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THE OFFICIAL
JOURNAL OF
THE CALGARY MILITARY HISTORICAL SOCIETY

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February 2016

The Royal Canadian Air Force (RCAF) German U-boats sunk or damaged by the RCAF in WWII 1942

31 Jul 42: Lockheed Hudson Mk IIIA, RCAF s/n BW625 of No. 113 (Bomber Reconnaissance) Squadron based at Yarmouth, Nova Scotia flown by Squadron Leader N.E. Small and crew, sank U-754 southeast of Cape Sable, Nova Scotia at 43-02N 64-52W.



Lockheed Hudson MK IIIA

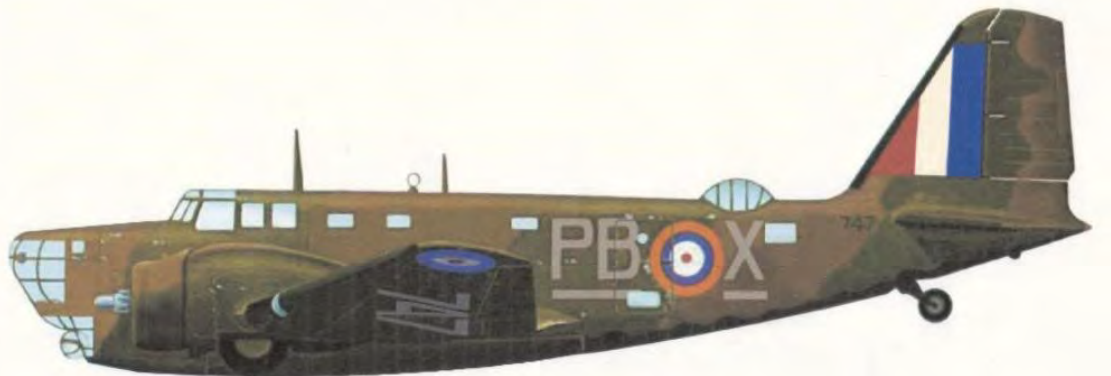
30 Oct 42: Douglas Digby, RCAF s/n 747, aircraft of No. 10 (Bomber Reconnaissance) Squadron based at Gander, Newfoundland flown by Flight Lieutenant D.F. Raymes and crew, sank U-520 with four 250-pound (113.4 kg) depth charges at 47-47N 49-50W. The aircraft was returning from patrol of convoy ON140 when it spotted the U-boat.

CMHS Meeting

The next CMHS
meeting will be held
on
**Tuesday,
February 16th,
2016**

7:00 pm

At the
Petty Officers' Mess
HCMS Tecumseh



Douglas Digby No. 10 (BR) Squadron

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CALGARY MILITARY HISTORICAL SOCIETY

The
CALGARY MILITARY HISTORICAL SOCIETY

is a non-profit registered society
which fosters the study of the
military and the police, and the heritage of
Canada, the British Empire, and the world
as well as the preservation of military
artifacts and records.

The CMHS meets once every calendar month
at: Petty Officers' Mess
HMCS Tecumseh
1820 - 24th Street SW
Calgary AB T2T 0G6

Notice of Next Meeting

The next CMHS meeting will be held on
Tuesday, February 16th, 2016
19:00 (7:00 pm)

At the Petty Officers' Mess, HMCS Tecumseh.
Members are reminded that an offering of foodstuffs for the Legion Food Bank is considered your unofficial entrance fee to our regular scheduled meetings.

The unofficial agenda of this meeting will be:
Introduction of guests, Minutes of last meeting Correspondence, Membership report Treasurer's report, Old business / New business Break, Show & Tell
The President, **Kevin Roberts** would like to invite everyone to remain after the meeting for an informal time of fellowship.

4 May 43: Consolidated Canso A, RCAF s/n 9747, aircraft of No. 5 (Bomber Reconnaissance) Squadron based at Gander, Newfoundland flown by Squadron Leader B.H. Moffit and crew, severely damaged U-209 at 56-38N 42-32W while on a close convoy patrol.



12 May 43: Short Sunderland Mk III, RAF s/n W6006, aircraft of No. 423 (General Reconnaissance) Squadron based at Castle Archdale, County Fermanagh, Ireland with Flight Lieutenant J. Musgrave and crew shared the sinking of U-753 with two destroyers, HMCS Drumheller and HMS Lagan, at 48-37N 22-39W. The aircraft was providing escort to Convoy HX-237.



4 Aug 43: Short Sunderland Mk III, RAF s/n DD859, aircraft \blacklozenge 3-G \blacklozenge of No. 423 (General Reconnaissance) Squadron based at Castle Archdale, County Fermanagh, Ireland with Flying Officer A.A. Bishop and crew sank [U-489](#) at 61-11N 14-38W. AA fire from the U-boat shot the aircraft down and five of the 11-man crew were lost; the other six, all wounded, were rescued by a destroyer along with 23 survivors of the U-boat.



