

Pilot Profile: P/O John Adamson Shepherd No. 41621, RAF No. 141 / 1 (F) Squadron

Biography Information ⁽¹⁾

b: 10 November 1915 Sutherland, County Durham, U.K.

d: 5 June 1940 – Killed in Action (age 24) at Rouen, Seine-Maritime, Haute-Normandie, France

Commemorated: Commonwealth War Graves Commission

buried at St. Sever Cemetery Extension, Rouen, Seine-Maritime, France.

Father: Reginald Andrew Shepherd

Step-Father: Charles Foster Corbett

Mother: May Allen Havergal Constance Adamson

Siblings: Alastair Reginald Shepherd

Andrew Fraser Shepherd (twin brother of John Adamson Shepherd)

Residence: Victoria, British Columbia, Canada



Here are a few **vignettes** that I would like to write based upon the material that I've researched in more detail:

1. **Life at a R.A.F. Flying Training School** – based upon Shepherd's time at No. 5 E&RFTS at Hanworth and No. 5 F.T.S. at R.A.F. Sealand in Chester, Flintshire
 - a. Life at a Hanworth – London Air Field
 - b. Boxing at R.A.F. Sealand
 - c. Life at Sealand
2. **Life at Vassincourt**, France – based upon Shepherd's time at Vassincourt, Neuville, and Bar-de-Lac France from end of November 1939 to March 1940
3. A Setup for Failure – or – **A No Win Scenario** – based upon Shepherd's return to the Squadron from his lengthy illness and also his unpreparedness for air combat
4. **Requiem for Heroes** – based upon the fact that Shephard and others like him died far too young in a battle they were ill prepared to win
5. **The Legend Lives On** – How a mother's donation of a memorial trophy given to the Wanderers Rugby club in honour of her son's memory at the end of the Second World War carries on his memory through the annual award of the "Johnny Shepherd Memorial" trophy with the Wanderers Rugby club even to this day.

Military Service Record ^{(2), (3)}

"Enlistment, Flight Training, Medical, and Squadron Information from GOV.UK R.A.F. military service record."

Date	Event
	PRE-ENLISTMENT IN THE ROYAL AIR FORCE Flight Training at the Edmonton and Northern Alberta Aero Club H. Seymour-Biggs
13-Nov. 1934	Edmonton Journal, November 13, 1934 Page 9 – “Loops and Spins – With Alberta’s Airmen. Dave Jacox, Canada’s youngest amateur pilot is now on the solo list. Other soloists are: <u>J. A. Shephard</u> (Shepherd), Eddie Deschamps, Irvin Hertzberg M.M., and Charles Powell.”
10-Dec. 1934	Edmonton Journal, December 14, 1934 Page 14 - “Loops and Spins – With Alberta’s Airmen. Lyman Anderson, <u>J. A. Shephard</u> , Donald Walker and Oliver Thompson are on the solo list. They started landing on wheels, now they’re on skis.” [Note: Flying lessons with the Edmonton and Northern Alberta Aero Club; on the solo list for December 10, 1934. Pilot’s Certificate F.696 from Military Service file under “Where Educated, Language, and other special qualifications” section.] [Note: records of the Edmonton and Northern Alberta Aero Club pilot's certificates from the 1930's have been lost as the Edmonton Flying Club burnt down in 1967. https://www.pressreader.com/canada/edmonton-journal/20130226/281543698337789]
27-Mar.-1935	Edmonton Bulletin, March 27, 1935 Page 1 - “EDMONTON LADS READY TO JOIN R.A.F. - Aero Headquarters Buzzing Over Prospect Imperial Enlistments. Edmonton and Northern Alberta Aero Club headquarters at the airport buzzed over the weekend as a result of the announcement from London, England of Britain’s intention to increase the Royal Air Force personnel by 22,500, a number of whom will be recruited from the dominions. Chester Moffett, president of the aero club, states there are at least 10 trained or partly trained pilots in this city who will make application to the Royal Air Force headquarters in London, for enlistment. The aero club here is cabling London for full information. PILOT PREFERENCE The pilots, who are to be taken on the force, will number about 2,500, according to the advice from London and these must be between the ages of 18 and 22. Mr. Moffett points to the fact that men with pilot’s certificates will naturally be given the preference, as it is the intention of the R.A.F. to add 1,300 pilots to the force before the end of the present year. “Green men spend on average a year in ground schools and doing fatigue work, but those who have certificates, providing they pass medical examinations, would LOCAL LADS TO ENLIST ROYAL AIR FORCE – Continued from Page One. likely remain only two weeks in a ground school”, Mr. Moffett pointed out. Among those who are prepared to enlist, now training at the Aero club here are: Ronald Hall, just completed a course for a commercial license; Jack McAthey, George Boles, Isaac Martin and Phil D’Auomst. Others who may be eligible include: Chris H. Moon, Marshall Smith, Alex Donald, Fred Crawford, William Coppinger, W.J. Sherwood, J.A. Jackson and Sherman Found. Jack Sutherland, an Edmonton-trained pilot, is now serving with the R.A.F. in Scotland, having gone from this city last year. Jerry Toland is another Edmonton boy serving with the force in England. Both learned their flying under Pilot Instructor Capt. Maurice Burbridge, a former R.A.F. pilot.

	<p>The announcement that Britain would recruit some of her pilots from the dominions has brought a rush of students to enroll in the school here, Mr. Moffett said. There are now 200 men of all ages undergoing training and many more are expected to join the school within the next week.</p> <p>The local club expects to have definite information on the subject within the next couple of days. Many students of the club are still attending high school and they desire to obtain full particulars before making a decision on the questions of enlistment.”</p>
29-Mar.-1935	<p>Edmonton Journal, March 29, 1935 Page 13 – “WOULD JOIN R.A.F. John Shepperd (Shepherd), Cadboro Bay, B.C., who qualified for a private air pilot’s license here last winter, has telegraphed Chester E. Moffet, president of Edmonton and Northern Alberta Aero club, asking that he be included in any contingent of Edmonton fliers going to England for enlistment with the Royal Air Force under the defence plan recently announced from London.”</p> <p>Edmonton Bulletin, March 29, 1935 Page 9 – “Wants To Go Overseas. A telegram was received Wednesday morning by Chester E. Moffat, president of the Edmonton and Northern Alberta Club, from John Shepperd (Shepherd), Cadboro Bay, B.C. It states that he wishes to go overseas with the contingent from Edmonton for enlistment in the Royal Air Force. Mr. Shepperd qualified for a private pilot’s license in Edmonton last winter.”</p>
1937 to 1938 timeframe	<p>Application for Enlistment with the Royal Air Force – Becoming a Biggs’ Boy:</p> <p>John Shepherd had an interview with Captain H. Seymour-Biggs, resulting in H. Seymour-Biggs’ writing letter of commendation to the R.A.F. for Shepherd’s enlistment. Exact timing of the interview is unknown; however, it would have taken place in the 1937 to 1938 timeframe and prior to his departure to the U.K. in September 1938. No reference to the time of John Shepherd’s interview can be located in either The Daily Colonist nor the Times-Colonist newspapers in Victoria B.C. which carried regular articles on The Biggs’ Boys. In Ken Stofer’s book, “The Biggs’ Boys”, John Shepherd is listed as one of the Biggs’ Boys, however the author doesn’t say much more.</p> <p>Times Colonist, November 10, 1985 Page 27 – “Skipper’ decided who would fly. Seymour-Biggs was synonymous with the RAF during the war.... The “skipper” as the boys called Biggs when he was not present, demanded respect. Nonsense was not tolerated. One was required to stand erect, speak clearly and always address him as Captain Biggs or sir. Tidy clothes and clean-shaven face was a must in the Captain’s eyes. He was preparing lads for the discipline they could expect in the RAF.</p> <p>After passing the “skipper’s” interview and subsequent medical examination, it was just a matter of waiting for a passport from Ottawa (all arranged by Biggs) and finalizing transport to England. Biggs obtained a special rate for the “Biggs’ Boys” as they became known, through the cooperation of the Chicago, Milwaukee & St. Paul agency. However, many of the lads in those Depression years couldn’t raise the funds and made daily inquiries at local shipping agents hoping to sign on a ship and work their passage to England.”</p>
07-Sep. 1938	<p>The Daily Colonist, September 7, 1938 Page 6 - “Social Activities and Notes of Personal Interest. To Join R.A.F. – Mr. J. A. Shepherd, son of Mrs. C. F. Corbett, Carberry Gardens, will leave on Friday for England, having been accepted by the Royal Air Force. Mr. Shepherd, who completed his pilot’s training two years ago with Captain Burbidge at Edmonton, will sail off on the SS Empress of Australia next week from Montreal.”</p>
24-Sep. 1938	<p>Travelled to England departing from Quebec City, Quebec aboard the Canadian Pacific Liner: Empress of Australian landing at Southampton on September 24, 1938. John Shepherd is listed as a “student” and his destination contact is listed as c/o John Adamson, Beehive Hotel, Parkstone Dorset. (from the UK and Ireland Incoming Passenger List)</p> <p>From the Edmonton Journal, June 10, 1940 Page 10 – “Air Fight Kills Former Resident. He left Victoria for England to join the R.A.F. in September, 1938, and friends recall that at the time he stopped over in Edmonton for a short visit before continuing on his way.”</p>
ROYAL AIR FORCE FLIGHT TRAINING	

	<p>Updates Pending:</p> <ol style="list-style-type: none"> 1. Add information from R.A.F. Military Service File 2. Add No. 5 E&F.T.S. at Hansworth Information 3. Add No. 5 F.T.S. at R.A.F. Sealand information 4. Add No. 11 Group Pool information 5. Add No. 2 Ferry Pilots Pool information 6. Add AIR 81 Casualty File information
	<p>Enlistment with The Royal Air Force in England</p> <p>Ab Initio Course at Elementary Flying Training School and Short-Service Commissioning</p>
4-Oct. 1938	<p>Enlistment in the Royal Air Force consisted of an interview with a panel of officers known as the Selection Committee and a medical examination by the Central Medical Board with a "Fit as pilot" result. Based upon his R.A.F. Service File, John Shepherd successfully passed both the R.A.F. Selection Committee interview and the medical review where on 4-Oct. 1938 the No. 2 C.M.B. Medical Board Review declared John Shepherd "fit as pilot".</p>
31-Oct. 1938 to 14-Jan. 1939	<p>Begins "Ab Initio" course as a pupil pilot at No. 5 Civilian Flying School Hanworth which normally lasted for eight weeks, although in the winter it was as long as ten weeks to allow for inclement weather. During this time period the pupil pilots carried out a minimum of twenty-five hours dual and twenty-five hours solo flying using the <u>R.A.F. Standard Syllabus for "Ab Initio" Flying Training Schools</u>. During the entire course the pupil pilots, as candidates for a short service commission with the R.A.F., were considered civilian status, although they were paid by the Air Ministry. The pilots wore plain clothes and were given an allowance to live under their own arrangements.</p> <p>*** Add comments / pictures on No. 5 E&RFTS Hanworth from 'Katy Cox's' article ***</p>
14-Jan. 1939 to 28-Jan. 1939	<p>Following successful completion of Elementary Flying Training School, John Shepherd is posted to R.A.F. No. 1 Depot at Uxbridge for two weeks where he would have received both disciplinary and administrative training for R.A.F. Officers. Candidates being awarded a short service commission would then be kitted out in uniform and 'Gazetted' as Acting Pilot Officers on probation with effect from the date of their 2-week posting at Uxbridge.</p>
Oct. 1938	<p>Enlisted with the RAF in October 1938. Passed the medical review on 4-Oct. 1938 – No. 2 C.M.B. Medical Board Review – declared "Fit as pilot". Proceeded with pilot flying training in the RAF -</p> <ul style="list-style-type: none"> No. 5 C.F.S. Hanworth 31.10.38 to 13.1.39 for E&RFTS No. 1 Depot Uxbridge 14.1.39 to 28.1.39 for R.A.F. Officer Training No. 5 F.T.S. 30.1.39 to 2.9.39 for Flight training No. 11 Group Pool 9.9.39 for Flying duties No. 141 Squadron 9.10.39 for Flying duties No. 11 Group Pool 26.10.39 to 20.11.39 for Supplementary Operational Training No. 1 Squadron A.A.S.F. 24.11.39 for Flying duties

	Civil Flg. Sch. Hanworth		31.10.38	
	1 Depot	24/11/39	14-1-39	P) Safety Sgt. discipl. case
	5 F.T.S.	23/11/39	28-1-39	P) Flg. training
	No 11. Group Pool		2-9-39	P) Safety
	No 141 Sqdn		9-9-39	P) Flg. duties
	No. 1 Sqdn AASF		9-10-39	P) — " —
	No. 11 Group Pool.		24-11-39	P) — " —
			26-10-39	
			20-11-39	P) Safety. Operational long.

Oct 1938 through Sep 1939

Pilot Training within the R.A.F. based upon the Movements & Course of Instruction in P/O John Adamson Shepherd's R.A.F. Service Record and "Pathway to Pilot – Interwar Years" from rafmuseum.org.uk website.

1. Ground instruction including math, navigation and principles of flying.
2. Basic training at Elementary & Reserve Flying Training Schools (E&RFTS) – for 1st solo flight. No. 5 E&RFTS at Civilian Flying School at Hanworth was operated by Blackburn Aircraft Ltd. using the Blackburn B2 trainer (side-by-side 2-seater) and Hawker Hart (single seater) aircraft, including simulation flying training on the Link trainer.
3. Intermediate and advanced training at Service Flying Training Schools (F.T.S.) – Hawker Audaxes (2-seater), Hawker Furies (2-seater) and Hawker Hart aircraft including simulation flying on Link trainer instruction. Airspeed Oxfords aircraft were also used at No. 3 F.T.S., No. 5. F.T.S. and No. 7 F.T.S. for multi-engine training.
4. Final tests and examinations complete Advanced training to obtain Pilot's wings and granted service commission
5. Qualified pilot sent to Operational Training Units (OTU) to make them ready for Front-Line duties. Total flying training time including OTU: ~ 10 months.

28-Jan. 1939 to 9-Sep. 1939

No. 5 Flying Training School (F.T.S.) at R.A.F. Sealand – Chester, Flintshire England

1. Add AIR 29-556 ORB comments
2. Add newspaper clipping from The Chester Observer for SEALAND ATHLETIC NOTES on pupil boxing including the write up "Boxing at No 5 FTS RAF Sealand"
3. Add photographs from the Library and Archives of Canada from the R.D. Grassick collection of Canadians at R.A.F. Sealand with proper citations
4. Add pictures of aircraft that would have been used for training at R.A.F. Sealand.
5. Add information from file "Pilots from Course No. 39 at RAF Sealand"
6. Add Flying Training comments from RAF Service Record for final rating and comments

14-Jan. 1939

The London Gazette. The undermentioned are granted short service commissions as Acting Pilot Officers on probation. 14th Jan. 1939: — John Adamson SHEPHERD

30-Jan. 1939

No. 5 F.T.S., R.A.F. SEALAND. 39th. Course started. Intake: - 39 Officers and 9 airman pupils. (AIR29/556)

25-Feb. 1939

Times Colonist, February 25, 1939 Page 4 – "CANADA'S PLACE IN THE AIR. To the Editor: – Canadians seem particularly suited for aviation, and I believe Canada has a ready-to-hand air force without compare. A friend talked this over with me the other day and was of the same opinion. In the same way that Australians for some reason give the impression of natural cavalry, speaking in terms of Empire defence, so it appears that in the air Canada would be supreme. We noted the fact that Canadian men are temperamentally suited for air pilots-they have a superb aggressiveness against bad circumstances that is

	<p>more in evidence than it is with other nations. Not that Englishmen are lacking in this, far from it, but it takes a different form. I feel sure any possible invaders of Canada's intrepid aviators and their hard training in combating adverse flying conditions all over the north and around this dangerous coast. Seeing the number of young Canadians leaving for the British air force makes one think that the supply of courage is always equal to the demand in times of need, and if ever this Empire needs her men, it is now, when we are reorganizing the whole defence scheme. One well known Victorian who wrote last week that he had been accepted for the Royal Air Force is John Shepherd of Oak Bay, who thus achieves his long-standing ambition and learned to fly in Edmonton for this reason." OLWEN RODSTROM.</p>
<p>4-Mar. 1939</p>	<p>Cheshire Observer, March 4, 1939 Page 15 – “SEALAND ATHLETIC NOTES – BOXING”</p> <p>“The competition for the Inter-Squad Trophy for the junior term pupils at Sealand took place on Friday last week. Although the boxing was more keen than skillful, the standard was higher than has been usual in recent competitions, and many of the competitors should, with training, develop into competent boxers. No. 10 Squad won the trophy, gaining 21 points to 11 Squad's 18. It looked as though it would be a runaway victory for No. 10, as they won five out of the first six bouts, but No. 11 won five out the last seven. There were no knock-outs; all the fights were won on points. The officials were: - Referees, S/Leader Loughnan and Ft/Lt. Adamson. Judges: S/Leader Loughnan, Ft/Lt. Adamson, and F/O. Hudson. Timekeeper: Ft/Lt. F. B. Young. Medical Officer: W/Commdr. Townsend, M.B., B.Sc. Master of Ceremonies: Warrant Officer S. Stubbs, M.B.E. Ring Manager: Warrant Officer Coleman. i/c Competitors: F/Sgt. Goodman. Recorder: F/Sgt. Jordan. Seconds: Corpls. Brizell and Fairclough, and A.C.s Bloor and Thompson.</p> <p style="text-align: center;">RESULTS</p> <p>APO. Laird (10 Squad) beat APO. Boxer (11 Squad). APO. Crawford (10 Squad) beat APO. Johnston (11 Squad). APO. Bloxam (10 Squad) beat APO. Pollard (11 Squad). APO. Ogle-Skan (10 Squad) lost to APO. Wilding (11 Squad). LAC. Stephens (10 Squad) beat LAC. Harris (11 Squad). APO. Cunynghame (10 Squad) beat APO. Egerton (11 Squad). LAC. Ashford (10 Squad) lost to APO. Burns (11 Squad). APO. Hill (10 Squad) lost to APO. Turner (11 Squad). APO. Manlove (10 Squad) beat APO. McClymont (11 Squad). APO. Pittman (10 Squad) lost to APO. Johnson (11 Squad). APO. Shepherd (10 Squad) beat APO. Forsythe (11 Squad). This was the best contest of the competition, the fighters being experienced, and the fight was even with the result in doubt until the verdict was given. APO. Stewart (10 Squad) lost to APO. Crittall (11 Squad). Sgt. Benson (10 Squad) beat LAC. Winn (11 Squad).</p> <p>Group Captain A. N. Gallenhawk, A.F.C., Commanding Officer at Sealand, presented the Inter-Squad Cup to No. 10 Squad, and the prizes to the winners of the bouts and the best loser.”</p>
<p>19-Apr. 1939</p>	<p>The Edmonton Journal, April 19, 1939 Page 13 - “Canadians Are Taking to the Air as Members of British R.A.F.</p>



Canadian pilots brought fame to this country by their efforts in the Great War. Now Canadians are carrying on that tradition in the Royal Air Force. In this group are (left to right): P. S. Turner, H. A. G. Smith, N. D. Edmond, H. F. Burns, A. G. Egerton, J. A. Shepherd, M. E. Pollard, K. M. Laird and A. L. Edy. The scene is an English training school after a return from instruction flights.”

