

MALTA
THE GEORGE CROSS ISLAND

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Malta

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As the war in the North African desert waged back and forth, the fighters and bombers from Malta harried Rommel's convoys. Malta, the unsinkable aircraft carrier, became the single most bombed target in the world. In early 1942 the German admirals had persuaded Hitler to transfer 400 first line bombers from Russia to the Mediterranean theatre where, from Sicily only 70 miles away, they were to destroy the airfields and naval installations in Malta. In April alone there were 5,715 sorties by the Luftwaffe which dropped 6,728 tons of bombs.

Malta's defence cost Great Britain 568 aircraft. Replacements had to be brought in by aircraft carrier which released them some 300 miles from Malta. The Axis losses in aircraft were 1,129. In addition to the Royal Navy aircraft carriers, twice the American carrier USS Wasp ran the gauntlet into the Mediterranean to deliver 94 Spitfires on each occasion.

The harbour installations in Malta were destroyed but the airfields and submarine pens still functioned. Sir Winston Churchill wrote "At the beginning of April, 1942, we were able to intensify our attacks on enemy shipping feeding Rommel's forces in Libya. In this, British submarines operating from Malta played a leading part and the scale of their activity and successes mounted steadily."

In September, the German admiral serving with the Italian high command reported: "The most dangerous British weapon is the submarine, especially those operating from Malta. In the period covered there were thirty six submarine attacks; of these nineteen were successful.." (1)

Held at El Alamein, Rommel, the Desert Fox, was only able to receive six thousand tons per month of supplies whereas his minimum requirement was thirty thousand and his nearest port was Tobruk, over three hundred miles distant.

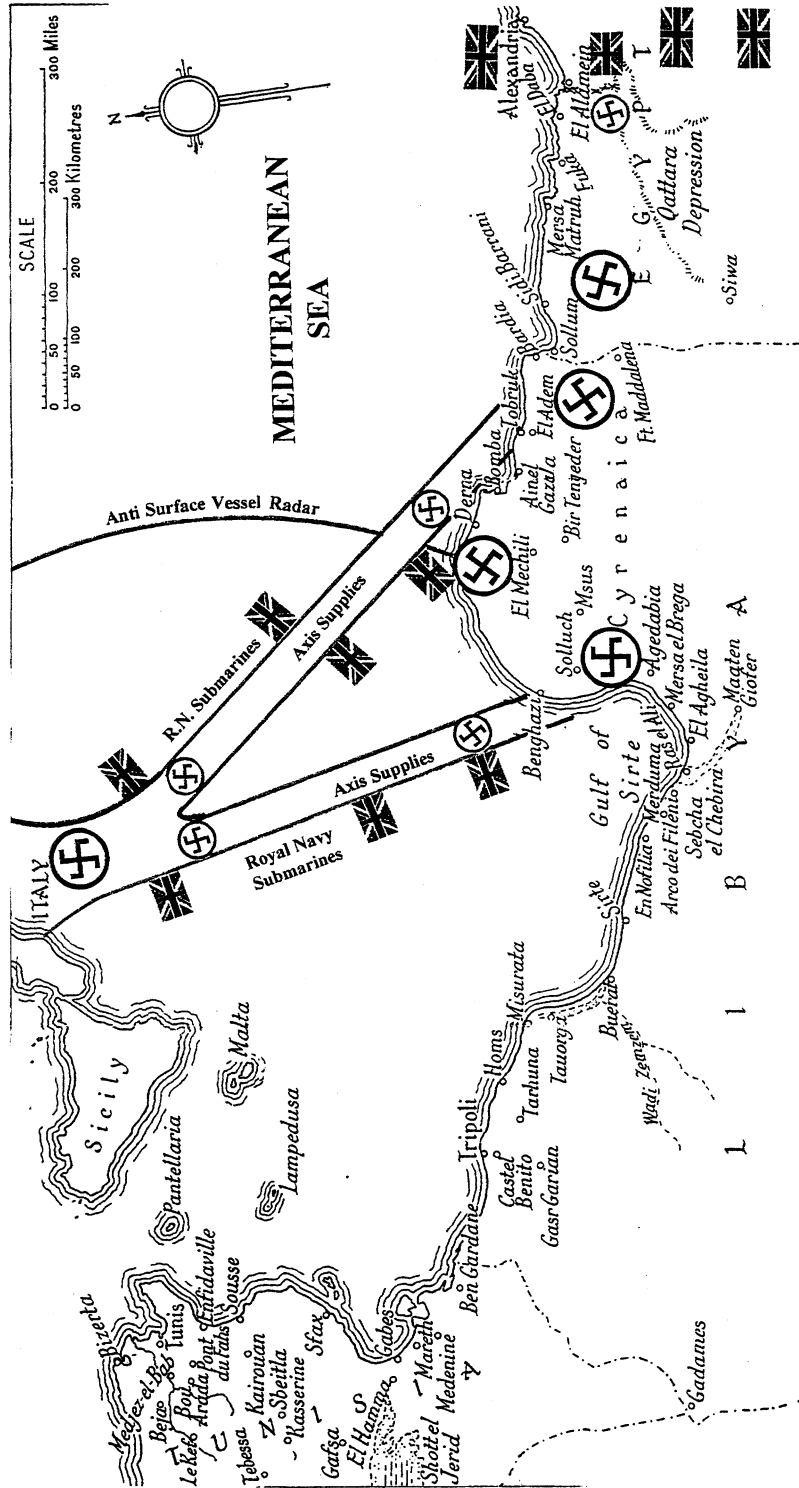
The battle of El Alamein opened with an artillery barrage on the night of October 23, 1942. By the 25th the Australian Ninth Division had penetrated Rommel's defence zone and were sweeping north-west to cut off the coastal road and the railroad. To counter this thrust Rommel moved the 21st Panzers some thirty miles from the south. It was a fateful decision. Rommel knew that with the shortage of gasoline his Panzers were now confined to the northern sector of the front. When Montgomery found out that Rommel was switching his main strength to the north, he struck to the south.