6/7 Sep 43: Vickers Wellington Mk XII(L/L), RAF s/n HF115, aircraft \square C1-W \square of No. 407 (General Reconnaissance) Squadron based at Chivenor, Devon, England flown by Pilot Officer E.M. O'Donnell and crew, sank [U-669](#) in the Bay of Biscay at 45-36N 10-13W. ***This attack has now been revised.*** [U-584](#) escaped undamaged from this attack.

Minutes of the meeting of the **Calgary Military Historical Society** Meeting held on January 19, 2016 at the Petty Officer's Mess, HMCS Tecumseh

1. **Meeting called to order** by President Kevin R. at 7:20 PM. 20 members in attendance.
2. **Minutes** of previous meeting. Discussed and call for approval by Member Bob M moves that the Pervious Meeting Minutes be accepted. Seconded by Daryl K. Approved, Unanimous.
3. **Newsletter.** No omissions or corrections. Several members did not receive the current newsletter. Dave G to rectify.
4. **Treasures Report.**
Report by Susan E as Floyd S was AWOL. Lists of monies collected from book auctions, donations etc. Listing of expenditures. Member Barry E. moves that the Treasures report be accepted as reported. Seconded by Mike C. Approved, Unanimous.
5. **Membership Report.**
Report by Martin U as Floyd S was AWOL. Membership Total 52 members (2 Life, 2 Hon., 47 Regular). Member Barry E. moves that the Membership report be accepted as reported. Seconded by Member Susan E. Accepted, Unanimous.
6. **Newsletter.** Discussion of story if necessary

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7. **Old Business.** Establish a committee to address increasing the CMHS's membership.

7a. Announcements:

- Condolences to Member Don Skinner and family for their loss.
- Kevin R request - WWI items needed for a future movie production.

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8. **Correspondence:** Mike C starts discussion on taxation issues, donations, exemptions etc.

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9. **New Business:** None.

10. **Break** - No auction by Ticketmaster Neil.

11. Show and Tell:

- Stuart James – Discusses “Kilroy Was Here”.
- Gary M. – Uncle's Royal Newfoundland Reg WO rank K & Q crown and lanyard.
- Daryl K. – WWII para helmet, C army cap badges, aircraft lap belt, 1959 civil defence backpack.
- Mike C – Wilkinson standard infantry sword – Boer war medal set.
- Bruce G – C Guards musician items, L&W officers' beret/cap badge, Irish Reg post war caubeen.
- Bob M. – Czech WWI Victory medal, Hudson Bay 1857 dated trade tomahawk.
- Herb J – 2 N Korean medals, N Korea/Chinese peace medal, K Korean Order of National Flag.
- Dave S – Selection of C cap badges, all gold plates, why?
- Alan M – Australia/New Zealand trip photo album. Remembrance VS Anzac Day.
- Indra R. - Collection of C Military Unification cap badge & collar sets.
- Allan R. – WWI German medals, Iron Cross, Combatants Medal.
- Barry E – WWII Civil Defence medical kit bag contents.
- Davis G – Rocky Mtn Ranger cap badge/collar sets, “Elve” flashlight.
- Brian H. - Officers cap badge, South Saskatchewan Regiment.

12. Adjournment:

- Member Mike C calls for motion to adjourn. Seconded by Barry E.

19 Sep 43: Consolidated Liberator Mk III, RCAF s/n 586, No. 10 (Bomber Reconnaissance) Squadron based at Gander, Newfoundland flown by Flight Lieutenant R.F. Fisher and crew, sank U-341 at 58-40N 25-30W. The aircraft was returned to Gander from Iceland after escorting Prime Minister Winston Churchill in HMS Renown from the Quebec Conference.

8 Oct 43: Short Sunderland Mk III, RAF s/n DD863, aircraft of No. 423 (General Reconnaissance) Squadron based at Castle Archdale, County Fermanagh, Ireland with Flying Officer A.H. Russell and crew sank U-610 at 55-45N 24-33W. The aircraft was escorting Convoy SC-143.

26 Oct 43: Consolidated Liberator Mk III, RCAF s/n 586, aircraft of No. 10 (Bomber Reconnaissance) Squadron based at Gander, Newfoundland flown by Flight Lieutenant R.M. Aldwin- kley and crew, damaged U-91 at 50-49N 41-0W after an hour-long engagement. The aircraft had been on con- voy escort when the U-boat was sighted.