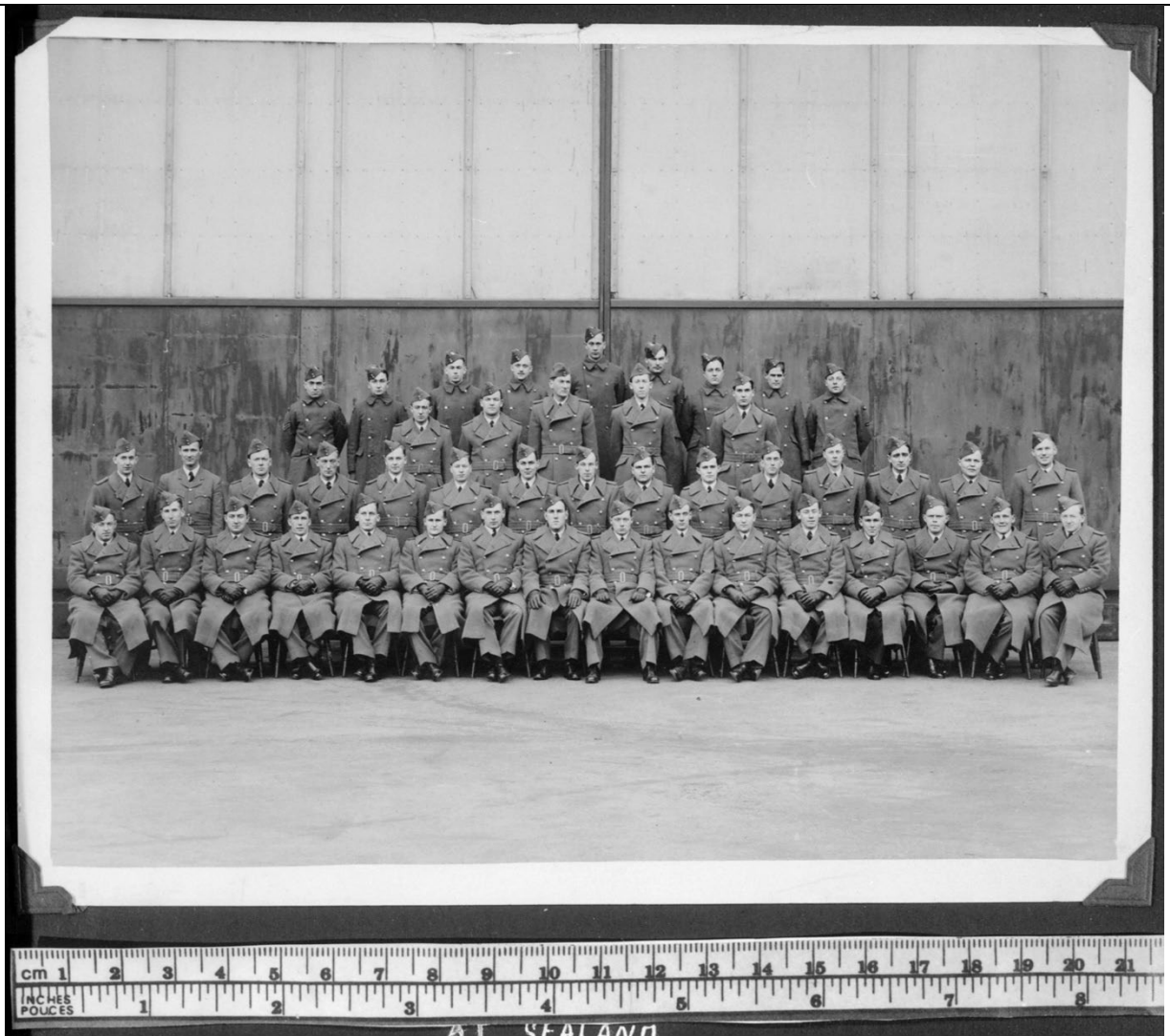
[Note: Perceval Stanley Turner is on the far left in the photo. John Shepherd is the sixth individual from the left wearing a regular uniform. The aircraft in the photograph is an Airspeed Oxford for multi-engine training. Correction to above listing of pilots (left to right): P. S. Turner, H. A. G. Smith, N. D. Edmond, H. F. Burns, A. G. Egerton, J. A. Shepherd, G. M Stewart (standing in aircraft door), K. M. Laird, and M. E. Pollard and A. L. Edy based upon other photographs and newspaper clippings where these “4” pilots are in uniform, (Shepherd, Stewart, Laird and Pollard), and standing together and also from facial and height recognition.]



PA-123605

Group of Canadians undertaking training on Hawker 'Hart' aircraft of the R.A.F., Sealand, England, 1939. (Foreground, Left to Right): K.C. Forsythe, H.A.G. Smith, R.D. Grassick, H. Burns, M.E. Pollard, J. Shepherd, A.G. Egerton, K.M. Laird. G.M. Stewart (standing near the nose of the plane). A. Edy (looking into the rear cockpit). Pilot sitting in the plane unidentified. *Credit: Robert D. Grassick / Library and Archives Canada / PA-123605. Copyright: Expired*

31-Aug. 1939	No. 5 F.T.S., R.A.F. SEALAND. Passing Out Inspection by Air Vice Marshal L.A. PATTINSON CB DSO MC DFC. (AIR29/556)
2-Sep. 1939	No. 5 F.T.S., R.A.F. SEALAND. No 39 Course ended - output 37 officers and 9 N.C.O. pilots. (AIR29/556)



PA-123603

Group of Canadians undertaking R.A.F. training, Sealand, England, 1939. In second row, P.S. Turner is third from left and R.D. Grassick is second from right. *Library and Archives of Canada. Credit: Robert D. Grassick / Library and Archives Canada / PA-123603. Copyright: Expired*

There are 36 Officers and 9 NCOs in the picture above.

- John Shepherd is standing sixth from the left in the second row;
- Michael Pollard is standing seventh from the left in the second row;
- Gordon Stewart is standing seventh from the right in the second row;
- Arthur Egerton is seated sixth from the left in the front row.

3-Sep. 1939

The London Gazette. The undermentioned Acting Pilot Officers on probation are graded as Pilot Officers on probation. 3rd Sept. 1939: — John Adamson SHEPHERD (41621).

No. 5 F.T.S., R.A.F. SEALAND. An Air Ministry Signal addressed to all R.A.F. Units at home at 11.50 hrs stating "War has broken out with Germany only".

Assignment to Operation Training Unit No. 11 Group Pool, St. Athan
Operational Assignment to No. 141 (F) Squadron
Assignment back to Operation Training Unit No. 11 Group Pool, St. Athan

9-Sep. 1939

Posted from No. 5 F.T.S. R.A.F. Sealand to No. 11 Group Pool, St. Athan OTU (Operation Training Unit) for instruction on Hawker Hurricanes. OTU was necessary to convert over to the front-line Hurricane fighter.

Place.	Date.	Time.	Summary of Events.
St. Athan.	9 Sept		<p>Following officers posted from No. 7 F.T.S. for instruction: -</p> <p>Acting Pilot Officer A.R. GREVSTAD. Acting Pilot Officer C.M. SYMONS. Acting Pilot Officer G.M. STEWART. Acting Pilot Officer J.A. SHEPHERD. Acting Pilot Officer P.S. TURNER. Acting Pilot Officer H.L. NORTH. Acting Pilot Officer G.C. SAUNDERS. Acting Pilot Officer J.S. MITCHELL. Sergt. MAINLAND, Sergt. BAKER and Sergt. LEWIS, also reported from No. 7 F.T.S.</p>

Pilots from 5 F.T.S. Sealand, 7 F.T.S. Peterborough, 9 F.T.S. Hullavington: Posting to / from No. 11 Group Pool

Name	Posted to No. 11	No. 11 to Posting	Posted to No. 11	From No. 11 To Posting
APO A.R. GREVSTAD ⁽²⁾ (*)	9-Sept [7 F.T.S.]	6-Oct: No. 229 SQ	26-Oct	17-Nov: No 2 Ferry Pilots Pool
APO C.M. SYMONS ⁽¹⁾ (*)	9-Sept [7 F.T.S.]	6-Oct: No. 229 SQ	26-Oct	17-Nov: No. 3 SQ
APO G.M. STEWART ⁽¹⁾ (*)	9-Sept [5 F.T.S.]	6-Oct: No. 273 SQ	24-Oct	17-Nov: No 2 Ferry Pilots Pool
APO J.A. SHEPHERD ⁽¹⁾ (*)	9-Sept [5 F.T.S.]	6-Oct: No. 141 SQ	27-Oct	17-Nov: No 2 Ferry Pilots Pool
APO P.S. TURNER ⁽⁴⁾ (*)	9-Sept [5 F.T.S.]	6-Oct: No. 219 SQ	27-Oct	17-Nov: No. 242 SQ
APO H.L. NORTH ⁽¹⁾	9-Sept [9 F.T.S.]	6-Oct: No. 219 SQ	27-Oct	17-Nov: No. 43 SQ
APO G.C. SAUNDERS ⁽¹⁾	9-Sept [7 F.T.S.]	6-Oct: No. 229 SQ	26-Oct	13-Nov: No. 87 SQ
APO J.S. MITCHELL ⁽¹⁾	9-Sept [9 F.T.S.]	6-Oct: No. 273 SQ	24-Oct	17-Nov: No 2 Ferry Pilots Pool
SGT R.M. MAINLAND ⁽¹⁾	9-Sept [7 F.T.S.]	6-Oct: No. 141 SQ	24-Oct-27-Oct	17-Nov: No. 605 SQ
SGT R.D. BAKER ⁽¹⁾	9-Sept [7 F.T.S.]	6-Oct: No. 229 SQ	---	07-Oct: No 145 / 56 SQ
SGT A.O. LEWIS ⁽³⁾ ⁽⁴⁾	9-Sept [7 F.T.S.]	6-Oct: No. 219 SQ	24-Oct-27-Oct	17-Nov: No. 605 SQ

Notes: ⁽¹⁾ Killed in Action; ⁽²⁾ Invalided Home; ⁽³⁾ Prisoner of War; ⁽⁴⁾ Survived the War; (*) Canadians in the R.A.F.

19-Sep. 1939

The Victoria Daily Colonist, September 19, 1939 Page 18 - "**Full-Fledged Service Pilot in Air Force**".
"Writing from Sealand, Chester. to relatives in Victoria, Jack Shepherd, one of Captain H. Seymour-Biggs' boys, goes extensively into his experiences since leaving home for England to try for a short service commission with the Royal Air Force. He secured his wings last May, and states he is now a "full-fledged" service pilot. At the time of writing, he had 150 hours of flying experience, and was on duty with a "medium bomber squadron". Young Shepherd is the second from the left in the picture, which was taken when he was on a visit to London with several other pilot officers."



Other Pilots in the picture: **G.M. Stewart** is second from the right; **K.M. Laird** on the right; **A.G. Egerton** or **M.E. Pollard** on the left. (based upon R.D. Grassick photo collection from the LAC)

30-Sep. 1939

The Victoria Daily Colonist, September 30, 1939 Page 3 - "**Canadian Pilots With the Royal Air Force**".
"There were far more smart young flyers from Canada in the Royal Air Force when war was declared, than was generally known in this country. Just how many might not be politic to state just now. Since late 1935, young men from all parts of Canada have been traveling across the Atlantic seeking to qualify for commissions in Britain's Air Arm. Some of these lads were assisted by Captain H. Seymour-Biggs. Jack Shepherd, fourth from left in the front row of the above picture, is one of them. Writing home early in August, Shepherd said he had over 150 hours' flying experience to his credit then."

CANADIANS AT SEALAND



PA-123604

Group of Canadians undertaking training on Hawker 'Hart' aircraft of the R.A.F., Sealand, England, 1939. (Left to right): D.C. Forsythe, K.M. Laird, A.G. Egerton, G.M. Stewart, J. Shepherd, H. Burns, M.E. Pollard, H.A.G. Smith, A. Edy, R.D. Grassick. *Library and Archives of Canada. Credit: Robert D. Grassick / Library and Archives Canada / PA-123604. Copyright: Expired*

This picture appeared in a number of Canadian newspapers. Here is a short list of those newspapers:
 The Montreal Star, March 21, 1939 - Page 3 – **Canadian Fliers in Britain**
 The Toronto Star – **Canadian Fliers in Britain**
 The Ottawa Citizen, March 23, 1939 - Page 3 - **YOUNG CANADIANS TRAINING WITH THE ROYAL AIR FORCE AT SEALAND, ENGLAND**
 Sherbrooke Daily Record, March 25, 1939 – Page 1 – **Canadian Fliers in Britain**
 The Leader-Post, March 29, 1939 - Page 6 – **Canadian Fliers in Britain**
 The Calgary Albertan, March 31, 1939 - Page 1 - **CANADIAN YOUTHS FLY FOR GREAT BRITAIN**
 The Edmonton Bulletin, April 1, 1939 - Page 6 – **Canadian Fliers in Britain**
 Toronto Star Weekly, September 16, 1939
 The Victoria Daily Colonist, September 30, 1939 - Page 3 – **Canadian Pilots With the Royal Air Force**

6-Oct. 1939

Posted from No. 11 Group Pool at St. Athan to No. 141 (F) Squadron TURNHOUSE.

Place.	Date.	Time.	Summary of Events.
St. Athan.	Oct 6		P.O. Scrase, P.O. North, and P.O. Turner to 219 Squadron, Catterick. P.O.'s Shepherd, and Anderson 141 Turnhouse. P.O.'s Saunders, Grevstad, and Symons to 229 Digby. P.O.'s Mitchell and Stewart to 273 Duxford. Sergt. Mainland to Turnhouse, Sergt. Baker, R.D. to Digby, Sergt. Lewis to Catterick.

9-Oct. 1939	Arrives on posting to RAF No. 141 (F) Squadron TURNHOUSE. This squadron was being equipped with the twin-engine Bristol BLENHEIM medium bomber which the R.A.F. was employing as a "fighter". Extra flying training for pilots took place on the Avro TUTOR and DeHavilland TIGER MOTH aircraft while waiting for flying time on the BLENHEIM. Lectures were attended on Station Armory and LINK Trainer.		
20-Oct. 1939	No. 141 (F) Squadron moved from TURNHOUSE to GRANGEMOUTH.		
25-Oct. 1939	Posted from No. 141 (F) Squadron GRANGEMOUTH back to RAF No. 11 Group Pool, St. Athan O.T.U. (Operation Training Unit).		
28-Oct. 1939	Arrives back at No. 11 Group Pool, St. Athan for training.		
	Place.	Date.	Time.
	St. Athan.	Oct. 27	
		Oct. 28	
	Summary of Events.		
	Group Capt Fullard visited Unit to discuss policy with C.O. P/O Saunders, G.C., P/O Symons, C.M.B., P/O Grevstad, A.R., joined for training.		
	P/Os Scrase, E.E.T., Turner, P.S., Ross, W.R., Anderson, H.T.J., Shepherd, J.A., North, H.L., joined for training. P/Os Hogg, Yule, Benson to Croydon. P/Os Holland, Learmond, and Wright to Tangmere.		
17-Nov. 1939	Posted to No. 2 Ferry Pilots Pool at Filton along with Pilot Officer's Mitchell (New Zealand), Grevstad (Canadian), Stewart (Canadian), Lewis (Canadian), Hugo (South African). (Note: the posting to No. 2 Ferry Pilots Pool was not included under the "Movements" section of Pilot Officer John Shepherd's R.A.F. Service Record)		
	Place.	Date.	Time.
	St. Athan.	Nov. 17	
	Summary of Events.		
	Flight Lieutenant Flowerdew reported for duty as Assistant Adjutant. Following Officers to No 2 Ferry Pilots Pool, Pilot Officer's Mitchell, Grevstad, Shepherd, Stewart, Lewis, Hugo. To 54 Squadron Pilot Officer's Kemp and Gray. To 111 Squadron Sergt. Dale, To 605 Squadron Sergts. Lewis and Mainland. To 363 Squadron Sergt. Mason, To No 3 Squadron, Pilot Officer Symons. To No 32 Squadron Pilot Officer Stapleton, To No 74 Squadron Pilot Officer Ritchie. To No 43 Squadron Pilot Officer North, To No 79 Squadron Pilot Officer Clift. To No 242 Squadron Pilot Officer Turner.		
21-Nov. 1939	<p>The Daily Colonist, November 21, 1939 Page 6 - "FIRST TASTE OF WARFARE - Victoria Fighter Pilot Under Fire Without Chance of Shooting Back. In a letter to his parents, Pilot Officer John Shepherd, who at the time of writing was attached to a night flying squadron, gives an interesting account of the affair over the Firth of Forth on <u>October 16 last</u>, when a flight of Spitfires, Royal Air Force auxiliaries flown by Aero Club pilots, distinguished itself.</p> <p>"The sixteenth will be a day I shall never forget", Shepherd states, "because I got mixed up in the raid quite by accident. It was this way. We had been waiting for our Blenheims to arrive; but as they were delayed somewhere, the squadron leader let us take out our excess energy on some Tiger Moths with no armament whatever and a top speed of 110 miles an hour.</p> <p>AMUSING THEMSELVES</p> <p>"Another chap, a New Zealander, by the name of Orchard, whom we call 'Cherry', and I were up amusing ourselves doing aerobatics, when the raid started. 'Cherry' had control of the machine at the time and we were up about 4,000 feet when I look over my shoulder and saw an aircraft coming dead for us.</p> <p>"I shouted through the speaking tube to 'Cherry' that it looked mighty like an enemy aircraft. 'Go on, came the reply from the rear cockpit, it's impossible. We haven't had any warning through and they wouldn't let us take off if they had.'</p> <p>The machine came closer and made a large sweeping arc around us, and sure enough there were the black crosses on its wings. It was a Hun and no mistake. Holy smoke. They started to fire at us. A shotgun would have been better than no armament at all under the circumstances.</p> <p>"All we could do was to keep out of the line of the guns. What 'Cherry' made our machine do in the next few minutes was marvelous. We looped, rolled off of the top, flick-rolled, spun, stall-turned and heaven knows what else.</p> <p>GRANDSTAND SEAT</p>		

“Next thing we saw three Spitfires on the Hun’s tail. Long afterwards we heard it had been shot down. We stayed up for a half hour after this episode, as we couldn’t land because the Spitfires were taking off and landing. We had a grandstand seat and saw the anti-aircraft fire and the other German machines; but were not bothered again as our boys were keeping them busy enough without troubling a little unarmed Tiger Moth.