* * * * *

Albert E. Glazer graduated from the University of Toronto with a B.A.Sc in Communications in 1939 and was employed by the Theatre Holding Corporation of Toronto in engineering, planning, construction and management. When he volunteered in November for service in the Royal Canadian Air Force, he was informed that there were no openings for anyone with his qualifications.

(1) Churchill, Winston S., "The Grand Alliance", 1950.

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"Shortly after that I received a phone call from the RCAF asking me if I was still interested in joining, as something new had just opened up where I could be of service. I was commissioned Pilot Officer effective November 29, 1940, and promoted to the rank of Flying Officer the same day. After Officers' Training in Toronto Manning Depot, we were posted to Halifax, February 21, 1941. On February 23, we arrived in Halifax and were put on the SS GEORGIC, which left that night for England.

After a short familiarization at a ground radar station on March 30, 1941, I was posted to #3 Radio School at Yatesbury. While at Yatesbury a call went out to our group asking us if anyone would like to work on airborne radar instead of ground radar. I volunteered for this and was accepted. On April 18, I was then posted to #2 Radio School at Prestwick, Ayrshire, Scotland where I took the course on Anti-Surface Vessel Radar (ASV).

I completed my ASV course on May 20, 1941, and was then posted to 612 Squadron at Wick, the most northern part of Scotland, a cold and lonely place. 612 Squadron was the City of Aberdeen Squadron equipped with Whitley aircraft and its main purpose was to do anti-submarine patrol and escort convoys coming to England from North America, using the Whitley's outfitted with the newly developed airborne radar equipment. These patrols were quite lengthy and, on occasion, I would go along as the Radar Operator.

