

AGAZARIAN, Noel le Chevalier, joined 609 Squadron as a Pilot Officer in summer 1940, taking part in the Battle of Britain. He shot down a Bf110 on 8th August, and by December had shot down five more fighters and received a third share in a He111. He was then posted to 274 Squadron which was flying Hurricanes in the Western Desert. On 1st May 1941 he destroyed a Bf 109, but on the 16th of the month he was shot down and killed. His final score was 7½ confirmed victories and 3 damaged. He was buried in the Knightsbridge War Cemetery, Acrom, Libya. He did not claim two Bf109Es on 12 August, but may have been credited with a further Bf110 destroyed or 'probable'. On 15th September 1940 he shared a Do17 shot down with John Curchin. His total would therefore appear to be 5 or 6 and 3 shared destroyed, 4 and 1 shared damaged.

BALDWIN, John Robert, was born in Bath, Somerset in 1918. He joined the RAFVR in September 1939 and served as a ground crewman in France during 1940. Back in England, he spent the 'Blitz' period on bomb-disposal duties. In 1941 he volunteered for aircrew duties, and was trained in the United States. He was posted to 609 Squadron in 1942, at that time equipped with Typhoons, and on 15th December damaged a Fw190 after only four hours flying time on this aircraft. On 20th January 1943 during a fighter-bomber raid on the south coast, he shot down three Bf109's, and for this he was awarded the DFC. During 1943 he was shot down in flames into the Channel, but survived unharmed. He shot down several more enemy fighters during 1943, including a Bf110, and also shared in the destruction of a Ju88 on 6th October. This was his last victory with 609, as he was then posted as commanding officer of 198 Squadron. On 1st December he destroyed a Fw190, and on 4th December a Do217, his ninth victory. He was then awarded a Bar to his DFC, before starting the New Year well by destroying three Fw190's and a Caudron Goeland during January. He left the squadron in April 1944, and after a spell as Sqn. Ldr. (Tactics) at 11 Group, was promoted as wing leader 146 Wing in 2 TAF. On 29th June 1944, flying with 193 Squadron, he shot down two Bf109's, and two weeks later on 3rd July, this time flying with, 197 Squadron, he destroyed another to bring his score to 16½, the top scoring Typhoon ace of the war. The rest of the war was spent on ground-attack duties with rocket projectiles, and he was awarded the DSO in December 1944. In 1945 he was promoted to Gp. Capt., as commanding officer of 123 Wing, but after the war reverted to Wg. Cdr. rank when he stayed in the RAF. He spent several months at Boscombe Down in 1946-47 as a test pilot, and then became commanding officer of 249 Squadron in the Middle East. In the early fifties he was posted to Korea on an exchange posting with the USAF and while there was shot down and killed.

[RAF Nos. 908634 \(NCO\); 122337 \(Officer\).](#)

BARNHAM, Dennis, was an artist before the war. He joined the RAF and was posted as a Pilot Officer to 65 Squadron in April 1941. In July he was posted to 609 Squadron and on 8th November, while being chased by two Fw 190s, turned and shot one of them down. In March 1942 he was again posted, this time to 154 Squadron, but the following month he joined 601 Squadron as a flight commander to go to Malta. He flew from the carrier USS Wasp, and arrived on the island on 20th April. He fought on the island until June, when he was returned to England tour-expired. His fighting was during the most confused time, and 601 Squadron, lacking even an intelligence officer, had trouble in assessing its claims or keeping any records. However, Barnham claimed 6½ aircraft while on the island to bring his score to 7½.

Back in England he was an instructor at 57 OTU until December 1944 when he joined 126 Squadron on Mustangs for a short period, but did not add to his score.

BEARD, John Maurice Bentley, from Shoreham, Sussex, served as a Sergeant in 609 Squadron, before joining 249 Squadron in early 1940. On 18th September 1940 he shot down a Bf110, his first victory. He next scored on 27th September when he chased a Do17 which he damaged. He was attacked by two Bf109's, and turning on them, shot both down. During the rest of the month he destroyed another Bf109 and a He111, bringing his score to 5. He was awarded the DFM in October, but on the 25th was shot down and wounded. He returned to the squadron in January 1941 and was commissioned, but left soon after. He did not see further combat, but by 1942 was a Flight Lieutenant.

RAF Nos. 740502 (NCO); 89588 (Officer) – not 98588.

On 6 February 1941 he was despatched to the RAF depot at White Waltham for ferrying duties, as 249 Squadron was about to receive Hurricane IIs. Next day he crashed whilst flying a Spitfire and was removed to hospital. He did not return to the unit or operations, going to 52 OTU on recovery.