“There were fourteen Nazi planes in the raid all told. Three were shot down by Spitfires and one by anti-aircraft fire. ‘Cherry’ was all for trying to intercept another German. How he was going to do that at 110 miles an hour and what he was going to do if he did catch up with it was beyond me. I think I can put this in my logbook as my first taste of active service, although not actually taking part in the raid.”

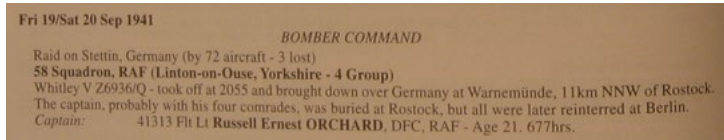
[Note: timing of this event, October 16, 1939, would have been when John Shepherd was with No. 141 (F) Squadron. ‘Cherry’ Orchard was Pilot Officer Russell Ernest ORCHARD (41313) of MOSGIEL, OTAGO, NEW ZEALAND.]

R.N.Z.A.F. BIOGRAPHIES OF DECEASED PERSONNEL 1939-45. VOLUME 8 N_A - P_Y Pages 220-221 / 579
 P/O R.E. Orchard was posted to No. 141 (F) Squadron on October 7, 1939. On November 10, 1940 he was posted to No. 10 Operational Training Unit, at Abingdon, Berkshire, and the Satellite airfield of Stanton Harcourt, for conversion to Whitley aircraft.

After crewing up he was posted on February 8, 1941, to No. 58 Squadron at Linton-On-Ouse, Yorkshire, and from this base he took part in twenty-eight operational flights. Flight Lieutenant Orchard was awarded the Distinguished Flying Cross with effect from August 23, 1941.

Flight Lieutenant Orchard with the Pilot of a Whitley bomber aircraft engaged during the night of September 19/20, 1941 in a raid on Stettin. The aircraft failed to return to its base and all the crew including Flight Lieutenant Orchard were classified as missing. In due course his death was officially presumed to have occurred on September 19, 1941.

“FOR YOUR TOMMOROW. A record of New Zealanders who have died while serving with the RNZAF and Allied Air Services since 1915. **Volume One:** Fates 1915-1942” by Errol W. Martyn



Flight Lieutenant Russell Ernest ORCHARD (41313) of the Royal Air Force - Aircraft Accident / Loss Entry <http://www.rafcommands.com/database/wardead/details.php?qnum=100242>

OPERATIONAL ASSIGNMENT – NO. 1 (F) SQUADRON with A.A.S.F. in FRANCE
“In All Things First”

26-Nov. 1939 Posted from No. 2 Ferry Pilots Pool to R.A.F. No. 1 (F) Squadron stationed at VASSINCOURT FRANCE along with P/O John Stewart Mitchell (New Zealand) and P/O Raymond Grant Lewis (Canadian) which was flying the Hawker Hurricane Mk I fighter in combat.

*** Add information on Vassincourt – photographs from Paul Richey’s book “Fighter Pilot”; airfield map from the “History-The-Little-Known-Airfield-Vassincourt” document; IWM photograph of Hurricane at Vassincourt. *** See: No 1 (F) Squadron RAF History folder



Hawker Hurricane Mark I, N2358 'Z', of No. 1 Squadron RAF is refuelled while undergoing an engine check at Vassincourt. © IWM C 1234



Dawn at Vassincourt from Paul Richey's book "Fighter Pilot" – reprint of First Edition January 1942

28-Nov. 1939	<p>No. 1 (F) Squadron VASSINCOURT FRANCE.</p> <ol style="list-style-type: none"> 1. P/O Shepherd L. 1673 for formation flying with P/O Lewis and F/O Clisby. Local flying only. Time up: 11:10 hrs., Time down: 12:00 hrs. 2. P/O Shepherd L. 1673 on Patrol with F/O Clisby, P/O Mould, and P/O Lewis. Local flying only. Time up: 15:00 hrs. P/O Shepherd force landed away from air drome. Return time is not available.
2-Dec. 1939	<p>No. 1 (F) Squadron VASSINCOURT FRANCE. P/O Shepherd L. 1590 for Training with P/O Lewis. Time up: 14:00 hrs., Time down: 14:40 hrs.</p>
4-Dec. 1939	<p>No. 1 (F) Squadron VASSINCOURT FRANCE. P/O Shepherd L. 1590 for Local Patrol with P/O Lewis. Time up: 14:45 hrs., Time down: 15:25 hrs. Two new pilots patrolled the aerodrome from 14:45 hrs. to 15:25 hrs. - from Squadron Operations Record Book.</p>
6-Dec. 1939	<p>No. 1 (F) Squadron VASSINCOURT FRANCE. P/O Shepherd L. 1693 for Local flying only. Time up: 14:20 hrs., Time down: 15:50 hrs. Weather not suitable for patrolling. New pilots were given local flying and formation flying practices - from the Squadron Operations Record Book.</p>
15-Dec. 1939	<p>No. 1 (F) Squadron VASSINCOURT FRANCE. P/O Shepherd L. 1960 for flying Circuits along with P/O Mould. Time up: 14:05 hrs., Time down: 14:35 hrs. One new pilot given 30 minutes of flying training - from the Squadron Operations Record Book.</p>

16-Dec. 1939	No. 1 (F) Squadron VASSINCOURT FRANCE. P/O Shepherd L. 1693 for Map Reading with F/O Clisby, P/O Mould, and P/O Palmer. Time up: 14:15 hrs., Time down: 14:45 hrs. landing with P/O Palmer.
2-Jan. 1940	No. 1 (F) Squadron VASSINCOURT FRANCE. P/O Shepherd L. 1590 for Patrol with F/O Hanks and F/Sgt. Berry. Time up: 14:15 hrs., Time down: 15:30 hrs. Patrols of three aircraft maintained, METZ-NANCY and VERDUN to SORCY-SUR-MEUSE – from the Squadron Operations Record Book.
11-Jan. 1940	No. 1 (F) Squadron VASSINCOURT FRANCE. P/O Shepherd N. 2381 for Patrol with F/O Drake and P/O Lewis. Time up: 10:35 hrs., Time down: 11:30 hrs. landing 15 minutes earlier than F/O Drake and P/O Lewis. Patrols of three aircraft maintained, METZ-NANCY – from Squadron Operations Record Book.
12-Jan. 1940	No. 1 (F) Squadron VASSINCOURT FRANCE. Patrols of three aircraft were maintained METZ-NANCY throughout the morning. When on patrol with a section, METZ-NANCY, P/O Shepherd lost the patrol and when returning to aerodrome he lost himself, finally landing at aerodrome of French squadron at SEZZANE. – from Squadron Operations Record Book.
13-Jan. 1940	No. 1 (F) Squadron VASSINCOURT FRANCE. P/O Shepherd L. 1689 for Patrol with F/O Drake and F/Sgt. Albonico. Time up: 8:40 hrs. This Record of Events (From 541) refers to the notation in the Squadron Operations Record Book for January 12, 1940. In Peter Caygill’s book, “In All Things First”, page 24 states that P/O John Adamson Shepherd is separated from the patrol and loses his way back to base on January 12, 1940.
18-Jan. 1940	<p>The Victoria Times-Colonist, January 18, 1940 Page 11 - “<u>Air Force Men Wait for Spring.</u> An interesting description of life in the Royal Air Force “somewhere in France” is contained in a letter received in Victoria by Mrs. Charles F. Corbett from her son John Shepherd.</p> <p>What would be appreciated by the Air Force men more than any other clothing, young Shepherd says, are sweaters knitted by the Indians of Vancouver Island. It was turning very cold in France when he wrote last month, and he said an Indian sweater would be just the thing to keep him comfortable.</p> <p>Mrs. Corbett is now making arrangements to interest a group of Victoria women in supplying such sweaters for Canadians with the Royal Air Force.</p> <p>“I can’t tell you exactly where we are or what we are doing, as it just isn’t done—all I can say is that we are somewhere in France”, he said in his letter to his mother.</p> <p>“We are all billeted out in a little French village. There hasn’t been any action since I arrived and there is not likely to be for a long time, owing to the weather. Of course, this war hasn’t really started yet and won’t until the spring.</p> <p>“It might become rather boring sitting around doing nothing if we weren’t royally entertained. Seymour Hicks and company paid us a visit the other day and they were most welcome. We have a cinema with a new showing twice a week. We are also invited to French officers’ messes, so on the whole one can’t complain.</p> <p>“I’m keeping fairly well, although I could do with a couple of nights’ sound sleep—most of all a bath. I think perhaps I might have two and a half days’ Paris leave in a week’s time so will be able to have a good scrub then.””</p>
21-Jan. 1940	<p>The Daily Colonist, January 21, 1940 Page 19 - “<u>FLYERS WOULD LIKE SWEATERS - Mother of Officer Serving in France Anxious to Send Comforts.</u> Mrs. Charles Foster Corbett, Linkleas Avenue, received a letter from her son, Pilot Officer John A. Shepherd, R.A.F. at present with his squadron in France.</p> <p>In his letter, Pilot Officer Shepherd states: “Three officers, myself included, are housed in a peasant’s cottage, which was blown to pieces in the last war and never rebuilt. The ends are out of it, the beds damp and for lights there are only candles.”</p> <p>The letter does not complain, but indicates that the flyers would be thankful for the warmth of Indian sweaters from Vancouver Island with toques, gloves and socks. Mrs. Corbett has already dispatched one set, and hopes to be assisted in getting other sets away shortly.</p> <p>Mrs. Corbett recalls that Lawrence of Arabia found his Indian sweater the most comforting article of apparel he had while in the R.A.F. and it was the envy of all his fellow aircraftsmen.”</p>

	[Note: see Peter Caygill's " In All Things First " book for comments on living conditions during the winter of 1940 in France.]
31-Jan. 1940	The London Gazette. The undermentioned <u>Pilot Officers on probation are confirmed in their appointments</u> on the dates stated: — 31st Jan. 1940. - John Adamson SHEPHERD (41621).
21-Feb. 1940	<p>No. 1 (F) Squadron VASSINCOURT FRANCE. P/O Shepherd L. 1856 with P/O Mould, and P/O Mitchell, left for ROUVRES for operational duties (with No. 73 (F) Squadron) due to unserviceability of the aerodrome at VASSINCOURT. P/O Mould leading the section made one patrol during afternoon.</p> <p>No. 73. (F) Squadron ROUVRES FRANCE. P/O's Mould, Mitchell & Shepherd flew here from No. 1 Squadron, VASSINCOURT; their aerodrome is temporarily out of service, and they are attached to us for a day or two for operational flying.</p> <p>Note: P/O 'Boy' Mould, P/O John Adamson Shepherd and P/O John Stewart Mitchell were briefly detached to RAF No. 73 Squadron in late February 1940 and then returned to RAF No. 1 Squadron in the same month. See: AIR 27-1-11 Form 540 and AIR 27-1-12 Form 541 for No. 1 (F) Squadron and also AIR 27-629-9 Form 540 and AIR 27-629-10 Form 541 for No. 73 (F) Squadron; in the Appendices for No. 73 (F) Squadron, AIR 27-636 Daily Routine Orders page 167 for a copy of the combat report – note that this reproduction is in better "legible" condition vs the AIR 50-31-23 from the National Archives U.K.</p>
22-Feb. 1940	<p>No. 1 (F) Squadron VASSINCOURT FRANCE (Form 540). P/O Mould, P/O Shepherd and P/O Mitchell took off to patrol GRANDRAE to TRIACOURT at 09:50 hours. P/O Shepherd and P/O Mitchell lost their leader and returned to the aerodrome. P/O Mould continued patrol and combat with He 111 E/A. (Note: there is a detailed write up of P/O Mould's air combat in No.1 (F) Squadron's Form 540.); while attached to No. 73 (F) Squadron.</p> <p>No. 73 (F) Squadron ROUVRES FRANCE (Form 540 & 541).</p> <ol style="list-style-type: none"> 1. P/O Shepherd, P/O Mould and P/O Mitchell on patrol at 20,000 feet. Time up: 09:50 hrs., Time down: 30 minutes later as they lost their leader and returned. See: combat report for both P/O Shepherd (AIR 50-31-23) and P/O Mitchell (AIR 50-31-10). P/O Mould continued on and had combat with an E/A. Report of P/O Mould's encounter with a Heinkel 111 attached. (see: AIR 50-31-12 and in the Appendix for No. 73 (F) Squadron for combat report details) 2. P/O Shepherd on Patrol with Red Section of No. 73 (F) Squadron. Time up: 11:05 hrs., Time down: 12:15 hrs.
23-Feb. 1940	No. 1 (F) Squadron VASSINCOURT FRANCE (Form 540). P/O Mould and section carried out patrols during morning and afternoon; while attached with No. 73 (F) Squadron. No mention of P/O Shepherd in No. 73 (F) Squadron's Form 541 for patrols.
24-Feb. 1940	No. 1 (F) Squadron VASSINCOURT FRANCE (Form 540). P/O Mould and section carried out patrols during morning and afternoon; while attached with No. 73 (F) Squadron. No mention of P/O Shepherd in No. 73 (F) Squadron's Form 541 for patrols.
25-Feb. 1940	No. 73 (F) Squadron ROUVRES FRANCE. The section of three from No. 1 Squadron returned today. No. 1 (F) Squadron VASSINCOURT FRANCE. P/O Mould and section returned to VASSINCOURT at 09:15 hours. P/O Mould and P/O Shephard N. 2381 on Local Patrol. Time up: 09:30 hrs., Time down: 09:50 hrs.
11-Mar. 1940	No. 1 (F) Squadron VASSINCOURT FRANCE. P/O Shepherd L. 1927 for Patrol on METZ front with F/O Drake. Time up: 15:00 hrs., Time down: 15:20 hrs.
17-Mar. 1940	<p>No. 1 (F) Squadron VASSINCOURT FRANCE. P/O John Adamson Shepherd was admitted to No. 2 M.R.S. (Medical Receiving Station) suffering from yellow jaundice.</p> <p>No. 2 M.R.S. was formed in September 1939 under the control of A.A.S.F. at Halton, moving to Mareuil-sur-Ay (France) in November, then to Villemoiron in May 1940 and disbanded after June 1940 – (RAFweb.org Hospital and Medical Related Units).</p> <p><i>P/O. John Shepherd reported back to RAF No. 1 Squadron in early May 1940. (from the book "<u>Canadians in the Royal Air Force</u>" by <u>Les Allison</u>. From corroboration with other references -</i></p>

The R.A.F. Military Service File and Tony Henniker's book – P/O John Shepherd was classified "fit for flying duties and ground duties" on 16-May 1940 and able to R.T.U. Henniker's book notes P/O John Shepherd's return to No. 1 Squadron on 28-May-1940.

Apr. 1940 through May 1940

There are no entries in the Squadron Operations Record Book (Form 540) on P/O Shepherd's return to No. 1 (F) Squadron post his recovery from yellow jaundice. Squadron Record of Events (Form 541) are unavailable for May and June 1940. From P/O John Shepherd's official military service record (GOV.UK) we learn of an extended recovery time from illness prior to his return to No. 1 (F) Squadron at the end of May 1940.

Medical Boards			
Date and Place of Board	Classification	Date of Next Board	Remarks
6.4.40 In the Field	AtBt	3.4.40	Await instruction re: proceeding on S.L. [Sick Leave] (28 days). Fit 28 days
2.5.40 No. 3 CMB	AtBt	16.5.40	Proceed 14 days SL [Sick Leave] Fit 14 days
16.5.40 No. 3 CMB	A1B	-	R.T.U. [Return to Unit]

Granted ext. sick leave 7/5-15/5/40 PoR38 16.5.40 A.A.S.F.

From **RAFWeb.org** – Kings Regulations details – Medical Categories:

CMB: Central Medical Board

AtBt: temporarily unfit for flying and ground duty (implies sick leave at least or possibly hospital)

A1B: fit for full flying duties (A1) and ground duties (B). - pre-requisite for entry to the General Duties Branch and qualifying for aircrew and return to unit.