10/11 Feb 44: Vickers Wellington Mk XII(L/L), RAF s/n MP578, aircraft of No. 407 (General Reconnaissance) Squadron based at Limavady, County Derry, Ireland with Flying Officer P.W. Heron and crew, sank U-283 at 60-45N 12-50W while providing con- voy cover.

22 Feb 44: Consolidated Canso A, RCAF s/n 9841, aircraft of No. 162 (Bomber Reconnaissance) Squadron based at Reykjavik, Iceland with Flying Officer C. C. Cunningham and crew, attacked and damaged a German U-boat (U-550).

10 Mar 44: Short Sunderland Mk III, RAF s/n EK591, aircraft of No. 422 (General Reconnaissance) Squadron based at St. Angelo, County Fermanagh, Ireland with Warrant Officer 2nd Class W.F. Morton and crew, sank [U -625](#) at 52-53N 20-19W. The was W/O Morton's first operational mission as an aircraft commander.

17 Apr 44: Consolidated Canso A, RCAF s/n 9767, aircraft of No. 162 (Bomber Reconnaissance) Squadron based at Reykjavik, Iceland with Flying Officer T.C. Cooke and crew, sank U-342 at 60-23N 29-20W.

24 Apr 44: Short Sunderland Mk III, RAF s/n DD862, aircraft of No. 423 (General Reconnaissance) Squadron based at Castle Archdale, County Fermanagh, Ireland with Flight Lieutenant F.G. Fellows and crew heavily damaged U-672 at 50-36N 18-36W.

3/4 May 44: Vickers Wellington Mk XIV(L/L), RAF s/n HF134, aircraft of No. 407 (General Reconnaissance) Squadron based at Chivenor, Devon, England with Flying Officer L.J. Bateman and crew sank U-846 in the Bay of Biscay at 46-04N 09-20W.

3 Jun 44: Consolidated Canso A, RCAF s/n 9816, aircraft of No. 162 (Bomber Reconnaissance) Squadron operating from Wick, Scotland with Flight Lieutenant R.E. MacBride and crew, sank U-477 at 63-59N 01-37E in the face of intense AA fire from the U-boat.

11 Jun 44: Consolidated Canso A, RCAF s/n 9842, aircraft of No. 162 (Bomber Reconnaissance) Squadron operating from Wick, Scotland with Flying Office L. Sherman and crew, sank U-980 at 63-07N 00-26E.

13 Jun 44: Consolidated Canso A, RCAF s/n 9816, aircraft of No. 162 (Bomber Reconnaissance) Squadron operating from Wick, Scotland with Wing Commander C.G.W. Chapman and crew, sank U-715 at 62-45N 02-59W. As a result of AA fire from the U-boat, the Canso had to ditch and the crew spent nine-hours in the water; one crewman drowned.

24 Jun 44: Consolidated Canso A, RCAF s/n 9754, aircraft of No. 162 (Bomber Reconnaissance) Squadron operating from Wick, Scotland with Flight Lieutenant D.E. Hornell and crew, sank U-1225 at 63-00N 00-50W. As a result of AA fire from the U-boat, the Canso had to ditch and the crew spent 21-hours in the water with one dinghy. Two members died before they were rescued. **Flight Lieutenant Hornell** died shortly after rescue and was posthumously awarded the **Victoria Cross** for inspiring leadership, valor and devotion to duty.

30 Jun 44: Consolidated Canso A, RCAF s/n 9841, aircraft of No. 162 (Bomber Reconnaissance) Squadron operating from Wick, Scotland with Flight Lieutenant R.E. MacBride and crew, damaged U-478 at 63-27N 00-50W; the U-boat was subsequently sunk by a Consolidated Liberator Mk V of No. 86 (RAF) Squadron based at Tain, Scotland.

4 Aug 44: Consolidated Canso A, RCAF s/n 9759, aircraft of No. 162 (Bomber Reconnaissance) Squadron operating from Wick, Scotland with Flying Officer W.O. Marshall and crew, damaged U-300.

11 Sep 44: Short Sunderland Mk III, RAF s/n ML825, aircraft of No. 423 (General Reconnaissance) Squadron based at Castle Archdale, County Fermanagh, Ireland with Flying Officer J.N. Farren and crew joined HMCS Dunver and HMCS Hespeler in sinking U-484 at 56-51N 08-04W.

29/30 Dec 44: Vickers Wellington Mk XIV(L/L), RAF s/n NB855, aircraft of No. 407 (General Reconnaissance) Squadron based at Chivenor, Devon, England with Squadron Leader C.I.W. Taylor and crew sank U-772 in the English Channel at 50-05N 02-3

David Ernest Hornell was born in Toronto, Ontario on 26 January 1910. In 1941 he enlisted in the Royal Canadian Air Force (RCAF), qualified as a pilot and was commissioned in 1942. At the time of the action for which he received the Victoria Cross posthumously, Flight Lieutenant Hornell was flying as aircraft captain on Consolidated Canso amphibians with No. 162 (Bomber Reconnaissance) Squadron, RCAF from Royal Air Force (RAF) Station Wick in Northern Scotland.