Corrections to claims list:

1940

2 Sep Do17 Damaged (not destroyed) P2863

6 Sep V7313 US-F (an ex-56 Squadron machine)

18 Sep P3834 (not P3615 – which was flown on subsequent dates)

28 Sep the Bf109E he shot down was flown by Hpt Rolf Pingel, Gruppenkommandeur of 1/JG26, who had just shot down A.G. Lewis of 249 Squadron; Pingel baled out into the sea and was rescued by the Luftwaffe ASR service.

BEAMONT, Roland Prosper, was granted a commission in the RAF shortly before the war. In November 1939 he was posted to France where he joined 87 Squadron, part of the Air Component. A quiet period followed until the 'Blitzkrieg' broke out in May 1940, and on the 13th of that month he shot down a Do17. He returned to England on leave, then rejoined the squadron at Church Fenton. On 24th July he destroyed a Ju88, and on 15th August, after the start of the Battle of Britain, he shot down two Bf110's, and damaged two others. Ten days later he shot down two more aircraft, this time a Bf109 and a Do17. During September he flew mainly night sorties, damaging three aircraft, but not being able to confirm any of them as destroyed. He then flew with a detachment at St. Mary's on the Scilly Isles, hunting enemy flying-boats, but saw no action. Shortly after, he received the DFC and was posted to 79 Squadron in South Wales. At the end of 1941 he spent some months production testing Hurricanes and early Typhoons, and in 1942 was posted to 56 Squadron as a flight commander to fly the Typhoon operationally. Shortly after he was posted to 609 Squadron, and ten weeks later became CO. During his period in command he did much to help iron out the snags in the Typhoon, he also flew many sorties along the French coast, including 'train busting' at night. In May 1943 his second tour expired, and he returned to Hawkers, where he was introduced to the Tempest, and in March 1944 became wing leader of the first Tempest wing of 3, 486 and 56 Squadrons. Until the invasion he led train-strafting attacks, and destroyed a Ju188 on the ground at Corneilles airfield. On 8th June 1944, just after the invasion,

he at last met the enemy again, and destroyed two Bf109's over Dieppe, his first victories for nearly four years. From then on he was heavily engaged with the V-1's, and by September had destroyed 32 of these. Late in September he led the wing to Europe, being based at Brussels, and then Volkel. On 2nd October he destroyed a Fw190, bringing his score to 10. He was then offered a job at Hawkers again, but as he had flown ninety-four sorties over enemy territory He decided to complete the 100th first. His next sortie over enemy territory, he was shot down by flak, and spent the remaining months of the war as a prisoner of war. Released by the Russians, he returned to England to form a Tempest II wing to fight in the Far East, but the war ended before they were ready. During the war a DSO and a Bar to his DFC were added to his decorations. After a spell at the Central Fighter Establishment, he joined Gloster Aircraft as a test pilot, and then became chief test pilot for English Electric, flying the prototype Canberra and Lightning, and setting up a cross-Atlantic record in the Canberra.

BISDEE, John Derek, joined 609 Squadron in December 1939 as a Pilot Officer. He first scored during the Battle of Britain, shooting down a Bf110 on 11th August 1940. He got another of these on 7th September, and probably destroyed a He111 on the 26th. Next day he shared a further Bf110, and rounded off the month by damaging a Bf109. On 7th October he got his last victory in the Battle, shooting down another Bf110. In 1941 the sweeps over France began, and he shared a Bf109 on 25th May. Shortly after, he became a flight commander. In June he destroyed two Bf109s, probably a third, and damaged a fourth. He then received a DFC. He got his last Bf109 with the squadron on 9th July, and was then sent for a rest. In March 1942 he was posted to command 601 Squadron, at that time flying Airacobras at Acaster Malbis, but soon after managed to get the squadron converted to Spitfires. He was then posted to command 56 Squadron, flying Typhoons, but got this changed, and accompanied 601 to Malta aboard the USS Wasp, flying the first four-cannon Spitfire V's. On his first sortie from Malta he shot down a Ju88, but was himself shot into the sea and had to swim for a great distance to the island. Exhausted, he spent a few days in hospital and then returned to the fight. During May he led part of the squadron against a formation of Cant Z.1007's, all of which were destroyed, he personally accounting for one. This brought his score to 10, and it is not known if he attained further victories on the island before the squadron was posted to the Western Desert in July. Here he damaged a Me210 on 5th July, but got no further victories. He left the squadron soon after, and in 1943, promoted to Wing Commander was made military governor of the island of Lampedusa. In 1944 he was Wing Commander Staff in 323 Wing, in charge of night-fighter personnel in Italy.