10-May 1940

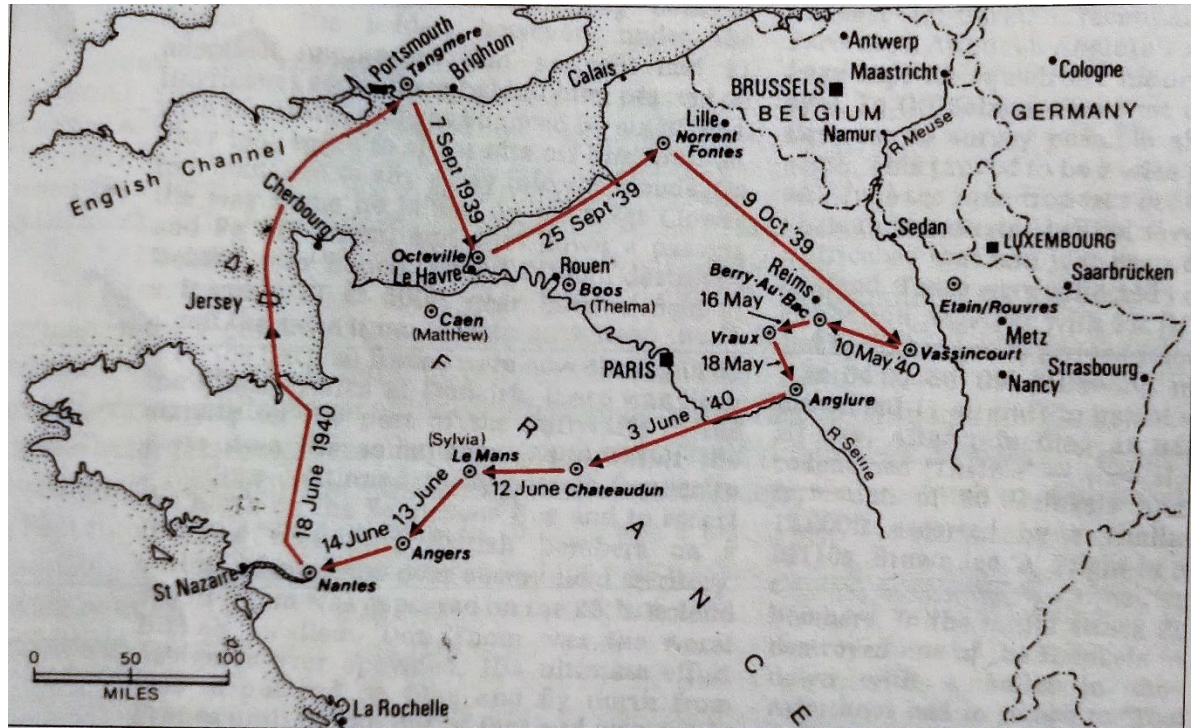
Times Colonist, May 10, 1940 Page 5 – **“IN FRANCE**–Pilot Officer John Adamson Shepherd, No. 1 (F) Squadron, R.A.F., B.E.F., son of Mrs. Charles Foster Corbett, 831 Linkleas Avenue, Victoria, who has been in France since November, 1939”

28-May 1940

No. 1 (F) Squadron ANGLURE FRANCE: P/O John Shepherd returns to No. 1 (F) Squadron. It had taken Shepherd twelve days to find the Squadron's whereabouts since being released by the C.M.B. to return to duty on May 16, 1940. Shepherd had been absent from the squadron since being admitted to No. 2 M.R.S. back on March 17, 1940, a time duration of just over two months. Much had taken place during that timeframe including multiple movements of the squadron during “The Blitzkrieg” along with a complete changeover of the squadron's roster of pilots.

[P/O. John Shepherd reported back to RAF No. 1 Squadron in early May 1940. (from the book “Canadians in the Royal Air Force” by Les Allison. From corroboration with other references - The R.A.F. Military Service File and Tony Henniker's book – P/O John Shepherd was classified “fit for flying duties and ground duties” on 16-May 1940 and able to R.T.U. Henniker's book notes P/O John Shepherd's return to No. 1 Squadron on 28-May-1940.]

On page 201 of Tony Henniker's book, "ROLLS-ROYCE ON THE FRONT LINE. The Life and times of a Service Engineer – HISTORICAL SERIES No 29", he notes the following: **28th May** (continuation of his diary entry in italics) *"A lot of machine gun shooting around this evening – could be parachutists. Shepherd arrives back in the evening; forgot I hadn't noticed him around; back from leave or being shot down – the former, I hope. He was one of our first replacements and is a kind of link with the old boys of the Squadron – a quiet and charming young Canadian."*



This map shows the advance and retreat of Number 1 Squadron through Europe.

In ten days, since the start of Blitzkrieg on 10-May-1940, No. 1 Squadron had moved three times: Vassincourt → Berry-Au-Bac → Vraux → Anglure. No. 1, 73 and 501 Squadrons shared the field at Anglure and mounted daily patrols over the airfield as an early warning for the presence of the Luftwaffe.

"We had quite a job locating Anglure, which turned out to be an undefined collection of fields, some cultivated and sprouting vegetables of various kinds and some recently harrowed, dotted with clumps of pine trees. It even boasted a big thicket slap in the middle, and but for 501 Squadron's Hurricanes parked on it we'd never have picked it out". ... "We were up again at two AM, staggering about groping for our tunics in the dark. Our bodies must have been crawling by now, I thought, for we hadn't taken off more than our sweaty tunics for ten days, and we'd slept in all sorts of unlikely places. We piled silently into the transport and drove off to the airfield. We knew it was cold because it always was, but we couldn't feel it; only the trembling in the stomach that made one weak and slightly nauseated." Paul Richey's "Fighter Pilot" Chapter 14 – The Last Battle.

On page 201 of Tony Henniker's book, "ROLLS-ROYCE ON THE FRONT LINE. The Life and times of a Service Engineer – HISTORICAL SERIES No 29", he notes the following: **27th May** (continuation of his diary entry in italics) *"Donald goes to Paris to try and find Billy Drake who is somewhere in hospital. Colin Birch arrived back from leave having taken 14 days in trying to find the Squadron. Spent the morning with 501*

pilots; afternoon No. 1. Another recy comes over. Surely, they know where we all are by now."

When P/O John Shepherd re-joined No. 1 (F) Squadron at ANGLURE, FRANCE, the "mainstay" of the Squadron had already departed for England and ~ thirteen replacement pilots had joined the Squadron in his absence. Only nine of the original Squadron's pilot roster remained from the March 1940 timeframe when he was admitted to No. 2 M.R.S. with jaundice.

24/5/1940 FRANCE for No. 1 Squadron Operations Record Book Form 540

(Note: the timing of Squadron diarist's log is inconsistent with the S/L Pemberton's AIR COMBAT report and logs.)

"The mainstay of the Squadron today left for England. F/Lt. WALKER, HANKS, F/O. KILMARTIN, STRATTON & PALMER, P/O. MOULD & LEWIS, Sgt. SOPER and also our C.O. S/Ldr. HALAHAN, all whom will probably help train new Fighter Squadrons. Between them, since the outbreak of War they have accounted for something like 100 enemy aircraft. S/Ldr. HALAHAN's place has now been taken by S/Ldr. D. A. PEMBERTON (33036) who has the Herculean task of whipping into shape 12 brand new pilots. In addition, we have received we have received as replacements F/Lt. WARCUP (already mentioned) and 2 P/O's from a Spitfire Squadron."

"It must be recorded that out of the original members of No. 1 Squadron who went to France in September 1939 only one pilot had been lost (Leslie Clisby), one made a prisoner of war (Sgt. Albonico) and two replacement pilots had been lost (Lorimer and Mitchell). The twelve replacements duly arrived the same day we heard the news and, on the whole, they seemed a good keen bunch. They had been picked from the Home Squadrons, but only two of them had seen any action." Tony Henniker's ROLLS-ROYCE ON THE FRONT LINE – The life and times of a Service Engineer

Departing pilots from No. 1 Squadron to the U.K. destined for Training Squadrons:

S/L Patrick John Handy 'Bull' Halahan [17-Apr-1939]

F/Lt Peter Russell 'Johnny' Walker – "A" Flight Commander [31-Aug-1936]

F/Lt Peter Prosser Hanks – "B" Flight Commander [11-May-1936]

F/O John Ignatius 'Killy' Kilmartin [11-May-1936]

F/O Bill Hector 'Stratters' Stratton [xx-xxx-1938?]

F/O Cyril Dampier 'Pussy' Palmer [18-Dec-1937]

P/O Peter William Olber 'Boy' Mould [18-Dec-1937]

P/O Raymond Grant Lewis (Canadian) [26-Nov-1939]

F/Sgt Frank Joseph Soper [xx-xxx-1938]

F/O Billy Drake [22-May-1937] – Wounded in Action and Hospitalized

P/O Paul Henry Mills Richey [6-Mar-1939] – Wounded in Action and Hospitalized 18-May-1940

F/O Charles Gordon Huthwaite 'Leak' Crusoe [24-Apr-1937]

Remaining pilots in No. 1 Squadron posted earlier to FRANCE:

S/L David Alwyne Pemberton [xx-Sep-1939] – Promoted upon the departure of S/L Halahan

F/O Mark Henry Brown (Canadian) [21-Feb-1937] – Promoted to F/Lt and "A" Flight Commander upon the departure of F/Lt Peter Russell 'Johnny' Walker

P/O John Adamson Shepherd (Canadian) [26-Nov-1939] - returned to squadron on 29-May-1940 after being invalided in hospital since early April-1940.

P/O Peter Victor Boot [30-Mar-1940]

P/O Peter Gerald Hugh Matthews [20-Aug-1939]

P/O Colin Norman Birch [xx-Jun-1939]

P/O Robert Henry Shaw [14-Mar-1940]

F/O Harold Nigel Egerton Salmon [17-Mar-1940]
F/Sgt Arthur Victor 'Darkie' Clowes [xx-xxx-1938]
F/Sgt Frederick George Berry [xx-xxx-1938]

Replacement Pilots for No. 1 (F) Squadron

P/O Roland Harold Dibnah (Canadian) [5-May-1940] – No. 6 O.T.U. Sutton Bridge [new]
P/O George Ernest Goodman [5-May-1940] – from No. 6 O.T.U. Sutton Bridge [new]
P/O Charles Michael Stavart [5-May-1940] – from No. 6 O.T.U. Sutton Bridge [new]
F/Lt Phillip Edmund 'Fritz' Warcup [20-May-1940] – from No. 54 Squadron Promoted to "B" Flight Commander upon departure of F/Lt. Peter Prosser Hanks
P/O Harold Bryan Lillie Hillcoat [10-May-1940] - from No. 263 / 605 Squadron (Hurricane)
P/O Harold John Mann [10-May-1940] – from 222 / 253 Squadron (Blenheim/Hurricanes)
P/O Norman Patrick Watkins Hancock [12-May-1940] – from 266 Squadron (Fairey Battles bombers)
Sgt Henry James Merchant [14-May-1940] – from 12 Group Pool Aston Down [new]
P/O Alan Gordon Howard Lindsell [xx-May-1940] – from No. 5 O.T.U. Aston Down [new]
P/O John Antony Dixon [20-May-1940] – from 263 Squadron / No. 1 Air Armament School (*)
Sgt John Arbuthnot [20-May-1940] – from 43 Squadron with prior combat experience
F/O Donald Sutherland Thom (Canadian) [20-May-1940] – from No. 74 Squadron via No. 43 Squadron
P/O Dennis Owen Matthew Browne [21-May-1940] – from No. 74 and No. 1 AACU (*)
(*) represents pilots who had aircraft crash incidents or were rated as unacceptable

Pilots from No. 1 Squadron MIA during their Posting in FRANCE:

F/O Leslie Redford Clisby [19-Dec-1937] – KIA 12-May-1940 – original pre-war member
F/O Robert Laurie Lorimer [01-Mar-1940] – KIA 12-May-1940 – replacement pilot
P/O John Stewart Mitchell [26-Nov-1939] – KIA 02-Mar-1940 – replacement pilot
F/Sgt Renee Attilio Albonico [xx-xxx-1939] – POW 18-May-1940 – original pre-war member

[See: Michael Shaw's "Twice Vertical – The History of No. 1 Squadron Royal Air Force" pages 143 to 145 – Ten Days in May.]

1-Jun. 1940

No. 1 (F) Squadron ANGLURE FRANCE. "On 1 June twelve Hurricanes took off from ANGLURE at 0625 hrs bound for ROUEN-BOOS and were at readiness by 0745 hrs. Half an hour later 'B' Flight was patrolling the line from ST-VALERY-EN-CAUX to the Somme estuary under a solid cloud base at 9,000 ft. The intention was to protect British troop movements from attack by dive-bombers but none were seen. Later in the morning 'A' Flight was airborne on a similar cover patrol. Red section comprised F/Lt. Hilly Brown, P/O Sammy Salmon and P/O John Shepherd with F/Sgt. Darky Clowes, P/O Peter Boot and F/O Peter Matthews forming Yellow section. At 1109 hrs nine Me 109Es were seen above and behind and although Brown tried to 'circle' and take his section up, the Germans held the initiative throughout the brief engagement. Brown was himself attacked by three different 109s while P/O John Shepherd was shot down by a Me 109 and managed to bailed out near Dieppe. Another patrol was carried out in the afternoon before the squadron returned to ANGLURE at 1700 hrs. On arrival there was news that P/O John Shepherd was none the worse for his adventure and in the evening, he was collected from ROUEN by air." – from "**In All Things First No. 1 Squadron at War 1939-1945**" by Peter Caygill.

[Note: P/O John Adamson Shepherd shot down by a Me 109, managed to bail out over Dieppe on June 1, 1940. Returned safely to the squadron from Rouen. See: various book references – "**All Things First No. 1 Squadron at War 1939-1945**" by Peter Caygill, "**The One History Forgot**" by Andrew Kimbell, "**Number One in War and Peace**", by Norman Franks and Mike O'Connor.]

[Note: Official Combat Record can be found in the Wing 67 A.A.S.F. Consolidate Combat Report - AIR 35/252 in the DAILY OPERATIONAL SUMMARY for 1st June 1940. "... P/O Shepherd was shot down, jumped by parachute, near DIEPPE and was later reported O.K. ... The Squadron returned, less P/O Shepherd at 17:00 hours to base. P/O

	<p><u>Shepherd was later reported as having returned to ROUEN and he was being collected from there by air today.”]</u></p> <p>[Note: On page 204 of <u>Tony Henniker’s</u> book, “ROLLS-ROYCE ON THE FRONT LINE. The Life and times of a Service Engineer – HISTORICAL SERIES No 29” he writes from his diary in italics, “<i>1st June Boys had a ‘blood bath’ today. They flew to Rouen early this morning and operated all day from there. Hilly thinks he got a Me109 when his flight met nine of them. Shepherd had a squirt at one but got shot down himself. Aircraft caught fire but he bailed out OK. Sgt Clowes fetched him back in the Maggie this evening. Snow Shoe (Peter Boot) got a bullet in his head-rest, passing his ear. Sally got his sights on a Me109 only to find guns wouldn’t fire for lack of compressed air. Went over to 73 in the afternoon with Dopey (Shaw). A spot of bombing going on around.</i>”]</p> <p>[Note: This Air Combat mission was not captured by the diarist in the Squadron Operations Record Book – AIR 27-1-17. (May/June 1940)]</p> <p><i>Add correspondence with Claude Archambault and investigation to identify the young Canadian pilot who bailed out over Dieppe.</i></p>
4-Jun. 1940	<p>No. 1 (F) Squadron THELMA (CHATEAUDUN) FRANCE: ADDITIONAL OPERATIONAL SUMMARY for 4th June, 1940. The 11 aircraft (5 “A” Flight and 6 “B” Flight) which left Base at 05.00 hours on 4 /6 /40 for Thelma, carried out a patrol down Northern Somme between St. VALRIE and AISAINES from 07.25 to 08.25 hours at a height of 23,000 feet, and then returned to Thelma. No enemy aircraft were seen.</p> <p>The 11 aircraft patrolled from 16.16 to 16.55 hrs between 10,000 to 20,000 feet from DIEPPE to LE TREPORT, the intention being to contact Enemy Bombers, but none were seen. All aircraft returned to Thelma. (from AIR 35/252 Consolidated Combat Report)</p>
5-Jun. 1940	<p>No. 1 (F) Squadron THELMA (CHATEAUDUN) FRANCE. According to No. 1 Squadron Operations Record Book the next major action took place on June 4, 1940, although documents with 67 Wing indicate that it took place on the June 5, 1940. The squadron with eleven serviceable aircraft took off from THELMA (CHATEAUDUN) at 0550 to patrol west of ROUEN-BOOS. During the patrol a large number of Do 17s and He 111s were seen, escorted by Me 110s, the number totaling around 120 (from Operations Record Book entry for June 4, 1940). F/Lt. Hilly Brown led A Flight towards the Me 110 escorts, while F/Lt. Fritz Warcup and B Flight went for the bombers. A Flight engaged the Me 110’s, or to be accurate, 20 Me 110s engaged them. Most of No. 1 Squadron’s Hurricanes were fired upon, either by the Me 110s or the concentrated crossfire from the bombers. Pilot Officer Shepherd did not get back, seen to go down in flames with his Hurricane crashing at ROUEN FRANCE. [Need citation here.]</p> <p>[Note: P/O John Adamson Shepherd died from being shot down by a Me 110, with his Hurricane crashing at Rouen, France, on June 5, 1940. See: various book references – “All Things First No. 1 Squadron at War 1939-1945” by Peter Caygill, “The One History Forgot” by Andrew Kimbell, “Number One in War and Peace”, by Norman Franks and Mike O’Connor.]</p> <p>[Note: On pages 209 & 210 of Tony Henniker’s book, “ROLLS-ROYCE ON THE FRONT LINE. The Life and times of a Service Engineer – HISTORICAL SERIES No 29” he writes “The following day the boys were off again at dawn, led by Pembers, in order to operate from Rouen. At 6:30 am they met up with one hundred enemy bombers on their way, it was assumed, to bomb Paris and escorted by a large number of Me110s. In the usual way, the eleven Hurricanes attacked and bagged five bombers, Hilly getting a Do17 and Peter (‘Show Shoe’) Boot got two others. <u>The Squadron were not without losses, however, and poor little Shepherd failed to return. This was a great blow to the Squadron as by now he was an old timer – a link with the original members. Shepherd</u></p>

and Lewis joined the Squadron together, shared the same billet and tent, and were both Canadians. They both did great work before they were killed.”]

