commander J.E. Walker, DFC and 2 Bars 4 March 1944–25 April 1944
Wing Commander A.D. Nesbitt, DFC 1 May 1944–13 July 1944

TIGER FORCE (RCAF PACIFIC FORCE)

Air Officer Commanding
Air Vice-Marshal C.R. Slemon, CBE 14 July 1945–1 Sept. 1945

No 661 Wing
Wing Commander F.R. Sharp, DFC 15 July 1945–5 Sept. 1945

No 662 Wing
Group Captain J.R. MacDonald, DFC 4 Aug. 1945–5 Sept. 1945
No 663 Wing

No 664 Wing
Group Captain W.A.G. McLeish, DFC 6 Aug. 1945–1 Sept. 1945
CHAPTER 1: THE RE-CREATION OF A COLONIAL AIR FORCE

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CHAPTER 2: THE FOUNDATIONS OF CANADIANIZATION

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CHAPTER 3: STRUGGLE AND DISSENT

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