CROOK, David Moore, from Huddersfield, was in 609 Auxiliary Squadron as a part-time airman before the war, and was in the midst of training when called up in 1939. He completed his training at FTS and then returned to the squadron. On 10th May 1940 he heard the news of the start of the 'Blitzkrieg' while in bed, and leapt out violently, injuring his knee, and spending several weeks in hospital in consequence. He rejoined the squadron late in June. On 9th July he destroyed a Ju87 and damaged a second, and on the 13th damaged a Do17. He probably destroyed a Bf110 on 11th August, and on the 12th probably shot down another, and shot down two Bf109's. Next day he destroyed another Bf109, and on the 14th shared a He111. On 27th September he shared a Bf110, and on the 30th got two Bf109's and a probable. He was awarded a DFC in October, and in November was posted as an instructor. He

later returned to operations as a Squadron Leader, bringing his score to 12½ before being killed.

DARLEY, Horace Stanley, was commanding officer of 609 Squadron in 1940, and led the squadron during the early stages of the Battle of Britain. He was a Londoner from Wandsworth, and gained his first success on 8th August when he shot down a Bf110. On the 15th he probably destroyed a Ju88, and on the 25th got a Bf109 and a Bf110. On 25th September he damaged a Do17 and a Bf110, and next day probably destroyed a Do17 and damaged another. He was awarded a DSO for his leadership of the unit, and in early October left the squadron after getting 3½ and 3 probables. He was posted as Wing Commander, Exeter, and from here he brought his score to 5. The following year he was posted to the Far East, and was in command of operations by the Buffalo equipped fighter force in Malaya in December 1941. In 1942 he commanded Risalpur RAF station in India, with the rank of Group Captain. He served with 221 Group in Burma during 1943, and then commanded 151 OTU until 1944. He was in charge of 62 OTU from then until 1945 when he became commanding officer of RAF Cranfield.

de HEMRICOURT de GRUNNE, Le Comte Rodolphe, a Belgian, went to Spain in 1936 to fly with the Nationalists, and served in the 3rd Escadra, the famous 'Blue Group', led by the top Spanish ace, Garcia Morato. Flying Fiat CR32's and later, Bf109's of early vintage, he destroyed 14 Republican aircraft. He returned to Belgium after the end of the Civil War in 1939, and the following year when the Germans attacked his country, escaped to England. Here he joined 32 Squadron, and on 16th August 1940 he shot down a Bf109 and probably destroyed a Bf109 and a Do17. He destroyed another next day, and on the 18th shot down a Do17, and was then shot down and fairly badly burnt. After some while in hospital he was sent on an intelligence mission to Portugal, where his Civil War background enabled him to mix with Nazi agents. He returned to Britain and was posted to 609 Squadron, but on 21st May 1941, on a sweep over France, was shot down and killed. His score at the time of his death was 17, 3 with the RAF.

DETAL, Charles F. J., flew with the Belgian Air Force in 1940, serving with Groupe de Chasse 5/III on Fairey Foxes. He was shot down on 10th May 1940, but was unhurt, and managed to escape to England. After training and other duties, he was posted to 609 Squadron in 1943 to fly Typhoons. On 16th October 1943 he shared in destroying a Me410, and on 4th December shot down two Do217's. He claimed a Fw190 on 3rd January 1944, and got another Do217 next day. On the 27th he got a Bf110 and a Bf109, and on the 30th destroyed a Ju88 on the ground. He was killed on 23rd March 1944, after promotion to Flying Officer.

DU MONCEAU de BERGENDAEL, Count Yvan, known as 'Duke', flew in Belgium with 4/Ie Groupe de Chasse, flying Fiat CR42's and Fairey Firefly's. He did not gain any victories during the fighting in May 1940, and escaped to France and then to the United Kingdom to join the RAF. He was posted initially to 253 Squadron on Hurricanes, and then to 56 Squadron. Early in 1945 he was posted to 609 Squadron, flying Spitfires, and on 11th July 1941 probably destroyed a Bf109. He shot one down on 18th August, and next day damaged another. On 27th September he destroyed another Bf109 and on 18th February 1942 shot down a Do217. On 8th March 1942 he

destroyed a Fw190 and damaged a second, and was then posted to 350 Squadron, the first Belgian fighter unit. On 9th May he damaged a Bf109 and a Fw190, and on 1st June shot down a Fw190. Over Dieppe on 19th August 1942 he destroyed another Fw190, and on the 27th claimed another and a damaged. On 12th December he shot down a further Fw190 to bring his score to 8, the top-scoring Belgian pilot of the war. He was awarded a DFC together with several Belgian decorations. He later became the first commanding officer of 349 Squadron, with which he served until July 1944, when he was taken off operational flying. After the war he joined the Belgian Air Force, and reached the rank of Colonel.