I requested a posting to the Middle East because, being Jewish, I wanted to see Palestine if possible. Early in October, 1941, I received a phone call from a senior Air Ministry officer in London, telling me to get cleared at once from Wick, and to have my C.O. arrange for me to be flown to London for a new posting, along with my Corporal, Fred Few. This was done in a hurry and, after a long briefing, I began to gather together test equipment and spares, etc. I was told that a detachment of three Wellington aircraft equipped with ASV were going as a Special Duties Flight, and I and three radio mechanics were to be in control of the radar equipment and responsible for its successful operation. The three Wellingtons were brand-new and had to be fitted with antennae for ASV. On October 4, after gathering together all the spare equipment and test gear which I felt was needed to maintain the Special Duties Flight (SDF), we loaded it into a Sunderland flying boat and took off for Gibraltar that day.

Just before take-off, I was approached by an engineering officer who had been working on our planes. He said: "I understand you are going to Malta". This was highly secret information and I was very careful in my conversation with him. He said his last name was LLOYD, and that he had a brother in Malta. I was non-committal, but he asked me to take a letter from him to his brother, if we did go to Malta. I asked him how I would find his brother, and he replied: "Everyone out there knows him". I took the envelope and put it in my pocket.

We flew to Gibraltar and, after a short stay, took off for Malta. We landed in Malta at dawn on October 7, 1941, and I reported immediately to the Mediterranean Command Headquarters in

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Valletta. It was then that I remembered the envelope for LLOYD. I asked the Personnel Officer if he knew someone with the last name of Lloyd, and he replied in the affirmative, that his office was just down the hall, first door on the left. I walked down the hall and knocked on the door, and a voice called me to come in. I opened the door and stepped inside and there before me, sitting at a desk was, I assumed, LLOYD-but his chest was covered with ribbons, and the braid on his epaulets showed him to be an Air Vice Marshal. I apologised and said that I must be in the wrong office. He asked me who I was looking for, and when I told him he said that it was he. This was Air Vice Marshal Hugh Pugh Lloyd, and he wanted to know how his brother was, etc, and who I was. When I told him that I was the radar officer for the Special Duties Flight (SDF), he said the radar didn't work. I advised him that the equipment must be maintained and inspected daily, and the aircraft was deemed unserviceable, until it was serviced and signed off as being acceptable. He asked me if I could have one aircraft ready to fly that night. I replied that we had to have a highly secure location at the airdrome (Luqa) where we could set up a workshop.

He picked up the telephone and called the CO at Luqa and told him that I was coming there and to do whatever I required. I had carte blanche. I asked him if I could fly with the aircraft and he said, pointing to my Radio Observer wing, "Everyone here who has a wing, flies".

We set up a radar workshop with high security at Luqa and proceeded to service the radar equipment. We finally had everything working satisfactorily, and flew many night searches for convoys trying to deliver supplies across the Mediterranean from Italy and Sicily to Rommel in North Africa. That was our main purpose. We would locate an enemy convoy and radio information such as size, speed, location and track, etc., to our naval forces. They could then intercept the convoy and destroy it.

Our successes were numerous. We co-operated with the Naval Force K, Naval submarines and Fleet Air Arm planes. Three radar mechanics and I flew regularly with the Wellingtons on operations as Radio Observers and we all had RO Wings awarded, properly gazetted, to us, although I had already received mine back in England. We did work with the other services as well as our own ASV flight - e.g., we built a ground radar station using ASV equipment and installed it at St. Elmo, a fort overlooking Valletta Harbour. This was to detect enemy E-boats trying to invade the harbour in an effort to destroy the ships there. We installed a modified ASV set (Rooster) on submarines; I even installed a set on the cruiser AURORA after having climbed the tallest mast to install an antenna. These modifications gave us increased range for our ASV and even the Mediterranean weather helped to increase our effective range.

Transportation was practically non-existent in Malta but AVM Lloyd was a different type of CO. If we needed anything to help our cause, we could rely on him to get it for us. I used to have to report to him on many matters. In fact I took orders directly from him since I was really not assigned to any particular squadron. He had obtained a camouflaged MG convertible for me to use to get around the Island to do my job. Also, he arranged for the army to supply our maintenance section with a van and army driver to be at our beck and call every day. The army sergeant-major

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would come over to our section once a week to check our needs and to issue pay to the driver who lived with us.