[Note: F/O Raymond Grant Lewis would be KIA over the English Channel on February 5th, 1941 with Circus No. 2 – Lewis bailed out over the sea after being shot up by a 109 but he failed to be rescued, from Norman Franks, “Fighter Commands Air War 1941. RAF Circus Operations and Fighter Sweeps Against the Luftwaffe”.]

[Note: P/O J A Shepherd being KIA and Hurricane crash was not captured by the diarist in the Squadron Operations Record Book – AIR 27-1-17. (May/June 1940). Rather Shepherd’s demise is mentioned in the Official Combat Record found in the Wing 67 A.A.S.F. Consolidate Combat Report - AIR 35/252 in the DAILY OPERATIONAL SUMMARY for 5th June 1940.]

[Note: P.4. (Cas.) file is documented with the National Archives (PRO Kew) File AIR 81/780 - Pilot Officer J A Shepherd: report of death; Hurricane crashed at ROUEN, FRANCE, 5 June 1940. It contains 26 pages including M.R.E.S. verification of grave site remains.]

Add comments related to the search for P/O. John Shepherd’s Hurricane crash site investigation

06-Jun. 1940

Telegram from PANTHER to AIR MINISTRY

TO AIR MINISTRY
FROM PANTHER
P/146 6/6

FB (A) HURRICANE (B) NO 1 SQUADRON (C) NOT KNOWN
5/6/40 1400 HOURS (D) P/OFF JA SHEPHERD (41620) KILLED
(E) N/A (F) N/A (G) COMBAT (H) CAT. 3 (J) N/A

[Note: from the book, RAF WWII OPERATION AND FLYING ACCIDENT CASUALTY FILES IN THE NATIONAL ARCHIVES – EXPLORING THEIR CONTENTS by Mary Hudson. Chapter 4 - CASUALTY FILES FOR FLYING CASUALTIES. Letters used in the Telegram messages to the Air Ministry and P.4. Cas. section:

FB. Flying Battle - Operational flying casualties or accidents due directly to enemy action or not
A. The type and number or identification of the aircraft - HURRICANE
B. The unit to which the aircraft belonged – NO 1 SQUADRON
C. The location of aircraft, date and time of crash, conditions of light (to be given where known), and a brief mention of target and operation – NOT KNOWN
D. The particulars of the crew including commissioned ranks; name and condition of the casualties – P/OFF JA SHEPHERD (41620) KILLED
E. The present location of the crew – N/A
F. Details of ordnance carried and any special equipment on board – N/A
G. Cause of loss, accident or otherwise - COMBAT
H. Category of Damage sustained by the aircraft - CAT 3 (aircraft is damaged beyond repair)
J. Salvage – N/A]

Telegram Message Form: TO Mrs. C. F. Corbett 1021 Carberry Gardens
Victoria B.C. Canada

A.M. | **Originator’s Number** P4 Cas 824 | 6 / 6 / 40. Deeply regret to inform you that your son Pilot Officer JOHN ADAMSON SHEPHERD is reported having lost his life as the result of air operations on 5th June 1940. Letter follows. The Air Counsel express their profound sympathy. His Aunt has been informed. Under-Secretary of State, Air Ministry.

Telegram Message Form: TO Miss Theo Adamson 22 Westbourne Str. W.2.

	<p>A.M. Originator's Number P4 Cas 825 6 / 6 / 40. Deeply regret to inform you that you nephew Pilot Officer JOHN ADAMSON SHEPHERD is reported having lost his life as the result of air operations on 5th June 1940. The Air Council express their profound sympathy. His Mother has been informed. Under-Secretary of State, Air Ministry.</p> <p>[Note: the Telegram from Panther (A.A.S.F.) to the Air Ministry and the two Telegrams to next of kin are found in AIR 81/780 P.4. Cas. file for P/O. John Adamson Shepherd.]</p>
<p>07-Jun. 1940</p>	<p>Letter from P.4. Casualties 7 June, 1940.</p> <p>Madam,</p> <p>I am commanded by the Air Council to inform you that they have with great regret to confirm a telegram in which you were notified that your son Pilot Officer John Adamson Shepherd, Royal Air Force, lost his life as a result of air operations on the 5th of June, 1940.</p> <p>The Council desire that, in conveying this information, I should express their profound sympathy with you in your bereavement.</p> <p style="text-align: center;">I am, Madam, Your obedient Servant, Sgd. Charles Evans</p> <p>Mrs. C. F. Corbett 1021 Carberry Gardens, Victoria, British Columbia, Canada.</p>
<p>08-Jun. 1940</p>	<p>The Daily Colonist, June 8, 1940 Page 3 - <u>“YOUNG FLIER LOSES LIFE. Pilot Officer from Victoria is Reported Killed in Recent Air Action.</u> Conveying the sad news that her son, Pilot Officer John Adamson Shepherd, had been killed in action while engaging the enemy over France. Mrs. C. E. Corbett, of 831 Linkleas Avenue, yesterday received the following communication signed by the Under-Secretary of State for Air:</p> <p>“The Air Ministry regrets to inform you that your son, J. A. Shepherd, is reported to have lost his life as the result of air operations, June 1. The Air Council also expresses its profound sympathy.”</p> <p>Young Shepherd, one of Captain H. Seymour-Biggs’ boys left Victoria for England in September, 1938. Following enrollment in the Royal Air Force, he proved a brilliant student officer and made rapid progress, winning his wings early in 1939.”</p> <p>The Times-Colonist, June 8, 1940 Page 13 – <u>“VICTORIA YOUTH KILLED IN ACTION.</u> Pilot Officer John Adamson Shepherd, R.A.F., has been killed in action, according to word received here yesterday by his mother, Mrs. Charles Foster Corbett, 831 Linkleas Avenue, from the British Under-Secretary of State for Air.</p> <p>The message follows: “The Air Ministry regrets to inform you that your son, J. A. Shepherd, is reported to have lost his life as a result of air operations June 1. The Air Council also expresses its profound sympathy.”</p> <p>Young Shepherd was born in England and came to Canada at an early age. He went to school in Edmonton and later attended Victoria High School. In September, 1938, he left Victoria for England to join the Royal Air Force and proved an exceptionally fine student. He made unusually rapid progress and win his wings early this year.</p> <p>He had been stationed in France some months and a short time ago he wrote his mother an interesting letter describing conditions there before Hitler started his march into the low countries and France. Since that time, he had been on daily flights over enemy territory.</p>

	<p>Besides his mother he leaves a twin brother, Fraser, a student at University of British Columbia, who at present is at his home.”</p> <p>Edmonton Journal, June 10, 1940 Page 10 – “Air Fight Kills Former Resident. Pilot Officer John Adamson Shepherd, of Victoria, reported as killed in action over France June 1 with the R.A.F., was a former Edmonton youth.</p> <p>He attended Westward Ho! and Oliver public school here and left in 1932 with his mother, Mrs. C. F. Corbett, to live in Victoria. He left Victoria for England to join the R.A.F. in September, 1938, and friends recall that at the time he stopped over in Edmonton for a short visit before continuing on his way.”</p> <p><u>Canadian National Newspapers that reported on P/O John Shepherd as Killed in Action:</u></p> <p>The Daily Colonist (1940-06-08) The Times-Colonist (1940-06-08) The Vancouver Sun – (1940-06-08) The Province – (1940-06-08) The Windsor Star – (1940-06-08) The Calgary Herald – (1940-06-08) The Leader Post – (1940-06-08) The Ottawa Journal – (1940-06-10) The Edmonton Journal – (1940-06-08) & (1940-06-10)</p> <p>[Note: all newspapers report the date of death as being June 1, 1940.]</p>
13-Jun. 1940	<p>The Daily Colonist, June 13, 1940 Page 6 – “City and District. Memorial Service – A memorial service for the late Pilot Officer John Adamson Shepherd, son of Mrs. Charles Foster Corbett, will be held in connection with the Service of Intercession at Christ Church Cathedral tomorrow at noon. Pilot Officer Shepherd was killed in air operations in France on June 5.”</p>
22-Jun. 1940	<p>Birmingham Post, June 22, 1940 Page 8 – “259 NAMES IN R.A.F. CASUALTY LIST – “MISSING” MEN NOW REPORTED SAFE.”</p> <p>The names of 259 R.A.F. officers and airmen appear in a casualty list issues today. One officer previously reported killed in action is now stated to be a prisoner; nineteen officers and men previously reported missing are also prisoners, and two men stated before to be missing are known to be safe.</p> <p style="text-align: center;">Killed in Action</p> <p>Flying Officer A. B. Angus, D.F.C., Sgt. J. Byatt, <u>Pilot Officer A. J. Claydon</u>, Squadron Leader P. Gifford, D.F.C., L/Ac H. G. Griffin, Sgt. L. E. T. Harris, Ac/2 T. Kennedy, Sgt. F. A. G. Lowe, Pilot Officer D. W. W. Morris, Sgt. P. O’Flaherty, Ac/2 A. Robinson, Pilot Officer E. W. S. Scott, <u>Pilot Officer J. A. Shepherd</u>, Sgt. F. Williams.</p> <p>*** comment on Pilot Officers A. J. Claydon and J. A. Shepherd – only identified R.A.F. pilots shot down on June 5, 1940; work underway to identify the remains of Hurricane (include engine plate) as to whether it belonged to Claydon or Shepherd. ***</p>
10-Jul. 1940	<p>The Daily Colonist, July 10, 1940 Page 12 - “CARD OF THANKS. Mrs. Charles Foster Corbett and family wish to thank friends, known and unknown, for letters and wires of sympathy and flowers sent in the death of her son, Pilot Officer John Adamson Shepherd, No. 1 Squadron, R.A.F., B.E.F. killed in action on June 5.”</p>
24-Jul. 1940	<p>The Daily Colonist, July 24, 1940 Page 6 – “NEED \$23,500 TO REACH TOP. Victoria’s Air Supremacy Drive to be Closed by End of This Week”.</p> <p>“With only four days still to go before the campaign is closed, Victoria’s Air Supremacy Drive Fund needs some \$23,500 to attain its objective, members of the campaign organization announced yesterday. With the exception of one social even next month that could not be arranged earlier, the drive is to be</p>

	<p>closed definitely at the end of this week and the committee is bending every effort towards carrying the \$50,000 campaign over the top.”</p> <p>“Mrs. Corbett’s gift of \$100 was made in memory of her son, Pilot-Officer John Adamson Shepherd, R.A.F., who was killed in action recently.”</p>
30-Aug. 1940	<p>The Victoria Times-Colonist, August 30, 1940 Page 15 - Letter from E.M. Watson, secretary to Winston Churchill written to Mrs. C. Foster-Corbett. “Mrs. C. Foster-Corbett, 831 Linkleas Avenue is in receipt of a letter from E. M. Watson, secretary to Prime Minister Winston Churchill, expressing the Prime Minister’s sincere sympathy in the loss of her son, John Adamson Shepherd, Pilot Officer in the R.A.F., who was killed in action recently. The letter stated Pilot Officer John Adamson Shepherd was reported killed on June 5 in an enemy engagement with enemy machines, but no details were available. He was a pilot of a Hurricane machine and was buried on June 6 in the British Cemetery at Rouen.”</p>
21-Sep. 1940	<p>The Victoria Daily Times, September 21, 1940 Page 4 – “JOHN SHEPHERD. THE LETTER from Winston Churchill, received by Mrs. Charles Corbett, telling her that her son, John Shepherd, was buried in Rouen after his death in action, recalls the reason John, like so many other fine Canadian boys, went to war. His convictions sent him and he was only one of many, so that publishing his reasons is but also acknowledging the courage and devotion of those others who went into battle for us back here.</p> <p>Since John Shepherd was eight years old, I remember him. He was a serious little boy with definite ideas. At 16 John made up his mind that the Royal Air Force was his vocation. He was trained as a pilot in Edmonton. In this he was an example of so many other young Canadians. The week before he left, we heard his views on Hitler and his world designs, and John’s deep conviction that our own democratic way was the only way for man to live. I feel sure, was shared by numbers of other fellows in this Dominion and all over the Empire who about that time, before war broke out, trekked quietly from their homelands to the Old Country. These young men were observing events and tendencies and drawing their own conclusions. John Shepherd wrote that hundreds of others from all parts of the British territory had felt the same, and joined the British Royal Air Force in preparation for what they could see coming.</p> <p>It is notable that these fine youths went to war not for any territory, not for any “bit of the earth’s surface” as John put it, but because the thing they saw coming upon the world, and upon all humanity, was so hateful to them that they felt impelled to bar its way into their own lands and homes. He added that “democracy could do with a few improvements, but that we tell our governments what to do, instead of being told in the main.” O. RODSTROM.</p> <p>[The article was written from an interview of Mrs. Charles Corbett by the journalist Olwen Rodstrom, about her son John Adamson Shepherd and why he chose to sign up and fight for the Commonwealth. Mrs. Charles Corbett reflects upon her son as a young boy and how at the age of 16 when he made up his mind that the Royal Air Force would be his vocation.]</p>
06-Nov. 1941	<p>Times-Colonist, November 6, 1941 Page 18 - “Recalls Exploits of Victoria Pilots” “The exploits of John Sheppard (Shepherd), pilot officer in the Royal Air Force who was killed over France on June 5, 1940, are described by Noel Monks in “Squadrons Up”, a book now on sale at Victoria bookshops. John’s mother, Mrs. C. F. Corbett, lives at 831 Linkleas Street.</p> <p>John was born in England and brought to Canada in 1921. He was educated by private tutor in Edmonton and in Victoria at Monterey School and Oak Bay High School. On completing high school, he trained as a pilot at Edmonton.</p> <p>P.O. Sheppard (Shepherd) went overseas in 1938. When war broke out, he was attached to the famous No. 1 Squadron of the R.A.F. He piloted a Hurricane.</p> <p>Early in June of last year, the R.A.F. was put to the test by the superior numbers of German planes. Often a squadron was forced to take on 60 Jerries at a time. P.O. Sheppard (Shepherd) was shot down in flames.</p> <p>In August, 1940, Mrs. Corbett received a letter from Winston Churchill telling her her son had been killed and buried at Rouen, France, in the British cemetery.</p>

Today Mrs. Corbett treasures a memento of her son's daring exploits. It is the badge of the No. 1 Squadron. She believes she is the only woman in Canada who wears it."

07-Nov. 1941

The Daily Colonist, November 7, 1941 Page 9 - "**Original Members of Flying Squadron**". "There were far more fine young flyers from Canada in the Royal Air Force when war started than was generally known in this country. Several thousand Canadian lads were already overseas, having traveled to Britain at their own expense since 1936 seeking service with the Royal Air Force. A number of them quickly qualified for commissions, among them being John Sheppard (Shepherd), of Victoria. He was recommended to the Air Ministry by Captain H. Seymour-Biggs. Pilot Officer Sheppard is show fourth from the left in the above picture, which was taken in August 1939. The men belong to the All-Canadian Squadron of the R.A.F., then commanded by Squadron-Leader Gobeil, Toronto, and subsequently by Squadron-Leader Bader, now a prisoner of war in Germany.

Pilot Officer John Sheppard lost his life in an air engagement over France. In a booklet now on sale here, "Squadrons Up." the action in which he is shot down is described. He is buried in Rouen, France. His mother, Mrs. C. F. Corbett, lives at 831 Linkleas Avenue, and possesses the badge of No. 1 Squadron, which she cherishes."

Commentary on the above newspaper article - "**Original Members of Flying Squadron**".

1. There were several hundred, not several thousand Canadians who had enlisted and were serving in the Royal Air Force prior to the outbreak of hostilities. Although the number is lower it still represented a substantial commitment of Canadians to the service of Great Britain's defense.
2. The picture shown in the Daily Colonist is of a group of Canadian pilots who were at No. 5 Flying Training School at R.A.F. Sealand near Chester (Cheshire) England. This picture appeared in a number of major Canadian newspapers in 1939, most as early as March 1939. The Daily Colonist article appeared in their September 30, 1939 publication. A more likely explanation is that the picture was part of a letter written home by John Shepherd and made its way to the Daily Colonist for publication during the August timeframe.

Newspaper	Date	Article Title
The Toronto Star	21-Mar-1939	Canadian Fliers in Britain [referenced in The Montreal Star]
The Montreal Star	21-Mar-1939	Canadian Fliers in Britain
The Ottawa Citizen	23-Mar-1939	Young Canadians in Training With the Royal Air Force at Sealand England
The Leader-Post	29-Mar-1939	Canadian Fliers in Britain
The Calgary Albertan	31-Mar-1939	Canadian Youths Fly for Great Britain
The Edmonton Bulletin	01-Apr-1939	Canadian Fliers in Britain
The Toronto Star Weekly	16-Sep-1939	Canadian R.C.A.F. Men Training in England
The Daily Colonist	30-Sep-1939	Canadian Pilots With the Royal Air Force

3. Only a small number of the pilots who were at R.A.F. Sealand in the photograph were actually posted to the "All-Canadian" No. 242 Squadron after completion of their flying training and conversion to Hawker Hurricanes at No. 11 Group Pool St. Athan. Others were posted there after first serving in other squadrons which fought in the Battle of France. Canadians such as P.S. Turner, R.D. Grassick, G.M. Stewart, and N.D. Edmond were at R.A.F. Sealand at the timeframe of when the photograph was taken and were eventually posted to No. 242 Squadron. Both G.M. Stewart and R.D. Grassick appear in the R.A.F. Sealand picture. However, the pilots training at R.A.F. Sealand were not considered members of the "All-Canadian" squadron, which is what No. 242 Squadron was referred to at the outbreak of the Second World War. Most of the readers of that time would have been aware of the "All-Canadian" No. 242 Squadron from the many stories that were published by the newspapers of the day. They would have been less likely to be concerned with the number of the pilots at R.A.F. Sealand who were eventually posted to No. 242 Squadron or by the inaccuracy of representing R.A.F. Sealand as comprised of all Canadian pilots.