DUNDAS, John Charles, was a Yorkshireman and brother of H. S. L. 'Cocky' Dundas. Before the war he received a First Class Honours in History at Oxford, and was a journalist with the Yorkshire Post. He was also a member of the Auxiliary Air Force, and was called up in 1939, serving with 609 Squadron. On 31st May 1940 he shot down a He111 and a Do17 over Dunkirk, and on 13th July destroyed a Bf110. He claimed another Bf110 on the 19th, and a third on 11th August. Next day he shot down another, and on the 13th got a Ju 87 and damaged a second. On the 14th he probably destroyed a Do17 and shared a He111. He probably destroyed another Bf110 on the 25th. He next claimed on 15th September when he damaged a Do17, and on the 24th destroyed a Bf109 and damaged another Do17. He shot down another Do17 next day, and the following day, the 26th, damaged another and shot down a Bf109. On the 27th he destroyed a Bf110, and probably destroyed another on 7th October. He was then awarded a DFC, and on the 15th shot down another Bf110. He became a flight commander early in November, and on the 27th probably destroyed a Ju88. Next day over the Isle of Wight, he destroyed a Bf109, but was in turn shot down and killed. It was later found that he had shot down the leading Luftwaffe ace of the period, Helmut Wick, who claimed 56 victories. He had been shot down himself by Wick's wingman. At the time of his death his score was at least 13½, and he had probably destroyed 4 more. He was later awarded a Bar to his DFC.

FEARY, Alan N., flew in 609 Squadron as a Sergeant during the Battle of Britain. During August 1940 he destroyed a Bf109 on the 12th, a Ju87 on the 13th, and also damaged a Bf110, and shot down a Ju88 on the 14th and a Bf110 on the 25th. On 7th September he probably destroyed a Bf109 and damaged a Ju88 and on 24th September shot down a Do17. He was killed in action on 7th October, having brought his score to 5 1/3, with 2 probables and 2 damaged.

GILROY, George Kemp, from Edinburgh, joined the Auxiliary Air Force before the war, and was commissioned in 603 Squadron in November 1938. He was first in action on 28th October 1939 when he shared a He111 with five other pilots. On 19th January 1940 he shared another He111 with two others, and on 3rd July shared a Ju 88. He shared other aircraft during the month and also shot three down, receiving the DFC. He destroyed a Bf109 on 28th August and another on the 31st, but on 1st September he baled out of a burning aircraft and was nearly lynched by the local Home Guard. On 28th October he again shot down a Bf109, and on 21st November shared a He111. He damaged two Bf109's during the summer of 1941, and in the autumn was posted to command 609 Squadron. He destroyed two Bf109's on 27th October 1941, and another on 8th November. On 8th March 1942 he damaged a Fw190 and on 15th April shot one of these down. In June he was awarded a Bar to his DFC, by which time his score was at least 10, and he was then promoted to Wing

Commander. In November he was posted to 325 Wing in East Africa, but the following month was posted to lead 324 Wing in North Africa. On 2nd January 1943 he destroyed a Bf109, shared another on the 11th and shot one down on the 18th. On 3rd February he shared in probably destroying a Bf109 and in damaging a second. He was awarded a DSO in this month and his score now stood at 15. On 22nd April he shared a Ju52 and on the 24th shot down a Bf109. On 1st May he shared a He111 with four other pilots, and on the 5th damaged a Bf109. Over Sicily he shared a probable Ju88, and on 4th September destroyed a Macchi 202. By the time his tour ended in November he had brought his total score to 21 at least, and had been wounded three times. He was promoted to Group Captain and returned to the United Kingdom, becoming commanding officer of Wittering, and later, Blakelow. He left the RAF at the end of the war and rejoined the Royal Auxiliary Air Force, returning to 603 Squadron as Commanding Officer. Before the war he had been a shepherd, and was known in the RAF as 'Sheep'.