The ROOSTER (a modified and coded ASV set) worked so well that we sent a set back to England. There, they manufactured some specifically for us without any changes. We installed these on our submarines which were otherwise hard to detect and identify by IFF. We also had a small detachment of AI - equipped (Aircraft Interception) Beaufighters, which were used as night fighters. These proved to be quite successful as many enemy aircraft were shot down by them.

AVM Lloyd was posted away from Malta but not before promising me that I would be posted back to England when my time in Malta was up. Finally, on August 23, 1942 I received a posting back to England. I left by plane to Gibraltar where I was supposed to stay until I could get a plane back to England. There was quite a line-up ahead of me to get back, but on the street of Gibraltar I met the captain of one of the destroyers whom I knew from Malta. He told me that if I wanted to I could go back on his ship, HMS LIGHTNING, but not to say anything to anybody. At midnight he sent a lorry to pick me up and I boarded his ship. In the morning I looked out and there were several other destroyers with us. We were escorting a damaged aircraft carrier back to England. It had been damaged in a convoy on the way to Malta. That was some trip! -- the enemy trying to sink the carrier and we were doing our best to get through.

We finally made it without further incident and I reported to RCAF Overseas Headquarters on August 28, 1942. I was granted leave from August 28th to September 10th, my first since leaving Canada. When I reported back to RCAF Headquarters they posted me to the position of SSO (Senior Signals Officer) on the DAS (Directorate of Air Staff) where I stayed until March 15, 1944. I took another leave from March 16 to May 11, 1944, during which time I went home to Canada for a short while. On May 11, 1944, I went back to RCAF Headquarters in London until June 28, 1945, when I went to "R" Depot Torquay and then back to Canada. On August 28, 1945, I was discharged from the RCAF.

During my service in the RCAF I received the following medals and decorations: DFC (Distinguished Flying Cross) 1939/45 Star, Atlantic Star, Africa Star, Defence Medal, Canadian Volunteer Service Medal and Clasp, and the War Medal with the Oak Leaf which was for a Mentioned in Despatches, and also the Operational Wing with bar for two tours. I was discharged with the rank of Squadron Leader.

Alfred E. Glazer
Toronto, ON,

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* * * * CITATION * * * *

GLAZER, F/L Albert Ernest (C3422)

- Distinguished Flying Cross -

RAF Station Luqa, Malta - Award effective 14 September, 1942 as per London Gazette dated 18 September, 1942 and AFRO 1653/42 dated 16 October, 1942. Born in Toronto, 1918; home there. Enlisted in Toronto, 19 November, 1940. Commissioned 1940.

“In the course of a large number of sorties this officer has performed excellent work although a majority of them have been executed at night in all kinds of weather. His courage and devotion to duty are worthy of highest praise.”

* * * * *

Les Card was a young amateur radio operator who responded to the CBC broadcast, 10 October, 1940, for " A large number of radio men are required by the Royal Canadian Air Force for service overseas."

On the 24 November, 1940, I decided to join the RCAF. I was accepted by direct entry as an LAC WEM "R", and posted to #1 Manning Depot in Toronto. One day, around Christmas time, we were told to report on parade in full kit. We marched to a truck, then were taken to the station and boarded a train on the way to Halifax where a small group of WEM "R"s, and some aircrew were boarded on the SS Nerissa, a mail packet which, pre-war, ran from New York to the West Indies. We landed in Scotland, and boarded a train for London arriving there in an air raid.

While awaiting our course in Yatesbury I was stationed in Norfolk and Hendon, finally getting to Yatesbury on 4 April, 1941. We were #2 Canadian Course. After completing the ground course May 30, 1941, most of our class was shipped straight up to Prestwick, Scotland, to take the ASV course. We were posted to Coastal Squadrons on the 27 June, 1941. I was lucky and went to Northern Ireland to 221 Squadron at Limavady. On the 19 September, I received orders with AC1 Tom Rogers, Corporal Fred Few and Flying Officer Al Glazer to report to Kemale RAF station. We were there a week getting tropical kit etc, and on the 29 September, 1941, Tom Rogers and I boarded Wellingtons and headed south to Gibraltar. We were there two days and after some problems taking off we finally made it into the air and, after 10 hours 25 minutes, we landed at Malta RAF Luqa.