Late in the day on 24 June 1944, Hornell's Canso was at the end of a 12-hour patrol over the North Atlantic when the German submarine U-1225 was sighted on the surface approximately 120 miles north of the Shetland Islands. As the aircraft made its attack run, heavy and accurate anti-aircraft fire from the U-boat crippled the starboard engine and started a fire on the starboard wing. With great determination and skill, Hornell held the vibrating Canso on course and delivered his four depth charges on target, sinking the submarine. Shortly thereafter the starboard engine fell out of the wing, forcing Flight Lieutenant Hornell to ditch the aircraft, by now a flaming wreck, in the heavy seas. With only one dinghy serviceable, for several hours the eight members of the crew had to take turns holding on to the life-raft's side while immersed in the icy water. Although the dinghy was spotted by a Consolidated Catalina flying boat from No. 333 (Norwegian) Squadron, RAF five hours after Hornell had ditched, for the next 16 hours rescue attempts were frustrated by high seas and malfunctioning equipment. Two of the crew eventually died of exposure. At one point, Flight Lieutenant Hornell had to be restrained by his comrades when, though at the end of his own strength and about to go blind, he proposed to swim to an airborne lifeboat that had been dropped. Finally, after 21 hours, a rescue launch arrived to pick up the survivors, but all attempts to revive Hornell failed, and he died of exposure.



Flight Lieutenant Hornell was the first member of the RCAF to be awarded the Victoria Cross.

Citation

“Flight Lieutenant Hornell was captain and first pilot of a twin-engine amphibian aircraft engaged on an anti-submarine patrol in northern waters. The patrol had lasted for some hours when a fully-surfaced U-boat was sighted, travelling at high speed on the port beam. Flight Lieutenant Hornell at once turned to the attack.

The U-boat altered course. The aircraft had been seen and there could be no surprise. The U-boat opened up with anti-aircraft fire which became increasingly fierce and accurate.

At a range of 1,200 yards, the front guns of the aircraft replied; then its starboard guns jammed, leaving only one gun effective. Hits were obtained on and around the conning-tower of the U-boat, but the aircraft was itself hit, two large holes appearing in the starboard wing.

Citation

Ignoring the enemy's fire, Flight Lieutenant Hornell carefully manoeuvred for the attack. Oil was pouring from his starboard engine, which was, by this time, on fire, as was the starboard wing; and the petrol tanks were endangered. Meanwhile, the aircraft was hit again and again by the U-boat's guns. Holed in many places, it was vibrating violently and very difficult to control.

Nevertheless, the captain decided to press home his attack, knowing that with every moment the chances of escape for him and his gallant crew would grow more slender. He brought his aircraft down very low and released his depth charges in a perfect straddle. The bows of the U-boat were lifted out of the water; it sank and the crew were seen in the sea.

Flight Lieutenant Hornell contrived, by superhuman efforts at the controls, to gain a little height. The fire in the starboard wing had grown more intense and the vibration had increased. Then the burning engine fell off. The plight of aircraft and crew was now desperate. With the utmost coolness, the captain took his aircraft into wind and, despite the manifold dangers, brought it safely down on the heavy swell. Badly damaged and blazing furiously, the aircraft rapidly settled.

After ordeal by fire came ordeal by water. There was only one serviceable dinghy and this could not hold all the crew. So they took turns in the water, holding on to the sides. Once, the dinghy capsized in the rough seas and was righted only with great difficulty. Two of the crew succumbed from exposure.

An airborne lifeboat was dropped to them but fell some 500 yards down wind. The men struggled vainly to reach it and Flight Lieutenant Hornell, who throughout had encouraged them by his cheerfulness and inspiring leadership, proposed to swim to it, through he was nearly exhausted. He was with difficulty restrained. The survivors were finally rescued after they had been in the water for 21 hours. By this time Flight Lieutenant Hornell was blinded and completely exhausted. He died shortly after being picked up.

Flight Lieutenant Hornell had completed 60 operational missions, involving 600 hours' flying. He well knew the danger and difficulties attending attacks on submarines. By pressing home a skilful and successful attack against fierce opposition, with his aircraft in a precarious condition, and by fortifying and encouraging his comrades in the subsequent ordeal, this officer displayed valour and devotion to duty of the highest order."

(London Gazette, no.36630, 28 July 1944)