HOWELL, Frank Jonathan, from Golders Green, London, was serving in 609 Squadron as a Flying Officer early in 1940. He became a flight commander in June, and first claimed during the Battle of Britain. On 13th August he shot down two Ju87's and on the 15th got a Ju88. He destroyed Bf110's on 25th August and 7th September, and on the latter day, also probably destroyed a Ju88. On the 13th he got a Ju87, and a Do17 on the 15th, and on 7th October claimed a Bf110. He was then awarded the DFC. During this period he also shared one victory, and on 21st October shared a Ju88, the squadron's hundredth victory. In February 1941 he was posted to command 118 Squadron, having a score of 9, and on 8th July got the unit's first victory, a He111, which he destroyed at night. He was awarded a Bar to his DFC in October 1941, and on the 13th shared a Bf109 and probably destroyed a second. He was then promoted to Wing Commander and posted to the Far East, where he was killed soon after.

INGLE, Alec, flew with 605 Squadron as a Flying Officer during the Battle of Britain. On 8th September 1940 he probably destroyed a Do17 and on 12th October shot down a Bf109. He claimed Bf109's probably destroyed on the 26th and the 27th, and damaged one on 8th November. On 11th November he destroyed a Bf109, and by the end of the year his score was 3. He had been shot down three times himself, and wounded once. Early in 1941 he served in 124 Squadron, but in July was posted to 74 Squadron. In 1943 he commanded 609 Squadron on Typhoons, and damaged 15 ships while with the unit. He was promoted to Wing Commander in August 1943, and by the end of the war had received the DFC and AFC, with a score of 5.

LALLEMANT, Raymond A., known as 'Cheval,' was a pupil pilot in Belgium in May 1940. He escaped to the United Kingdom and joined the RAF. In July 1941 he was posted to 609 Squadron as a Sergeant. and was commissioned in December. Early the following year he converted to Typhoons and on 19th December 1942 shot down a Fw190. He claimed another on 20th January 1943, and on 14th February got two more and probably a third. He then finished his first tour and spent six months at Napier's as a production test pilot, before joining 198 Squadron as a flight commander. On 12th February 1944 he destroyed a Potez 63 on the ground, and on the 26th shared in shooting down a Bf110. He also shot down a Me210, bringing his score to 5½. He was posted to command 609 Squadron in mid-1944, and led the unit on ground-attack sorties with rocket projectiles during the invasion. In September he

was shot down by flak, being badly burned, and spent several months in hospital, receiving plastic surgery. At the end of the war he was posted to command 349 Squadron, leading this unit for the last few weeks of hostilities. He received the DFC while with the RAF, and remained in the Belgian Air Force after the war, becoming a Lieutenant Colonel.

MACARTHUR, James Henry Gordon, from Tynemouth, was a civil pilot before the war, flying many long-distance trips, and holding the London-Baghdad record. He joined the RAF, and for two years was a test pilot at the RAE at Farnborough, finally joining 609 Squadron as a flight commander in 1940. On 8th August he shot down two Ju87s, and on the 11th got a Bf110. He damaged a Bf109 on the 13th, shot down two Bf110's on the 15th, and another on the 25th. On 7th September he destroyed a Do17, and on the 15th damaged another of these. He was awarded a DFC, and on 25th September got another Bf110, to bring his score to 8. He then had to go into hospital due to ear trouble, after which he was not allowed to fly above 5,000 feet, and in consequence was not able to return to operations.

NASH, Peter Alfred, was a journalist before the war, and was on the staff of The Times at the age of 18. He joined the RAF and was posted to 609 Squadron as a Sergeant. On 7th August he damaged a Bf109 and on the 16th damaged another. He destroyed a Bf109 on 13th October and on 7th November shot down a Bf109 and probably a Fw190. He was commissioned the following month, and in March 1942 flew a Spitfire off H.M.S. Eagle to join 249 Squadron. On 10th March he probably destroyed a Bf109, and claimed a confirmed victory on the 13th, the first Spitfire victory on the island. On 25th March he destroyed a Ju87 and got another of these and a Ju88 on 1st April. On the 10th he probably destroyed a Ju87 and damaged a Bf109, and on 3rd May claimed a Bf109. Six days later he shot down two Bf109's and damaged a third, and also probably destroyed a Ju87. Next day he destroyed a Ju87 and probably a second, and on the 11th got another Bf 109. On the 16th he shared a Bf109 and on the 17th he and his wingman were seen attacking five Bf109's and shooting down one each. Neither of them returned from this operation, and were posted as missing in action. He was awarded a DFC, his score being 12½, with 5 probably destroyed and 4 damaged.

NIBLETT, John, joined 198 Squadron in 1943, flying Typhoons. He became a flight commander, and on 2nd January 1944 shot down a Ju88. On the 13th he destroyed a Bf109 and on the 30th claimed two Fw 109s. He destroyed a LeO451 on 12th February, and also destroyed a Ju88 on the ground. He was awarded a DFC, and in May became Commanding Officer. On 2nd June 1944 he was killed in action.