AC1 Tom Rogers, RAF, and I were on our own for two weeks before Corporal Fred Few and Flying Officer Al Glazer arrived on a Sunderland flying boat. At first we were attached to 38 Squadron, but later became SDF (Special Duties Flight) and attached to 69 Squadron.

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All in all, we had well over 2,000 air raids while I was in Malta. Our first barracks were destroyed as was our maintenance section, so we had a wooden shack hauled on the airdrome which we lived in, and where we repaired equipment. It was so badly bent up, and had so many holes in it, that we had to completely evacuate Luqa airdrome and move to a radio monitoring station off the airdrome. Flying Officer Glazer had a section built behind the quarters. He had to pull his gun on the workers to keep them working, or it never would have been completed. There were many times when fighters came over when we were lined up outside the mess hall. They would toss out Italian Red Devil hand grenades at us. They did not do much damage and would require a direct hit to injure or kill you. Strafing us, at times, was a regular occurrence but when they came at you, all you had to do was lie down behind the many stone fences and walls.

All the maintenance was done outside . The tools of our trade consisted of our own little tool box with pliers, screwdriver, adjustable wrench and an AVO meter for the section. Our soldering irons consisted of one 220V for inside work, and a Mock soldering iron for outside work. This worked with a magnesium and iron capsule which was placed on the iron and then lit with a special match. This is the same idea as the Thermite welding process on rails. It worked quite well with a lot of flux, and we also used to repair coaxial cables, soldering the breaks and cuts from bombing, strafing and enemy fire on operations.

We had great difficulty in keeping our ASV planes flying. Robbing-Peter-to-pay-Paul, type of maintenance. We did end up with a good supply of spares from damaged-beyond-repair planes. Rations became very scarce; three slices of bully beef and two hard tack biscuits per day. We lived mostly on trying to go to the villages around, and buying a meal from the locals. These became very expensive, £100 for a chicken and vegetable stew. This would be complete with chickens and goats wandering around the room while you ate. The farmers would come to the base mess hall and sell eggs and the cook would cook them for us. They started out at 10 pence an egg, but escalated to 10 shillings an egg before I left. I lost weight and got down to 95 pounds. Air raids were the most regular things, happening morning, noon and night, from a single aircraft to 50-100 aircraft at a time.

On October 8, 1941, I started flying as part of the crew as an LAC, so did Corporal Few, Flying Officer Glazer and AC1 Rogers. We took spare equipment with us and did in-flight maintenance. We were very fortunate in our operation, only losing two planes and the crews while I was there. Corporal Fred Few was one of them. I guess that is why I suddenly became a Corporal and then a Sergeant. After our first 100 hours of flying, the AOC of Malta granted Flying Officer Glazer, Corporal Few, LAC Card and AC1 Rogers the R.O. brevy, or wing, which we all wore proudly. It was gazetted, so it was very official.

Les Card Calgary, AB

Les Card was promoted to Sergeant in August 1942, and on 6 September, 1942, was commissioned as Pilot Officer. He was then posted to Naval Co-op Group. Les Card continued to be attached to

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the Royal Air Force. He completed two tours of operations, one of which while he held the rank of Leading Aircraftman (LAC), an unheard-of occurrence in the RCAF during WW II. He was Mentioned in Despatches three times.

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The price of the air/sea/undersea combination that choked Rommel's supply chain was high. After the retreat of the Eighth Army to Egypt in February to the end of March, only five thousand of the destined twenty-five thousand tons of fuel and ammunition reached Malta. In the ensuing three months no supplies got through.