4. In Noel Monks book, "Squadrons Up!", chapter thirty describes the air engagement or aerial combat in which Pilot Officer Shepherd was killed in action. Considering that the Air Ministry air combat reports were not available for public viewing during that time, Monk's description of the event is very close to the actual AIR 35 (Wing 67) and AIR 50 combat reports that reside in the National Archives in the U.K. which was released well after WWII. Noel Monk's book was first published in the U.K. by Victor Gollancz, London in 1940. "Squadrons Up!" was then published in North America by McGraw-Hill with a few major newspapers such as the Windsor Star and The Vancouver Sun printing the chapters of the book over a period of month. Below, is the representation of "Squadrons Up!" from The Windsor Star newspaper in April 1941.

The Windsor Star, April 1, 1941 · Page 5 – **"A Story About the Famed R.A.F."**

"More amazing that fiction. It gives thrilling eye witness accounts of battles where sometimes the odds were 60 to 1. It names the men, gives credit to the individuals who fought so valiantly in the battle of France. It is said to be the first authentic account of the inside activities of the R.A.F.

The story is from the pen of Noel Monks, War Correspondent of the London Daily Mail, and is from his book "Squadrons Up," the publishing rights of which have been secured by the Windsor Star.

The first installment of this gripping story will appear in this Saturday's newspaper. Don't miss a single line!"

The Windsor Star, April 26, 1941 Page 34 – **"SQUADRONS UP! – by Noel Monks"**

CONTINUED FROM FRIDAY

CHAPTER THIRTY

Here is an account of one day's work performed by the new men of No. 1 Squadron the day after the original flying personnel went home:

"The 11 Hurricanes that remained at Thelma took off at 5:59 a.m. to patrol on a line west of Rouen at 15,000 feet. At 6 a.m., before reaching patrol height large formations of enemy bombers were seen at 12,000 feet. There were approximately 60 bombers escorted by an equal number of Messerschmitts (120 to 11!)

"B Flight made an echelon attack on two formations of Heinkels III's One of these turned on its back and dropped. A Hurricane (Flying Officer Hillcoat) forced landed with a bullet through radiator. His machine had caught fire, but pilot stuck to it. Sergeant Arbuthnot forced landed with radiator shot away, after gallantly tackling 25 enemy aircraft. Pilot Officer Lindsell forced landed near Thelma. The other three Hurricanes of B flight after shooting down three M.E. 110's, returned to Thelma to refuel and reload.

"A Flight separated from B when attack commenced. When about to attack the bombers, they were themselves attacked by 30 M.E. 110's. A series of dogfights ensued which ended in Messerschmitts, for no apparent reason, breaking off the engagement. Our pilots then looked around for straggling bombers. Flight Lieutenant Brown attacked a D.O. 17 over Amiens and followed it from 20,000 feet down to 5,000 feet. He then broke off the attack after the Dornier's rear gunner had ceased firing and each engine had been fired at until white smoke and oil came from them.

"Pilot Officer Shepherd reported to have crashed in flames. Pilot Officer Browne fired at two Heinkels. Result not known but tracer bullets seen to have hit both aircraft. Flying Officer Matthews climbed into the sun and attacked a single straggling Heinkel at 19,000 feet. Enemy aircraft dived and Matthews followed down tot 14,000 feet when both engines of the enemy bomber had stopped and rear gunner had ceased firing. The Heinkel being obviously crippled and forced to land, Matthews broke away and then attacked another straggler at 8,000 feet which only had one engine working, fired two short bursts with deflection shots and saw bullets enter target. The rear gunner did not fire at all. Matthews then broke away.

"Pilot Officer Boot looked around for stragglers and found a Heinkel and carried out a No. 2 attack on it, disabling rear gunner and putting one engine out of action. The enemy aircraft started to glide down. Boot then broke away attacking a D.O. 17, disabling its engine. He then made an attack on a second

	Dornier but through lack of ammunition was unable to complete the attack. He then dived and overtook a Heinkel which was making a forced landing in a field near Rouen. Two occupants only were seen to leave the aircraft.”
02-Jul. 1946	<p>Times Colonist, July 2, 1946 Page 8 – “Oak Bay To Make New Honor Scroll Of World War Dead. Oak Bay municipality is drawing up a new scroll bearing the names of Oak Bay residents who gave their lives during the war, and is launching an appeal to those interested to add to the list of names of any who have been omitted.</p> <p>Any information should be written or telephoned to A. S. G. Musgrave, municipal engineer, Oak Bay.</p> <p>Names of Oak Bay persons on the present scroll are: I. Acland, T. Akam, W. B. E. Bailey, T. Baker, N. Beard, M. Beedham, Pamela G. Bennett, T. P. Bourque, R. Bradbury, G. Bradshaw, J. H. Brooks, I. M. Sutherland-Brown, L. K. Brown, W. Brown, R. E. Bruce, J. Burd, R. B. Bush, F. S. Button, G. Byatt, B. W. Carmichael, R. T. Christy, Patricia Cooney, G. H. Corbett, J. A. Cornwall, G. S. F. Coulson, H. R. Coventry, R. Coventry.</p> <p>E. Curtis, J. V. Davey, P. F. M. De Freitas, J. H. Doe, D. E. Eley, H. G. Ellis, Violet Field, E. W. R. Fortt, R. H. Frame, G. Fraser. V. P. Gilson, J. Grogan, F. C. Harman, A. Harness, J. R. Harper, D. Kind, R. Horsfield, R. H. Hunter, Norah Johnson, V. C. L. Knox, J. Latta, J. W. Lawrie, W. H. Leese, D. M. Lindsay, J. R. A. MacConachie, P. G. C. Mac-Neill, I. McDermott, F. McMullen, L. Manning, R. S. May, H. L. G. Mayer, A. Mayhew, E. W. T. Mel-lander, R. Meredith.</p> <p>T. W. Moore, P. Palin, W. Palmer, G. Parker, R. Pattinson, C. W. Peasland, T. C. L. Pidcock, D. M. Reid, E. G. Robbins, J. T. Robson, A. M. Rycroft, K. Scharf f, E. ' W. Scroggs, R. R. Shearing, R. A. Shepherd, J. Shepherd, J. L. Sills, J. Stevens, D. B. Stewart, G. B. Stoney, J. Syme, C. M. B. Symons, S. F. Taylor, J. Trace, G. L. Trudel, L. H. Tull, R. Walls, J. D. Ward, E. M. Williams, D Wilson, R. A. Wilson, S. E. Wood, M. Wood, F. H. Whiting and G. Verley.”</p>
05-Jul. 1946	The Daily Colonist, July 5, 1946 Page - “War Casualties Compiled by Oak Bay. A listing compiled of Oak Bay residents who gave their lives in the World War ... will be placed on a scroll in the Municipal Hall ... The list is intended to include all who Oak Bay schools, were born in the municipality or lived there for about five years. Names gathered so far are: ... J. Latta ... R. A. Shepherd, J. Shepherd ...C. M. B. Symons ...”
25-Sep. 1946	Add AIR 81 Casualty File entries M.R.E.S confirmation / identification of body in grave + re-burial
25-Apr. 1948	<p>The Daily Colonist, April 25, 1948 Page 17 – “Ebb Tide Scores Upset; Downs Rep Fifteen, 6-5”</p> <p>“The match, which marked the close of the local Rugby season, netted only a small amount for the injured players’ fund due to inclement weather. A banquet last night following the game, when presentations were made, officially closed the season.</p> <p>Jim Mill, member of the champion Oak Bay Wanderers intermediate fifteen, was presented with the John Shepherd Memorial Trophy as the most valuable player to this team. Mayor Percy E. George made the presentation.”</p>
15-Jul. 1948	Add AIR 81 Casualty File entries M.R.E.S confirmation / identification of body in grave + re-burial
11-Nov. 1948	On Armistice Day, November 11 th , 1948, the Cenotaph was unveiled by the Lieutenant Governor, the Honourable Charles H. Banks, C.M.G., and dedicated by the Venerable Archdeacon A deL. Nunns and the Reverend Dr. W.W. McPherson. A wall of concrete with granite finish frames a nine-foot-tall statue of a woman, her eyes downcast upon the 97 names of Oak Bay's war dead. The inscription reads: "Greater love hath no man than this, that a man lay down his life for his friends." [Oak Bay Cenotaph – CDLI website]



17-Jan. 1949

AIR 81 Casualty File entry – N/K of Shepherd notified for reburial

Appendices - References

(1) Biographical Information:

<https://ghgraham.org/mayadamson1881.html> - for details on Father / Mother / Children

<https://www.bayanne.info/Shetland/getperson.php?personID=I210668&tree=ID1> - for family tree information

Ancestry.ca reference under 'Shepherd A Fraser' family tree

Birth: 10 Nov 1915 Sunderland, Durham, England
Death: 5 Jun 1940 Rouen, Seine-Maritime, Haute-Normandie, France
Residence: Victoria, British Columbia, Canada
Father: Reginald Andrew Shepherd
Mother: May Allen Havergal Constance Adamson
Brother: Reginald Alistair Shepherd
Brother: Andrew Fraser Shepherd

John Shepherd

in the UK and Ireland, **Outward Passenger Lists**, 1890-1960

9972	Corbett	May	1	36 Rober Park Rd,	Sunderland	"	"	H'wife	41	1
"	Shepherd	Reginald	1	"	"	"	"	School	9	1
"	"	John	1	"	"	"	"	"	7	1
"	"	Andrew	1	"	"	"	"	"	7	1

Age: 7

Birth Date: abt 1916

Departure Date: 27 Apr 1923

Port of Departure: Liverpool, England

Destination Port: Montreal, Canada

Ship Name: Montrose

Shipping Line: Canadian Pacific Railway

John A Shepherd

in the UK and Ireland, **Incoming Passenger Lists**, 1878-1960

(unable to download due to McAfee blocked content)

"	158	"	SHEPHERD	John A.	"	22	Parkstone, Dorset.	O/o John Adamson, Beehive Hotel,	Student	"	1
---	-----	---	----------	---------	---	----	--------------------	----------------------------------	---------	---	---

Arrival Age: 22

Birth Date: abt 1916

Port of Departure: Quebec, Canada

Arrival Date: 24 Sep 1938

Port of Arrival: Southampton, England

Ports of Voyage: Quebec

Ship Name: Empress of Australia

Shipping Line: Canadian Pacific Line

Appendices – References:

Oceans Arrival Form – John A Shepherd – May 1923

FORM 30A. **ORIGINAL** 4972 46

SS. *Mandure* Class *second* Date of Sailing *April 27*

DECLARATION OF PASSENGER TO CANADA 280

1. NAME *Shepherd JOHN ADAMSON* age *7*
(PRINT IN BLOCK LETTERS, FAMILY NAME FIRST)

2. Sex *MALE* Are you married, single, widowed or divorced? *S*
If married, are you accompanied by husband or wife? If so, give name of husband or wife.

3. Present occupation *none* Intended occupation *none*

4. Birthplace *Sunderland* Race or people *English*

5. Citizenship *British* Religion *C. O. E.*
(IF PROTESTANT, STATE DENOMINATION)

6. Object in going to Canada *To join step father.*

7. Do you intend to remain permanently in Canada? *Yes.*

8. Have you ever lived in Canada? *no* If you have, give Canadian address.

Port of first arrival in Canada _____ Date _____
Port of last departure from Canada _____ Date _____

9. Why did you leave Canada?

10. Money in possession belonging to passenger _____
(I am aware that I must have on my arrival in Canada the sum of \$ _____)

11. Can you read? *Yes* What language? *English*

12. By whom was your passage paid? *mother*

13. Ever refused entry to, or deported from Canada? *no*

14. Destined to *step father*
24 Ross Block
Edmonton

(IF JOINING RELATIVE, FRIEND OR EMPLOYER (1) STATE WHICH AND IF RELATIVE GIVE RELATIONSHIP; (2) GIVE HIS OR HER NAME AND CANADIAN ADDRESS; (3) IF NOT JOINING ANY PERSON IN CANADA, GIVE YOUR OWN CANADIAN ADDRESS.)

16. Nearest relative in country from which you came *Grandfather*
The Hammonds Ryhope Rd. Sunderland
(NAME) (RELATIONSHIP)
Mr. C. T. Shepherd.
(GIVE FULL ADDRESS OF SUCH RELATIVE)

17. Are you or any of your family mentally defective? *no* 4
Tubercular? *no* Physically defective? *no*

Otherwise debarred under Canadian Immigration Law? _____
(Before answering question 17 see the prohibited classes named in Immigration Booklet 30A which will be handed to you by Booking Agent.)
I declare the above statements are true: I am aware that an inaccurate statement constitutes misrepresentation and that the penalty is a fine, imprisonment or deportation.

Signature of passenger *John A Shepherd*
I hereby declare that the above is the signature of passenger and that I have handed passenger a copy of Immigration Booklet 30A.

Roberts **BUNDERLAND**

Appendices – References:

Monterey Avenue School: Oak Bay Heritage Society

PR-118 Monterey School fonds

1914-2005 | 2.2 metres of textual records, photographs, news clippings and trophies

Records of Monterey Elementary School from 1914 to 2005, including class photographs, school activities, examples of students' work, scrapbooks documenting the history of the school, news clippings of Monterey School students who served in the Second World War, publications and artifacts. Includes the records of the Monterey Parent Association, 1939-2005. (Accessions 1994-018 and 2005-014). Please note that there is restricted access to records 100 years old or less containing personal information.

Anna Sander, MPhil, MScEcon
Archivist (0.5 - Mon pm, Tues & Thurs)
The Corporation of the District of Oak Bay
2167 Oak Bay Avenue
Victoria BC V8R 1G2
Canada
www.oakbay.ca/archives
250-598-3290
asander@oakbay.ca

Appendices – References:

CWGC – John Adamson Shepherd 41621 – St. Sever Cemetery Rouen France Plot Listing

ST. SEVER
CEMETERY
ROUEN
FR. 590.

SAXTON, Tpr. JOHN, 4752628. 22nd Dragoons, R.A.C. 11th September, 1944. Age 24. Son of John and Sara Saxton, of Sheffield; husband of Mary Saxton, of Sheffield. Block "S". Plot 1. Row L. Grave 6.

SCHOLFIELD, Maj. GEORGE PERCIVAL. The Royal Regiment of Canada, R.C.I.C. 1st September, 1942. Age 35. Son of George Percival and Florence Ethel Scholfield, of Toronto, Ontario, Canada. B.A. (The University of Toronto). Block "S". Plot 4. Row P. Grave 20.

SCORGIE, Pte. WILLIAM, 14656719. 1st Bn. The Gordon Highlanders. 11th September, 1944. Age 19. Block "S". Plot 1. Row H. Grave 6.

SCOTT, Fus. JAMES, 3131958. 6th Bn. The Royal Scots Fusiliers. 6th June, 1940. Age 21. Son of Adam and Isabella Scott, of Stevenston, Ayrshire. Block "S". Plot 4. Row S. Grave 5.

SCOTT, Pte. JOHN, 4616540. 2/7th Bn. The Duke of Wellington's Regt. (West Riding). 4th July, 1940. Age 20. Son of Albert and Margaret Scott, of Holmfild, Yorkshire. Block "S". Plot 4. Row Q. Grave 18.

SHARPE, Pte. WILLIAM ALLISON, B/37647. The Royal Hamilton Light Infantry, R.C.I.C. 19th August, 1942. Block "S". Plot 4. Row R. Grave 19.

SHEPHERD, Pilot Offr. (Pilot) JOHN ADAMSON, 41621. R.A.F. 1 Sqdn. 5th June, 1940. Block "S". Plot 4. Row O. Grave 4.

SHERRITT, Pte. ERIC WILLIAM, H/20715. The Queen's Own Cameron Highlanders of Canada, R.C.I.C. 19th August, 1942. Age 29. Son of James T. and Jennett Sherritt, of Foxwarren, Manitoba, Canada. Block "S". Plot 4. Row R. Grave 9.

SIEVWRIGHT, Pte. WILLIAM JAMES KANE. 2886643. Army Catering Corps. 12th September, 1944. Age 30. Block "S". Plot 1. Row H. Grave 7.

SMITH, Flt. Sgt. (Nav.) HUGH MCPHERSON, 1559802. R.A.F. (V.R.). 106 Sqdn. 25th June, 1944. Age 22. Son of Archibald McDonald Smith and of Flora Smith (*née* McPherson), of Glasgow. Block "S". Plot 1. Row G. Joint grave 10.

SMYRK, L. Cpl. LEOPOLD LEONARD WILLIAM, 1878507. 1 Field Sqn., Royal Engineers. 24th June, 1940. Age 36. Son of Mr. L. C. Smyrk, D.C.M., and Mrs. F. J. Smyrk, of Guildford, Surrey. Block "S". Plot 4. Row Q. Grave 20.

SPEIGHT, Pte. JOHN HENRY, 6005319. The Essex Regt. 2nd/7th June, 1940. Age 33. Son of William and Anne Speight, of Wollaston, Northamptonshire. Block "S". Plot 4. Row U. Grave 16.

SPELMAN, Pte. WALTER JONAS, 97996. Advanced Sub M.T. Stores Depot, R.A.S.C. 30th December, 1939. Age 21. Son of Henry William and Jessie Kathleen Spelman, of Norwich. Block "S". Plot 4, Row N. Grave 1.

SPENDIFF, L. Cpl. P. A., B/42082. The Toronto Scottish Regt. (M.G.), R.C.I.C. 28th August, 1944. Age 23. Son of Percy and Hazel Spendiff, of Welland, Ontario, Canada; husband of Christine Spendiff, of Welland. Block "S". Plot 4. Row Q. Grave 11.

STAINTON, Pte. THOMAS, A/22099. The Essex Scottish Regt., R.C.I.C. 19th August, 1942. Age 26. Son of William and Mary Lizzie Stainton, of Regina, Saskatchewan, Canada; husband of D. D. Stainton. Block "S". Plot 4. Row R. Grave 6.