NOWIERSKI, Fadenaz, fought in Poland in 1939, and then escaped to France via Rumania. He flew Morane 406,s with the Armée de l'Air, but with the fall of France was on the run once more. He reached England where he joined the RAF and was posted to 609 Squadron. On 13th August 1940 he shot down a Bf109 and damaged a second, and on 7th September shot down a Do17. He claimed a He111 on the 25th and five days later got a Bf109 and a damaged again. Early in October he had a faulty undercarriage and was unable to land, having to bale out. On 15th October he destroyed another Bf109 and on 2nd December shared a Bf110, bringing his score to 5½. He was awarded a DFC in February 1941, and the following month left the

squadron. In 1942 he was Squadron Leader Flying at Northolt, but did not claim any further victories.

OFFENBERG, Jean Henri Marie, from Brussels, Belgium, joined the Belgian Force Aérienne in 1939 and was posted to 4 Squadron of II Groupe, 2nd Regiment d'Aéronautique at Nivelles, flying Fiat CR42's. On 10th May 1940, the first day of the German attack on his country, he destroyed a Do17. He then flew several more missions before flying to France. He continued to fly on defensive patrols until the Armistice, and then escaped to Algeria via Corsica in a stolen Caudron Simoun. He got on a ship to the United Kingdom, arriving in July and joining the RAF. After training on British types he was posted to 145 Squadron in Scotland, seeing action when the squadron moved south late in the Battle of Britain. On 8th September, while still in the North, he shared in damaging a Do17, and on 27th October probably destroyed a Bf109. He shot down Bf109's on 1st and 6th November, and on the 9th damaged a Ju88. On 11th December, while flying alone he destroyed a He111 and a He60 floatplane, and damaged one of the latter. He became the first Belgian pilot to receive the DFC. On 5th May 1941 he destroyed a Bf109E. He was then posted to 609 Squadron which had established a Belgian flight, and was known as 'Pyker' in this unit. He damaged a Bf109 on 22nd June and on 7th July shot one down. He probably destroyed others on 19th July, 6th August, 27th and 29th August, and damaged Bf109's on 27th September and 13th October. His score then stood at 7 destroyed, 6 with the RAF, 5 probables and 6½ damaged, 5½ with the RAF. Late in 1941 he was promoted to flight commander to lead the Belgian flight. On 22nd January 1942 while on a training sortie, a Spitfire of 92 Squadron crashed into him, and he was killed.

OGILVIE, Alfred Keith, a Canadian from Ottawa, joined the RAF and served with 609 Squadron during the Battle of Britain. On 7th September he shot down a Bf109 and probably a Bf110, and on 15th September shared in shooting down a Do17 with two other pilots over Victoria Station. The Queen of the Netherlands witnessed this combat and sent her personal congratulations to the pilots. He probably destroyed Do17's on 24th and 25th September. Next day he damaged a He111, and during October destroyed two Bf109's. On 19th March 1941 he damaged a Bf109, and claimed others destroyed on 16th May and 17th and 21st June. He was awarded a DFC, being a Flying Officer at this time. On 4th July 1941 he was shot down over France and became a prisoner of war.

ORTMANS, Victor M. M., served in Belgium in 7/IIIe G.R., flying Fairey Foxes in 1940. After the fall of Belgium he made his way to France, and then to Britain via Montpellier and Gibraltar, arriving at Liverpool in July. He was posted to 229 Squadron in September, and on the 15th shared a Do17. On the 30th he probably destroyed a Bf109 and a Do17. He was posted to the Belgian flight in 609 Squadron in April 1941 and on 16th May damaged a Bf109. He shared one of these on the 21st, and on 4th June destroyed one. He damaged one on the 21st and claimed another on the 30th, and on 3rd July shot down Hauptman Balthasar of JG2, at that time one of the leading Luftwaffe aces. He destroyed another Bf109 on 18th August and damaged one next day. On the 29th he shared in damaging another. On 21st October he was shot down and was taken prisoner. This was the fifth time he had been shot down, but on all the other occasions had safely returned to the squadron. His score at the time was 7, with 2 probables and 3½ damaged. He was killed in an air crash after the war.

OVERTON, Charles Nevil, joined 609 Squadron as a Pilot Officer in 1940, having served in 17 Squadron during 1939. He shot down a Bf110 on 12th August and next day got two Ju87's. He was injured and was off operations for some time. In 1942 he joined 145 Squadron as a flight commander, and on 3rd June damaged a Bf109. Six days later he destroyed one of these, and the following month became Commanding Officer. He received a DFC in October, by which time his score was 5. He did not claim any further victories.