To neutralize Malta, the Germans sent a strong force of Luftwaffe to Sicily, and, in October, 25 U-boats were diverted to the Mediterranean from the Atlantic. The suffering of the inhabitants from hunger was very serious. Continual pounding from the air was their lot for 18 months. Early in 1942 Hitler stepped up the air offensive, and, by the beginning of April, only six British aircraft remained. In May, the end seemed near. Food, fuel and ammunition were already exhausted, but, at the end of the month, 62 more Spitfires were flown in. The Governors, General Sir William Dobbie, and later Field Marshall, Lord Gort, VC, were inspiring leaders. It is typical that, in those days, they both lived on the lowest ration scale so as to share the privations of the people in their care. They were ably supported by Air Vice Marshal Lloyd, who inspired the RAF to the heights of valour and energy.

The Malta convoys demanded a tremendous effort on the part of the Royal Navy. Of 82 merchantmen that attempted to reach the Island between January, 1941, and August, 1942, only 49 had arrived safely. (1).

To safeguard their lines of communication from Italy to North Africa, the Axis undertook a steady aerial offensive against Malta. Radar played a decisive role in the defence of such a compact target that Malta presented to the enemy aircraft operating from Sicilian airfields. By January, 1942, the six RDF stations on Malta gave complete cover around the coastline. Theoretically, one Chain Overseas station and three Chain Overseas Low stations were sufficient to give adequate high and low RDF cover, all reporting to the filter room in Valletta. In practice, due largely to the lack of ideal sites, RDF cover was not perfect. When the enemy aircraft took off from Sicilian airfields and climbed to their operational height, before setting course for Malta, the RDF early warning given by the station was excellent. There was ample time to "scramble" our fighter aircraft with interceptions to be made. However, the enemy soon developed the tactics they had used from France against England, of taking off and only climbing to their operational height en route. Since the distance of Malta from their Sicilian bases was only a little over 60 miles, by the time the enemy aircraft were observed by RDF, the warning was too short to enable our defending fighters to reach their operational height for successful interceptions.

1, - Young, Peter., "World War 1939-1945"

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By February, 1942, due to the increasing scale of enemy attack against our airfields, our shortage of fighter aircraft, spare parts, and civilian labour for emergency repairs, proper use of the available RDF information could not be made. In effect, the RDF became little more than a long-range air raid warning system. The concentrated air bombardment, during the heaviest periods in March and April, 1942, averaged 200 enemy sorties in 24 hours. In common with all forces on the Island, the RDF personnel were very short of food. During these months, January to April, 1942, the operators were kept watching at high pressure night and day. Mental strain and general fatigue began to tell on the RDF personnel and, saving their physical strength for their duty hours, everyone stopped taking any form of exercise. (1)

"In July of 1942 the Italians delivered their only heavy attack upon Valletta harbour, with about twenty E-boats and eight midget submarines. The harbour defence, manned largely by the Maltese, destroyed almost the whole attacking force in spite of its daring." (2)

During 1942 the COL (Chain Overseas Low) radar stations had kept a watch on shipping. AMES 504 tracked the attacking E-boats, the element of surprise was lost and this contributed greatly to the successful defence of the harbour.

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Gerald Harbottle also responded to the CBC broadcast of 10 October, 1940. With some difficulty he persuaded the management at the National Research Council that he could be spared for overseas duty. He received his commission 13 June, 1941, and after a short stint at the Manning Depot in Toronto he was sent to Halifax and then overseas on the MS AKTIESELSKABET of the Danish East Asiatic Company. Shortly after radar training at Yatesbury, he was posted to Egypt.

On Sunday, October 18, 1942, I was advised by the Movements Officer at 22 Personnel Transit Centre that I would be flying into Malta and that I was limited to fifty pounds of hand luggage. From my kit and personal belongings I selected fifty pounds of what I thought I would need in beleaguered Malta, and the rest was put in a foot-locker and placed in storage at Thomas Cook in Cairo. In 1947, my foot-locker was returned to me, via New York. The contents, barring a few dead insects, were in perfect condition.

My posting was to take command from another Canadian, F/L C.F.L. Walker, C 4223 RCAF, of AMES 314 at Kaura Point, the closest point from Malta to the Italian airfields in Sicily. Three of

1. Air Ministry Publication, A.P. 1063
2. Winston Churchill

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the other four radar stations were also commanded by Canadians:

F/O A. Chornobrywy, C 6622 RCAF, 502 AMES, Fort Magdalena,

F/O F.A. Dibblee, C 4152 RCAF, 501 AMES, Fort Ta Silch, and

F/L K. Banton C 3685 RCAF, 841 AMES on the nearby Island of Gudia.