STANDLEY, L. Cpl. RENNIE, 3388625. 1st Bn. The East Lancashire Regt. 6th September, 1944. Age 24. Son of Samuel Standley, and of Margaret Standley, of Oldham, Lancashire. Block "S". Plot 1. Row N. Grave 12.

STEELE, Fus. ARCHIBALD PATERSON, 4272957. 7th Bn. The Royal Northumberland Fusiliers. 9th June, 1940. Age 24. Block "S". Plot 4. Row T. Grave 2.

STEENSON, Pte. WILLIAM THOMSON THOMAS, B/67677. The Royal Regiment of Canada, R.C.I.C. 27th August, 1942. Age 21. Son of William John and Sarah Steenson, of Toronto, Ontario, Canada. Block "S". Plot 4. Row P. Grave 23.

STEVENSON, Sjt. DAVID THOMSON, 2760708. 1st Bn. The Black Watch (Royal Highland Regt.). 18th September, 1944. Age 24. Son of Mr. and Mrs. James Stevenson, of Kirkintilloch, Dunbartonshire. Block "S". Plot 1. Row H. Grave 13.

Appendices – References:

CWGC – John Adamson Shepherd 41621 – Graves Registration Report Form for St. Sever Cemetery Rouen France

(398) Dd2855/WcP1471 20,000 (2) 11/53 JC&S Gp669

Graves Registration Report Form.

COUNTRY: FRANCE

~~COMMUNE~~

REPORT No.:

SCHEDULE No.: 15.YR

PLACE OF BURIAL: ST. SEVER CEMETERY EXTENSION, ROUEN.

Land belongs to

Certified complete and correct.

The following are buried here:—

Signature.....

Date.....

1.2 NOV 1955

records Dep. France

P.R.G.	No. and Rank	Initials, Name & Honours	Unit	Date of Death	For works use
Gr.No.	Block "S"	PLOT IV. ROW O.			
✓ 1	113228 Lt.	J.P. COULTER	1st Bn. Lancashire Fusiliers.	2.6.40	CH ✓
✓ 2	2659469 Gdsmn	E. WILKINSON	1st Bn. Coldstream Guards.	1.6.40	CH ✓
✓ 3	2659426 Gdsmn	P. WHITAKER	1st Bn. Coldstream Guards.	1.6.40	CH ✓
✓ 4	41621 P/O (Pilot)	J.A. SHEPHERD	1st Sqdn. R.A.F.	5.6.40	CH ✓
✓ 5	4189583 Pte	J.H. STRAWBRIDGE	The Cheshire Regt.	2.6.40	CH ✓
✓ 6	2930926 Pte	J.E. MacINTYRE	4th Bn. Queen's Own Cameron Hldrs.	5.6.40	CH ✓
✓ 7	T/124743 Dvr	J. JENKINS	Royal Army Service Corps.	5.6.40	CH ✓
✓ 8	T/121741 Dvr	A.A. MOWITT	Royal Army Service Corps.	5.6.40	CH ✓
✓ 9	T/121307 Dvr	J. GARDNER	Royal Army Service Corps.	5.6.40	CH ✓
✓ 10	T/123417 Dvr	A. SUTTON	Royal Army Service Corps.	5.6.40	CH ✓
✓ 11	2931773 Pte	A. ROSS	4th Bn. Queen's Own Cameron Hldrs.	5.6.40	CH ✓

Appendices – References:

CWGC – John Adamson Shepherd 41621 – Schedule A Record of Burial at St. Sever Cemetery Rouen France

Contract No:-			SCHEDULE "A"			Form H/2		
Name & Address of firm:-			Name of Burial Place:-			Page No:2		
						ST. SEVER CTY., EXTENSION, ROUEN, FRANCE No.3		
1504/1/T/9	I.N.16	11	R/1190/1/A/8	IV.N.14	16	7918820 Trooper	2043096 Driver	
C.W.Bullock			L.J.Perry			Royal Engineers		
24th Lancers			1st June 1940 Age 21			(Cross)		
Royal Armoured Corps								
11th September 1944 Age 35								
(Cross)								
For us he gave his all.								
Loved and remembered always								
By wife Vi. and children								
1521/1/A/8	IV.N.6	12	1030/2/A/8	IV.O.1	17	13016032 Serjeant	Lieutenant	
R.E.Weesner			J.P.Coulter			The Lancashire Fusiliers		
Pioneer Corps			2nd June 1940 Age 34			(Cross)		
17th April 1940 Age 43			We loved him in life,			Let us not forget him		
(Cross)			In death.			May his soul rest in peace		
1062/1/A/8	IV.N.10	13	1192/1/T/9	IV.O.4	18	5439965 Private	Pilot Officer	
E.Richards			J.A.Shepherd			Pilot		
The Royal Sussex Regiment			Royal Air Force			5th June 1940		
20th May 1940 Age 22			(Cross)					
(Cross)								
1192/1/A/8	IV.N.12	14	R/1204/1/T/9	IV.R.2	19	535739 Ldg.Aircraftman	CH/X.1967 Corporal	
W.H.Lay			A.S.Heath			Royal Marines		
Royal Air Force			R.M.Commando			20th August 1942 Age 22		
26th May 1940 Age 24			(Cross)			He hath done what he could.		
(Cross)						May he now rest		
						In God's loving care		
R/1190/1/A/8	IV.N.13	15	1202/1/T/9	IV.R.12	20	1883297 Sapper	B.37398 Private	
C.B.Fowler			L.Hankinson			The Royal Hamilton		
Royal Engineers			19th August 1942 Age 33			(Cross)		
1st June 1940 Age 24						We will remember him		
(Cross)								

Engraving marking on the Headstone

Appendices – References:

COMMONWEALTH WAR DEAD 03/09/1939 – 31/12/1940

CASUALTIES COMMEMORATED WITHIN THE SEINE-MARITIME REGION, FRANCE Page 40 – 47

ST. SEVER CEMETERY EXTENSION, ROUEN, Seine-Maritime, France

Visiting information:

OPENING TIMES: 1 March - 1 November: Monday-Saturday: 0815 - 1745 Sundays/Public Holidays: 0815 - 1745 2 November - 28 February: Every Day: 0815 - 1645

Location notes:

St Sever Cemetery and St. Sever Cemetery Extension are located within a large communal cemetery situated on the eastern edge of the southern Rouen suburbs of Le Grand Quevilly and Le Petit Quevilly. If approaching Rouen from the north, head for the centre of town and cross over the river Seine, following signs for Caen. Follow this route until you get to the 'Rond Point des Bruyeres' roundabout (next to the football stadium), then take the first exit into the Boulevard Stanislas Girardin. The cemetery is 150 metres down this road on the left. If approaching Rouen from the south, follow the N138 (Avenue des Canadiens) towards the centre of town. At the 'Rond Point des Bruyeres' roundabout (next to the football stadium), take the fourth exit into the Boulevard Stanislas Girardin. The cemetery is 150 metres down this road on the left. If arriving on foot, take the metro to St Sever Metro Station, then follow the Avenue de Caen until you get to the Avenue de la Liberation, then take this road and follow this, which will become the Boulevard du 11 Novembre. At the end of this road is the 'Rond Point des Bruyeres' roundabout. Take the first exit from this into the Boulevard Stanislas Girardin. The cemetery is 150 metres down this road on the left.

Historical notes:

During the First World War, Commonwealth camps and hospitals were stationed on the southern outskirts of Rouen. A base supply depot and the 3rd Echelon of General Headquarters were also established in the city. Almost all of the hospitals at Rouen remained there for practically the whole of the war. They included eight general, five stationary, one British Red Cross and one labour hospital, and No. 2 Convalescent Depot. A number of the dead from these hospitals were buried in other cemeteries, but the great majority were taken to the city cemetery of St. Sever. In September 1916, it was found necessary to begin an extension, where the last burial took place in April 1920. During the Second World War, Rouen was again a hospital centre and the extension was used once more for the burial of Commonwealth servicemen, many of whom died as prisoners of war during the German occupation. The cemetery extension contains 8,346 Commonwealth burials of the First World War (ten of them unidentified) and in Block "S" there are 328 from the Second World War (18 of them unidentified). There are also 8 Foreign National burials here. The extension was designed by Sir Reginald Blomfield.

SHEPHERD, Pilot Officer (Pilot) JOHN ADAMSON, 41621, 1 Sqdn., Royal Air Force. 5 June 1940. Grave Ref. Block "S". Plot 4. Row O. Grave 4.

Appendices - References

(2) From **THE LONDON GAZETTE** Publications:

From THE LONDON GAZETTE - 31 JANUARY, 1939 Publication

<https://www.thegazette.co.uk/London/issue/34594/page/690>

The undermentioned are granted short service commissions as Acting Pilot Officers on probation. 14th Jan. 1939: — John Adamson SHEPHERD

From THE LONDON GAZETTE - 10 OCTOBER, 1939 Publication

<https://www.thegazette.co.uk/London/issue/34705/page/6797>

The undermentioned Acting Pilot Officers on probation are graded as Pilot Officers on probation. 3rd Sept. 1939: — John Adamson SHEPHERD (41621).

From THE LONDON GAZETTE - 27 FEBRUARY, 1940 Publication

<https://www.thegazette.co.uk/London/issue/34801/page/1173>

The undermentioned Pilot Officers on probation are confirmed in their appointments on the dates stated: — 31st Jan. 1940. - John Adamson SHEPHERD (41621).

From SERVICE AVIATION Royal Air Force and Official Announcements Publication March 7, 1940 page 213



Service Aviation

Casualties

Air Ministry Casualty Communique No. 35.

THE Air Ministry regrets to announce the following casualties on various dates. The next of kin have been informed.

The names of officers and airmen who lost their lives while flying in operations against the enemy appear under the heading "Killed in Action." The names of those who lost their lives in other forms of flying duty or through enemy action while carrying out non-flying duties appear under the heading "Killed on Active Service."

KILLED IN ACTION.—Angus, 40281, F/O. A. B., D.F.C.; Byatt, 627950, Sgt. J.; Claydon, 72984, P/O. A. J.; Gifford, 90188, Sqn. Ldr. P., D.F.C.; Griffin, 755893, L.A/C. H. G.; Harris, 622844, Sgt. L. E. T.; Kennedy, 632947, A/C.2 T.; Lowe, 581516, Sgt. F. A. G.; Morris, 41048, P/O. D. W. W.; O'Flaherty, 637032, Sgt. P.; Robinson, 631370, A/C.2 A.; Scott, 40852, P/O. E. W. S.; Shepherd, 41621, P/O. J. A.; Williams, 566298, Sgt. F.

Appendices - References

(3) Squadron ORB (Operations Records Books):

*** Add:

1. AIR 29 for No. 5 E&FTS Hansworth
2. AIR 29 for No. 5 F.T.S. R.A.F. Sealand
3. AIR 29 for No. 11 Group Pool St. Athan
4. AIR 29 for No. 2 Ferry Pilots Pool
5. Wing 67 A.A.S.F. Consolidated Combat Reports AIR 35-252

Appendices - References

(3) Squadron ORB (Operations Records Books):

No. 1 (F) Squadron Operations Records & Summary of Events Log Books: September 1939 to December 1940

[Downloaded from The National Archives, Kew, Richmond, Surrey](#)

Date	Summary of Events Form 540	Operations Records Form 541	Comments
September 1939	AIR-27-1-1	AIR-27-1-2	Summary of Events begins in 1926
October 1939	AIR-27-1-3	AIR-27-14	
November 1939	AIR-27-1-5	AIR-27-1-6	
December 1939	AIR-27-1-7	AIR-27-1-8	
January 1940	AIR-27-1-9	AIR-27-1-10	
February 1940	AIR-27-1-11	AIR-27-1-12	
March 1940	AIR-27-1-13	AIR-27-1-14	
April 1940	AIR-27-1-15	AIR-27-1-16	
May to July 31 1940	AIR-27-1-17	-----	Operations Records unavailable
July 1940	-----	AIR-27-1-18	Summary of Events in AIR-27-1-17
August 1940	AIR-27-1-19	AIR-27-1-20	
September 1940	AIR-27-1-21	AIR-27-1-22	
October 1940	AIR-27-1-23	AIR-27-1-24	
November 1940	AIR-27-1-25	AIR-27-1-26	
December 1940	-----	AIR-27-1-28	Summary of Events unavailable

1. Battle of France: September 1939 through June 1940:

- a. Note: Summary of Events for May, June, and July 1940 are in one document – AIR-27-1-17
- b. Note: Operations Records for May through to July 31st 1940 are unavailable

No. 141 (F) Squadron Operations Records & Summary of Events Log Books:

[Downloaded from The National Archives, Kew, Richmond, Surrey](#)

Date	Summary of Events Form 540	Operations Records Form 541	Comments
October 1939 through to June 1940	AIR-27-696-1	Missing for October 1939 through to May 1940. Starts in June 1940.	Summary of Events begins in 4-October-1939 through to 30-June-1940.

No. 73 (F) Squadron Operations Records & Summary of Events Log Books:

[Downloaded from The National Archives, Kew, Richmond, Surrey](#)

Date	Summary of Events Form 540	Operations Records Form 541	Comments
February 1940	AIR-27-629-9	AIR 27-629-10	Appendices AIR 27-636 – <ul style="list-style-type: none">• Daily Routine Orders for 22-2-1940 mentions P/O's Mould, Mitchell and Shepherd.• Air Combat Reports for P/O's Shepherd, Mitchell and Mould.

Appendices – References:

Combat Report: AIR 50-31-23 for P/O John Shepherd on February 22, 1940

GRB 163

From:- Pilot Officer J.A. SHEPHERD.

To:- NOYAR OPERATIONS.

Date:- 22nd February, 1940.

PATROL 'LEFT BACK'.

Sir,

I have the honour to report that at 10.00 hours this morning I was detailed to patrol 'Left Back' Patrol Line. I was to fly No: 2 position. I was late on leaving the ground due to trouble in starting my engine. When I was air born, Pilot Officer MOULD who was to lead the formation flew over head. I turned to join him and joined up with P/O. MITCHELL No: 3 in the section.

We circled the aerodrome together, but did not contact P/O. MOULD again. We then proceeded towards the patrol line.

My R/T was not functioning very well at the time, so could not get in touch with either P/O. MOULD or P/O. MITCHELL.

The weather was quite hazy and as I have experienced slight difficulty in navigating in this country, decided to return to the aerodrome.

P/O. MITCHELL landed after twenty minutes and I followed him down.

I have the honour to be,

Sir,

Your obedient servant,

J.A. Shepherd
Pilot Officer.

Reference -
AIR
27 / 636
PUBLIC RECORD OFFICE
COPYRIGHT - NOT TO BE REPRODUCED PHOTOGRAPHICALLY WITHOUT PERMISSION

1	2	3	4	5	6

Appendices - References

June 1, 1940 Combat Action. (from references in books from Wing 67 records)

Whilst covering British troop movements A flight, under the command of F/L Hilly Brown was attacked by a squadron of 9 Me109's. Pilot Officer Shepherd was shot down and bailed out near Dieppe and was later reported safe. - The One History Forgot by Andrew Kimbell page 28

The action on the 1st started with 12 aircraft leaving at 0625, landing at Rouen 35 minutes later, where they remained at Readiness. B Flight were sent off later to patrol from St. Valery to the southeast covering British troop movements. A Flight relieved them and at 1109 nine Me109s were reported behind. The Hurricanes, led by Hilly Brown, circled and tried to engage them but Brown himself was attacked by three 109s but got a burst at one. Pilot Officer Shepherd was shot down and took to his parachute near Dieppe and was later reported safe. – Number One in War and Peace by Norman Franks.

On 1 June twelve Hurricanes took off from Anglure at 0625 hrs bound for Rouen-Boos and were at readiness by 0745 hrs. Half an hour later 'B' Flight was patrolling the line from St-Valery-en-Caux to the Somme estuary under a solid cloud base at 9,000 ft. The intention was to protect British troop movements from attack by dive-bombers but none were seen. Later in the morning 'A' Flight was airborne on a similar cover patrol. Red section comprised Hilly Brown, Sammy Salmon and John Shepherd with Darky Clowes, Peter Boot and Peter Matthews forming Yellow section. At 1109 hrs nine Bf 109Es were seen above and behind and although Brown tried to take his section up, the Germans held the initiative throughout the brief engagement. Brown was himself attacked by three different 109s while John Shepherd was shot down and bailed out near Dieppe. ... Another patrol was carried out in the afternoon before the squadron returned to Anglure at 1700 hrs. On arrival there was news that Shepherd was none the worse for his adventure and in the evening, he was collected from Rouen by air. – In All Things First by Peter Caygill.

June 5, 1940 Combat Action. (from references in books from Wing 67 records)

A and B flight under F/L Hilly Brown and Fritz Warcup took off, making a squadron of 11. By the time B flight returned having attacked Dorniers and Heinkels, it was three aircraft short. Hillcoat, Arbuthnot, and Lindsell had all crashed, but amazingly were all safe. Pat Hancock crash landed at base, and another aircraft had had its petrol and oil tanks shot through. Only one returned undamaged! A flight had meanwhile been attacked by 20 Me110's, and Pemberton was later to learn that No 1 Squadron had lost its first pilot since he took command. Pilot Officer J A Shepherd was shot down in flames and was not seen again, ..., all the other aircraft of A flight made it back to base safely. – The One History Forgot by Andrew Kimbell.

More action came on the 5th. Eleven serviceable aircraft took off from Thelma (Chateaudun) at 0550 to patrol west of Rouen but before reaching this area they found a mixed bunch of Heinkel and Dornier bombers (approximately 60 with more Me110s above and behind) and waded in. Hilly Brown led A Flight towards the 110 escorts, while Fritz Warcup and B Flight went for the bombers. ... A Flight engaged the 110's, or to be accurate, 20 Me110s engaged them. The pilots tried to avoid combat in order to engage the bombers, at which time Brown claimed his Dornier, going down with both engines smoking and the rear gunner no longer firing. Pilot Officer Shepherd did not get back, seen to go down, in flames. – Number One in War and Peace by Norman Franks.