RICHEY, Paul Henry Mills, from Chelsea, London, joined the RAF in 1937 and was posted to 1 Squadron, flying Furies. He converted to Hurricanes, and in September 1939 was posted to France. He shot down a Bf109 on 29th March 1940, and on 10th May shared a Do17 with four other pilots. He got at least seven more victories during May, including two Bf110's in one fight, after which he was hit and forced to bale out, another Bf110 and a probable on another occasion, having to bale out again, and three He111's on 16th May, following which he was badly wounded in the face and arm and had to crash-land. He spent the rest of the Battle of France in hospital, returning to the United Kingdom in June, and receiving a DFC. He was unfit for operational flying until summer 1941, when he joined 609 Squadron as a flight commander, under his brother-in-law, Squadron Leader Michael Lister Robinson. He damaged a Bf109 on 27th June and on the 30th destroyed one and shared in probably destroying a second. On 4th July he damaged two more, and damaged another on the 10th. On the 11th he probably destroyed one and damaged another two, and was awarded a Bar to his DFC. On the 23rd he shot down another Bf109, bringing his score to at least 10¹/₅. The following month he was posted to command 74 Squadron, but returned to 609 as Commanding Officer in May 1942, now flying Typhoons. In October he was promoted to Wing Commander and was posted to the Far East, serving in Burma. Here he suffered from jaundice and appendicitis, and then from a tropical disease. After a year he was invalided back to the United Kingdom, but did not return to operational flying. After the war he became a journalist, and joined the RAuxAF. In 1950, at the time of the Korean crisis, the members of this force were called up for three months, and at this time he commanded 601 Squadron.

RIGLER, Thomas Charles, from Poole, Dorset, joined the RAF and was posted to 609 Squadron in 1941 as a Sergeant. On his first sortie on 8th May, he shot down two Bf109's and on 4th June he claimed another and shared in damaging one. On the 22nd he destroyed a Bf109F and two Bf109E's, and was then awarded a DFM. Two days later he probably destroyed one and damaged another, and a month later, on 24th July, destroyed another Bf109. He damaged one on 7th August, and was then wounded while attacking a flak ship. His aircraft was badly damaged, but he managed to get back to England. He was commissioned in December 1941, after some weeks in hospital, and returned to the squadron. On 25th April 1942 he destroyed his eighth Bf109 and the following month was rested from operations. In July 1944 he joined 504 Squadron as a flight commander, and in October was posted to 229 Squadron. This unit became 603 Squadron shortly after, and he became Commanding Officer. He led the squadron on dive-bombing missions over Holland and North-Western Germany until the end of the war, receiving a DFC in May 1945.

ROBINSON, Michael Lister, from Chelsea, London, joined the RAF in 1935, and in 1937 flew Hurricanes with 111 Squadron. In 1939 he was in 87 Squadron, and in September was posted with the squadron to France. He crashed while landing in a

Miles Master in 1940 and broke his thumb, missing the Battle of France. Late in August he joined 601 Squadron as a flight commander, and on the 31st destroyed a Bf109 and probably a second. On 4th September he shared in probably destroying a Bf110, and on the 6th shot down two Bf109's, and then forced another to crash-land, circling round and throwing the pilot a packet of cigarettes. He was posted to 238 Squadron a few days later, and on the both claimed two Bf110's and probably a Bf109. He was awarded the DFC and posted to command 609 Squadron, and on 7th October on his first sortie in a Spitfire, destroyed two more Bf110's. He did not score again until the following year when his squadron took a leading part in the early cross-Channel sweeps. On 7th May he damaged a Bf109 and next day shot two down. During June he damaged one and shared in damaging another, and on 3rd July destroyed two more. He damaged one next day and another four days later, and then destroyed Bf109's on the 10th, 11th, 12th and the 14th. On the 19th he damaged one, and on the 24th probably destroyed one and damaged a second. Five days later, with a score of 16, he left the squadron to become wing leader at Tangmere, and shortly after, received the DSO, for which he had been recommended in mid-July. He later replaced Wing Commander Adolph Gysbert Malan as wing leader at Biggin Hill, and by April 1942 had added at least three and a half more victories to his score, giving him a total of 19½. On 10th April he was killed in action.