The transport aircraft from Cairo to Malta was a B24 Liberator bomber converted for passengers, about equal to the legendary, "Quarante Hommes ou Dix Chevals" of the French railway cars of World War I. We left Cairo late in the afternoon and skimmed low over the surface of the Mediterranean, with an estimated time of arrival at Malta for 11 PM. As we approached Malta, the island was being subjected to another air raid. We circled off-shore and, after the raid was over, we received landing clearance for Luqa airport.

On landing we were literally dragged out of the aircraft and hustled into a bomb shelter. The aircraft, as soon as its load was discharged, flew off. Shortly after the aircraft left, I experienced the first of many Malta bombings; WHUMP, WHUMP, WHUMP, closer and closer. The next day I reported to Headquarters and then on to AMES 314 to participate in the change of command.

The next morning, at breakfast, I was given half a loaf of bread. "Isn't this nice." I remarked. The steward said "That's your bread ration for the day. Eat what you wish at any time." I said: "Oh, there are raisins in it!" "Them's not raisins, sir, them's are weevils." At least we got some protein. As I was soon to learn, our rations were dull but adequate. However, as the siege of Malta wore on, it was sometimes less than adequate.

To give some idea of the rations during the siege, and every man-Jack had the same rations, I will recount our Christmas dinner of 1942. Christmas dinner for the troops overseas is a very, very special event. All regimental histories duly record the special Christmas event; turkey, chicken or duck with favours, wine, beer etc. The Bob Hope shows for the overseas troops are another example.

Christmas Programme, 1942 AMES 314

Soupe Superbe (3/5 pint (12 ounces per man)

Le Steak and Kidney Pud (double ration - 14 ounces per man)

Potato Rare (mashed dehydrated potatoes - 8 ounces per man)

Vegetables Caviar (made from a mélange of dried beans - sufficient)

Plum Duff à la Gage (LAC cook G. William Taff Gage - the head chef)

AMES 314 had an establishment of about forty-five men. I was the only commissioned officer. I was the Commanding Officer, Adjutant, Impress holder for accounts, Supply, Technical, all rolled into one; Father Confessor to all, and including the duty of mail censor.

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We had seventy-foot towers for the above ground radar and forty-foot towers for the below ground half-power back-up equipment. There were two rooms, one for the transmitter and diesel generators and one for the receiver. These rooms, connected by tunnels, were blasted out of the solid rock of Malta and protected by massive steel doors.

During the height of the siege, we had to use Bunker C fuel which has the consistency of tar. In order to start the diesel we had to heat the filters with blow-torches and, once the diesel started, there was enough heat in the engine-room to keep the filter warm and the diesel generator would continue to operate.

In the three months just prior to, and covering the invasion of Sicily, we never shut down for the three hour weekly maintenance period. Not even the diesels. We had to change oil on the diesels running. When we finally shut down for maintenance, it seemed that everything was in bad shape, and it took us nearly a week to resume operations.

F/L S.G. Harbottle C 5647 RCAF

Commanding Officer, A.M.E.S. 314, RAF, Malta, October, 1942, to September, 1943

Signal to 314 AMES 23 August 1943 "The AOC sends congratulations to 249 Squadron on its successful interception and destruction of recce aircraft on Friday, 27 August, 1943, evening. The interception showed excellent team-work between the fighters, controllers and radar and reflects great credit on all concerned." signed K.R.Park, A.V.M

Gerald Harbottle

Ottawa, ON,

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Towards the end of May, 1942, the enemy attacks on Malta had died down. Although the tide of the air battle was turned by the defenders in May, June and July, the siege was still tightening. Two gallant attempts had been made to relieve the Island by convoys during June, 1942, but both had proved unsuccessful. In August, 1942, a large convoy sailed from England through the Straits of Gibraltar, and only 4 ships of the 13 got through to the Island. Finally, a convoy which sailed from Egypt on 15 November, 1942, raised the siege of the Island, when its reserve stocks were practically finished. (1)

The RAF and Royal Navy remained operational throughout. The airfields were kept operational thanks to the splendid efforts of the Army and RAF pulling together. The ground crew, who had to take it all, were wonderful. They and their army comrades would seldom make use of the day-shelters - they had jobs to do, to fill in the bomb craters as soon as the Luftwaffe made them, to build miles of additional taxi tracks to distant dispersal hard-stands, to build approximately 500 anti-blast pens that were needed to save the aircraft. In spite of all this, the fighting ships and planes were able to inflict mortal damage to the enemy ships carrying supplies to Rommel and his Afrika Corps.

1.) - Air Ministry Publication A.P. 1063

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Editor's note:

After completing two tours of operations and being decorated with the Distinguished Flying Cross, and Mentioned in Despatches, in August 1942, Al Glazer was posted back to England, where he took up the position as Signals Officer, Directorate Air Staff, RCAF, Overseas Headquarters. The senior administration and accounts officers at RCAF Overseas Headquarters recognised the anomaly of F/L Al Glazer remaining on the non-flying list. Accordingly, he was transferred to the general (air crew) list, with the effective date being the time when he was gazetted as a Radio Officer. Incidentally, this meant an increase of 40% in pay while serving in the rank of Flying Officer.

However, F/L Les Card, F/L James Ritchie, D.F.C., who was awarded the Distinguished Flying Cross while flying in operations with 600 Squadron in Italy, S/L William Osborne O.B.E., W/C John Ross, S/L D.H. Gwinn M.B.E., F/L G.A. MUIR, D.F.C. and S/L John A. Irwin were never transferred from the Non-Flying List (NFL) to the General List. All received their Radio Observer's Badge after completion of 30 operational hours with a minimum of 10 operational sorties. Operational flying is defined (for the purposes of this award) as flights taken against the enemy and the award of an air crew badge is an indication that the holder is qualified and available to perform operational duties as a regular member of air crew. Additionally, the recipient signed a certificate that he understood that he would be available to be called upon to perform those duties in the air whenever required. (see Appendix A.- AMO A89 of 1942). By definition these RCAF officers and others in similar cases should have been transferred to the General list and their pay adjusted accordingly. However, they received only general list additional pay on the days that they flew operations. Another case of RCAF radar personnel not receiving their full pay entitlement while serving with the RAF.

APPENDIX A

A.89.—Award of Air Crew Badges in Special Circumstances

(A.323900/41/P.1.—29.1.42.)

1. Air crew badges (*i.e.* observer's, air gunner's and radio operator's (air)) are normally awarded to officers and airmen who have been entered for air crew duties, on satisfactory completion of the prescribed courses of instruction. The award of an air crew badge is an indication that the holder is qualified and available to perform operational duties as a regular member of an air crew.

2. As an exception to the normal rule, however, an air crew badge may be awarded to an officer or airman who, though not entered for, or specially trained for air crew duties and not posted as a regular member of an air crew, has satisfied the following conditions :—

(i) He has completed the full operational training unit course of training or, if it is impracticable for him to undergo this training, has passed all the tests applied at the end of such a course.

(ii) He has completed a minimum of thirty hours' operational flying, comprising not less than ten operational sorties. Operational flying is defined for this purpose as flights undertaken against the enemy ; test, development and instructional flights and flights of a similar nature are excluded.

(iii) He has been certified by his C.O. as having fulfilled conditions (i) and (ii) and as being fully qualified.

(iv) He has signed a certificate to the effect that he undertakes to keep himself efficient and fully qualified for the duties appropriate to the badge, and that he understands that he is available to be called upon to perform those duties in the air whenever required.

3. The appropriate badge may be awarded on the written authority of the air officer commanding the candidate's group or, in the case of an officer not serving in a group, of an officer of air rank at his command headquarters.

4. Awards of badges under this order are to be promulgated in unit personnel occurrence reports, this order and the authority of the officer making the award being quoted.