RUSSELL, Ian Bedford Nesbitt, an Australian from Melbourne, joined the RAF before the war. In November 1939 he joined 609 Squadron as a Pilot Officer, and in May 1940, now a Flying Officer, he was posted to 245 Squadron. He flew with this unit and then with 607 Squadron over Dunkirk during the month, shooting down 11 enemy aircraft and probably six more. He got two in one day to bring his total to 10, and was awarded the DFC, and then got one more. On 31st May he returned to 609 Squadron, but the next day was killed in action.

STAPLES, Michael E., joined 609 Squadron in 1940 as a Pilot Officer. On 12th August he destroyed a Bf110, and next day shot down a Ju87 and damaged a second. He probably destroyed a Bf110 on 7th September, and also damaged two more, and on the 24th destroyed one of these. On the 25th he again probably destroyed a Bf110, and two days later shot another down. He destroyed a Bf109 on the 30th, bringing his score to 5, but did not then claim any further victories.

STARK, Lawrence William Fraser, known as 'Pinky', joined 609 Squadron early in 1943, flying Typhoons. On 12th March he shot down a Fw190, and on 5th October claimed a Ju88, and also destroyed a Bf110 on the ground. He shot down another Ju88 on 2nd November, and on 4th January 1944 shared a Do217. On the 27th he destroyed a Caudron Goeland, and on the 30th got a Fw190, and was awarded a DFC. The following month he was posted to 263 Squadron as a flight commander, and flew ground-attack missions for the rest of his tour. In July he was brought down behind enemy lines, but evaded capture and returned to the squadron a few days later. In October he received a Bar to his DFC, his final score being 5½, together with 1 on the ground.

VAN LIERDE, Remy, flew in Belgium in 1940 with 3/Ie G.C. on Fairey Foxes. He escaped to the United Kingdom, and served with 87 Squadron during the Battle of Britain. In April 1941 he was posted to the Belgian flight in 609 Squadron, and in 1942 converted to Typhoons, and flew many ground-attack and anti-shipping sorties

in these aircraft. He claimed his first victory on 20th January 1943 when he destroyed a Bf109G during a fighter-bomber raid on the south coast. On 26th March he shot down a Ju52, and on 14th May got a He111. He claimed another Bf109 on 30th July, and on 5th October destroyed a Ju88 at night, and destroyed another aircraft on the ground. His last victory, a Bf110, was claimed on 30th November, bringing his score to 6 and 1 on the ground. He left the squadron, and during 1944 flew with 3 Squadron, flying Tempests against the V-1's. He was one of the most successful pilots against these robots, destroying forty of them. He later commanded 164 Squadron, flying Typhoons again, and late in the war commanded 350 Squadron as part of the Belgian Spitfire wing.

WALLACE, Thomas Young, from Johannesburg, South Africa, joined the RAF, and in June 1940 was posted to 610 Squadron as a Sergeant. He was then posted to 111 Squadron, and on 15th August destroyed a Bf110 and shared a second. He claimed a Bf109 and damaged a Do17 on the 16th, and on the 18th destroyed a Do17 and damaged two more. On the 24th he damaged a Bf109, shared a Do17 on the 26th, and on the 31st shot down a Bf110 and damaged a second. On 4th September he claimed a Bf109, and damaged three others, and later received a DFM for 7 and shares, with 4 more probably destroyed. His final total was 8, but he was later killed in action.

WELLS, John Christopher, joined 609 Squadron in 1942, flying Typhoons. On 22nd December he damaged a Ju88 and on 16th February 1943 destroyed a Bf109G. On 1st June he shot down two Fw190's, and was awarded a DFC, being a flight commander by this time. He left the squadron, but returned late in the year as Commanding Officer. On 30th January 1944 he shared in destroying a Ju88 on the ground, and on 29th February shared two Ju188s with several pilots. Late in the year he was awarded a Bar to his DFC, having brought his score to 6. He had been promoted to Group Captain by the end of the war.

ZURAKOWSKI, Janusz, joined the Polish Air Force in 1935. In 1939 after the Polish Campaign, he escaped from his country and later arrived in the United Kingdom. He was posted to 234 Squadron, and on 14th August 1940 shot down a Bf110. He destroyed a Bf109 on 5th September and another next day, and on the 29th shared in probably destroying a Bf110. In October he was posted to 609 Squadron. He later served in 306 Squadron, and commanded 316 Squadron during 1944, flying Mustangs. His score by this time was 6. He then attended the Empire Test Pilot's School, and after the war joined Gloster Aircraft as a Test pilot, becoming famous for his fantastic aerobatics. He went to Canada in 1952 to join Avro (Canada) Aircraft, and became Chief Test Pilot, testing the CF TOO Canuck and the CF 105 Arrow.