The routine was the same as previously and for the next few days the squadron took off (from Chateaudun) for Rouen-Boos at first light to carry out the usual patrols from there. According to No. 1 Squadron records the next major action took place on 4 June, although documents produced by 67 Wing indicate that it took place on the 5th. During a patrol at 0600 hrs large numbers of Do 17s and He 111s were seen, escorted by Bf 110s, the number totaling around 120. ... most of No. 1 Squadron's Hurricanes were fired upon, either by the 110s or the concentrated crossfire from the bombers. ... Having successfully bailed out on 1 June, P/O John Shepherd's luck finally ran out during this action as he was shot down and killed by a Bf 110. Nearly all of the Hurricanes that made it back landed with minor combat damage at the very least. – In All Things First by Peter Caygill.

Appendices - References

Book References:

In All Things First No. 1 Squadron at War 1939 – 1945 by Peter Caygill

Number One in War and Peace by Norman Franks and Mike O’Conner

The One History Forgot David Alwyne Pemberton – A Life Story by Andrew Kimbell

The Biggs’ Boys by Ken Stofer

Canadians in the Royal Air Force by Les Allison

Royal Air Force Fighter Command Losses of the Second World War Volume 1 Operational Losses: Aircraft and Crews 1939-1941 by Norman Franks

The Battle of France, Then and Now by Peter D. Cornwell.

Wednesday June 5, 1940 – page 423

BRITISH AIR FORCES IN FRANCE

1 SQUADRON, CHATEAUDUN

Hurricane. Show down during attack on He111s and combat with Bf110s over Rouen 6.15 a.m. Pilot Officer J. A. Shepherd killed. Aircraft a write off.

ROLLS-ROYCE ON THE FRONT LINE. The life and times of a Service Engineer by Tony Henniker.

Appendices – References:

Websites for June 5 1940 Report of death and crash details:

Commonwealth War Graves

<https://www.cwgc.org/find-records/find-war-dead/casualty-details/2095558/shepherd,-john-adamson/>

Commonwealth Graves Commission website for Casualty Details:

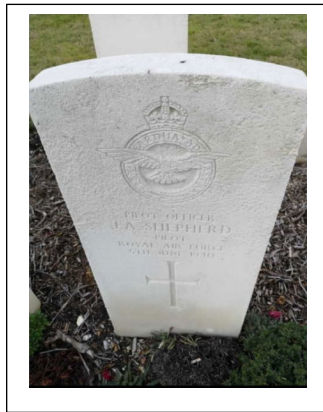
1. St. Sever Rouen Cemetery Plot Listing
2. Grave Registration Report Form for St. Sever Rouen Cemetery
3. Schedule A Form for St. Sever Rouen Cemetery – a record of what's written on the gravestone marker

Aircrew Remembered Archive Report: Allied Forces – 05.06.1940 No. 1 Squadron Hurricane P/O. John A. Shepherd

<http://aircrewremembered.com/shepherd-john.html> - for details on the crash and burial site



P/O John Adamson Shepherd and his original grave marker. *Aircrew Remembered website.*



Find a Grave website. Photo added by LESUEUR Dominique on 25 Oct 2020



Photo of Gravestone at St. Sever Cemetery - Rouen - July 21 2021 taken by Claude Archambault

Son of Reginald Shepherd and May Allen Havergal (nee Adamson) Shepherd. Brother of Cpl Reginald Alastair Shepherd who was killed in action on April 5, 1945 while serving with the North Shore (New Brunswick) Regiment in Holland. Twin brother of Andrew Fraser Shepherd who served with the R.C.E. was wounded in France in August 1944, and invalided.

Royal Air Force Commands - Pilot Officer John Adamson SHEPHERD (41621) of the Royal Air Force

<http://www.rafcommands.com/database/wardead/details.php?qnum=109888>

Appendices – References:

Websites for June 5 1940 Report of death and crash details:

Traces of World War 2 RAF - 1 Squadron 10/05/1940 - 30/06/1940

http://www.epibreren.com/ww2/raf/1_squadron.html

05/06/1940: Patrol?, Rouen area, F

Type: Hurricane Mk 1

Serial number: ?, JX-?

Operation: Patrol?

Lost: 05/06/1940

Pilot Officer (Pilot) [John A. Shepherd](#), RAF 41621 (Canada), 1 Sqdn., age unknown, 05/06/1940, [St. Sever Cemetery Extension](#), F.

Shot down over France.

Sources: [CWGC](#); Norman L.R. Franks, Fighter Command Losses, Vol 1, 1939-1941, Second edition, Midland, 2008; [Fighter Command Air Combat Claims](#).

French-Crashes 39-45: Aviateurs français et alliés tombe sur le sol de la France - période 1939 -1945

http://francecrashes39-45.net/page_fiche_av.php?id=4738

Dated	Nation	Department	Unit	-	Mission		
05-06-1940	England / Common.	Seine Maritime	1 Sq RAF		Patrol Rouen sector (76)		
Location	Near Rouen						
Circumstances	Shot dead during attack on a formation of He111 escorted by Me110 fighters						
Comments	Take off 05h50 from Châteaudun (28) - AIR 81/780 report						
Sources	JL Mailet (Sources: www.epibreren.com / CWGC) / www.historyofwar.org						
Historical	01/02/2016 = Add circumst / Modify av comm - 02/08/2016 = Modify av comment						
Grade	First name	Last name	Post	Body	State	Burial place	Comments
P / O	John adamson	<i>Shepherd</i>	Pil	RAF	Deceased	Cim Rouen St-Sever Extension (76) - Plan - S.4.O.4 *	41621 - Canadian origin

* The asterisk placed at the end of a burial site indicates that it is confirmed

National Archives (PRO Kew) File AIR 81/780 – Air Casualty Report

<https://discovery.nationalarchives.gov.uk/details/r/C14502451> National Archives (PRO Kew) File AIR 81/780 - Pilot Officer J A Shepherd: report of death; Hurricane crashed at Rouen, France, 5 June 1940

Aviation Safety Network: ASN Wikibase Occurrence # 228840

From <https://aviation-safety.net/wikibase/228840> see Sources: at the bottom of the webpage for a list of references.

Took off at 05:50 hours on 5 June 1940 from RAF Chateaudun, France for a combat air patrol. Sighted and engaged the enemy - a formation of Heinkel He 111s, escorted by Bf 110s - and was shot down in air-to-air combat over Rouen, either by a Bf 110 or return fire from the He 111s that they were attacking. Pilot killed in action.

Crew of Hurricane:

Pilot Officer (Pilot) John Adamson Shepherd, RAF 41621 (Canadian), 1 Squadron, age 25, killed in action 05/06/1940, buried at St. Sever Cemetery Extension, Rouen, Seine-Maritime, France.

Note that the serial number of the Hurricane being flown by P/O Shepherd was apparently not recorded.

There are no references to the June 1, 1940 crash when P/O John Adamson Shepherd was forced to bail out of his Hurricane over Dieppe.

Appendices - References

Brief Outline of R.A.F. Military Service:

The information on P/O John Adamson Shepherd's posting to the Group No. 11 O.T.U., No. 141 Squadron, No. 2 Ferry Pilots Pool, and No. 1 Squadron is extracted directly from the RAF Operations Record Books, which are available in digital format from the National Archives in the UK. It is also corroborated by his R.A.F. Military Service file and the books: "Canadians in the Royal Air Force" by Les Allison; add Tony Henniker's book, and the various books on No. 1 Squadron.

1. Flying lessons with the Edmonton and Northern Alberta Aero Club, on the solo list for December 10, 1935. (Edmonton Journal Loops and Spins) taken from the Edmonton Journal.
2. Travelled to England aboard the Canadian Pacific Liner: Empress of Australia landing at Southampton on September 24, 1938. (Ancestry.ca - Incoming Passenger List)
3. Enlisted with the RAF in October 1938, and then proceeded with pilot training in the RAF.
 - a. No. 5 E&FTS at Hansworth -
 - b. Uxbridge Officer Training -
 - c. No. 5 FTS at RAF Sealand -
4. Posted to RAF No. 11 Group Pool, St. Athan on October 25, 1939 for OTU (Operation Training Unit) on Hawker Hurricanes. OTU was necessary to convert over to the front-line Hurricane fighter. See: AIR 27-969-1.
5. Posted to RAF No. 141 Squadron on October 9, 1939, who were flying Bristol Blenheim and Gloster Gladiator type aircraft. See: AIR 27-969-1 Form 540 (Summary of Events) from October 1939 – June 1940. (Note: it takes 10 to 11 months for pilots training before being posted to a squadron).
6. Posted to RAF No. 11 Group Pool, St. Athan on October 25, 1939 for OTU (Operation Training Unit) on Hawker Hurricanes. OTU was necessary to convert over to the front-line Hurricane fighter. See: AIR 27-969-1.
7. Posted to RAF No. 2 Ferry Pilots Pool at Filton on November, 1939 awaiting posting to an Operational Squadron.
8. Posted to RAF No. 1 Squadron in Vassincourt France on November 26, 1939 (along with P/O John Stewart Mitchell and P/O Raymond Grant Lewis) which was flying the Hawker Hurricane Mk 1 fighter in combat. See: AIR 27-1-5 Form 540 (Summary of Events) for No. 1 (F) Squadron.
9. P/O John Adamson Shepherd is separated from the patrol and loses his way back to base on January 12, 1940. See: AIR 27-1-9, and "All Things First" by Peter Caygill page 24.
10. P/O John Adamson Shepherd and P/O John Stewart Mitchell were briefly detached to RAF No. 73 Squadron in February 1940 and then returned to RAF No. 1 Squadron in the same month. See: AIR 27-1-11 Form 540 and AIR 27-1-12 Form 541 for No. 1 (F) Squadron and also AIR 27-629-9 Form 540 and AIR 27-629-10 Form 541 for No. 73 (F) Squadron; in the Appendices for No. 73 (F) Squadron, AIR 27-636 Daily Routine Orders page 167 for a copy of the combat report – note that this reproduction is in better "legible" condition vs the AIR 50-31-23 from the National Archives U.K.
11. P/O John Stewart Mitchell died due from a "wheels up" crash landing of his shot-up Hurricane on March 3, 1940.
12. P/O John Adamson Shepherd admitted to No. 2 M.R.S. on March 17, 1940 suffering from "yellow jaundice"; reported back to RAF No. 1 Squadron in late May 1940.
13. P/O John Adamson Shepherd shot down by a Me 109, managed to bail out over Dieppe on June 1, 1940. Returned safely to the squadron from Rouen. See: various book references – "All Things First" by Peter Caygill, "The One History Forgot" by Andrew Kimbell, "Number One in War and Peace", by Norman Franks and Mike O'Connor. Note: this is not captured by the diarist in the Squadron Logs – AIR 27-1-17.
14. P/O John Adamson Shepherd died from being shot down by a Me 110, with his Hurricane crashing at Rouen, France, on June 5, 1940. See: various book references – "All Things First" by Peter Caygill, "The One History Forgot" by Andrew Kimbell, "Number One in War and Peace", by Norman Franks and Mike O'Connor. Note: this

is not captured by the diarist in the Squadron Logs – AIR 27-1-17. Officially documented with the National Archives (PRO Kew) File AIR 81/780 - Pilot Officer J A Shepherd: report of death.

15. F/O Raymond Grant Lewis (was promoted from P/O to F/O later in 1940) was missing believed killed; returning from operational flight over France, he bailed from his Hurricane on February 5 1941, and it was presumed he drowned in the English Channel

P/O Shepherd's combat patrols in May and early June, are missing from No. 1 (F) Squadron From 541 records. These reports are documented in the Wing 67 Operations Records Books in the National Archives in the U.K.

Appendices – Newspaper Clippings:

P/O John Shepherd's Death in Air Combat – The Daily Colonist and Times Colonist

[The Daily Colonist \(1940-06-08\) - page 3 "YOUNG FLYER LOSES LIFE. Pilot Officer from Victoria is Reported Killed in Recent Air Action"](#)

YOUNG FLYER LOSES LIFE

Pilot Officer From Victoria
Is Reported Killed in
Recent Air Action



PILOT OFFICER J. A. SHEPHERD

Conveying the sad news that her son, Pilot Officer John Adamson Shepherd, had been killed in action while engaging the enemy over France, Mrs. C. E. Corbett, of 831 Linkleas Avenue, yesterday received the following communication, signed by the Under-Secretary of State for Air:

"The Air Ministry regrets to inform you that your son, J. A. Shepherd, is reported to have lost his life as the result of air operations, June 1. The Air Council also expresses its profound sympathy."

Young Shepherd, one of Captain H. Seymour-Biggs' boys, left Victoria for England in September, 1938. Following enrollment in the Royal Air Force, he proved a brilliant student officer and made rapid progress, winning his wings early in 1939.

VICTORIA YOUTH KILLED IN ACTION

Pilot Officer John Adamson Shepherd, R.A.F., has been killed in action, according to word received here yesterday by his mother, Mrs. Charles Foster Corbett, 831 Linkleas Avenue, from the British Under-Secretary of State for Air.



PILOT OFFICER SHEPHERD

The message follows: "The Air Ministry regrets to inform you that your son, J. A. Shepherd, is reported to have lost his life as the result of air operations June 1. The Air Council also expresses its profound sympathy."

Young Shepherd was born in England and came to Canada at an early age. He went to school in Edmonton and later attended Victoria High School. In September, 1938, he left Victoria for England to join the Royal Air Force and proved an exceptionally fine student. He made unusually rapid progress and won his wings early this year.

He had been stationed in France some months and a short time ago wrote his mother an interesting letter describing conditions there before Hitler started his march into the low countries and France. Since that time he had been on daily flights over enemy territory.

Besides his mother he leaves a twin brother, Fraser, a student at University of British Columbia, who at present is at his home.

Times Colonist – 1940-06-08 - Page 13 –
"Victoria Youth Killed in Action"

Memorial Service—A memorial service for the late Pilot Officer John Adamson Shepherd, son of Mrs. Charles Foster Corbett, will be held in connection with the Service of Intercession at Christ Church Cathedral tomorrow at noon. Pilot Officer Shepherd was killed in air operations in France on June 5.

The Daily Colonist (1940-06-13) -
"Memorial Service" for the late Pilot
Officer John Adamson Shepherd

CARD OF THANKS

Mrs. Charles Foster Corbett and family wish to thank friends, known and unknown, for letters and wires of sympathy and flowers sent in the death of her son, Pilot Officer John Adamson Shepherd, No. 1 Squadron, R.A.F., B.E.F., killed in action on June 5.

The Daily Colonist (1940-07-10) - "Card
of Thanks" for Pilot Officer John
Adamson Shepherd"

Appendices – Newspaper Clippings:

Canadian Newspapers reporting on P/O John Shepherd's death in air combat.

**Victoria Flyer Dies
In French Fighting**

VICTORIA, June 8. — (CP) — Pilot Officer John Adamson Shepherd, son of Mrs. C. F. Corbett of this city, was killed in action June 1 while engaging the enemy over France, according to word received by his mother from the under-secretary of state for air today.

Young Shepherd left Victoria for England in September, 1938, enrolled in the Royal Air Force and proved a brilliant student officer, winning his wings early in 1939.

PILOT OFFICER KILLED.

VICTORIA, June 9. — (CP) — Pilot Officer John Adamson Shepherd was killed in action over France June 1, according to word received by his mother, Mrs. C. F. Corbett.

The Ottawa Journal – 1940-06-10 - Page 3 – “Pilot Officer Killed”

**Victoria Pilot
Killed in Action**

VICTORIA, June 8.—Pilot Officer John Adamson Shepherd, son of Mrs. C. F. Corbett of this city, was killed in action, June 1, while engaging the enemy over France, according to word received by his mother from London today. He left Victoria for England in 1938, enrolled in the Royal Air Force and proved a brilliant student officer, winning his wings early in 1939.

The Province – 1940-06-08 – Page 29 – “Victoria Flyer Dies in French Fighting”

The Vancouver Sun – 1940-06-08 – Page 9 – “Victoria Pilot Killed in Action”

CANUCK FLIER KILLED

VICTORIA, June 8.—Pilot Officer John Adamson Shepherd was killed in action over France June 1, according to word received by his mother, Mrs. C. F. Corbett today. Young Shepherd left Victoria for England in September, 1938.

The Windsor Star – 1940-06-08 – Page 8 – “Canuck Flier Killed”

**Air Fight Kills
Former Resident**

Pilot Officer John Adamson Shepherd, of Victoria, reported as killed in action over France June 1 with the R.A.F., was a former Edmonton youth.

He attended Westward Ho! and Oliver public school here and left in 1932 with his mother, Mrs. C. F. Corbett, to live in Victoria. He left Victoria for England to join the R.A.F. in September, 1938, and friends recall that at that time he stopped over in Edmonton for a short visit before continuing on his way.

The Edmonton Journal – 1940-06-10 – Page 9 – “Air Fight Kills Former Resident”

VICTORIA FLIER KILLED
Victoria, June 8 (CP)
Pilot Officer John Adamson Shepherd was killed in action over France June 1.

Calgary Herald – 1940-06-08 – Page 2 – “Victoria Flier Killed”

Victoria Pilot

VICTORIA—Pilot Officer John Adamson Shepherd was killed in action over France June 1, according to word received by his mother, Mrs. C. F. Corbett. Young Shepherd left Victoria for England in September, 1938.

The Leader-Post – 1940-06-10 – Page 9 – “Victoria Pilot”

Appendices – Newspaper Clippings: John Shepherd in Flight Training with the R.A.F.

[The Daily Colonist \(1939-09-19\) "Full Fledged Service Pilot in Air Force"](#)

Full-Fledged Service Pilot in Air Force



Writing from Sealand, Chester, to relatives in Victoria, Jack Shepherd, one of Captain H. Seymour-Biggs' boys, goes extensively into his experiences since leaving home for England to try for a short service commission with the Royal Air Force. He secured his wings last May, and states he is now a "full-fledged" service pilot. At the time of writing, he had 150 hours of flying experience, and was on duty with a "medium bomber" squadron.—Young Shepherd is the second from the left in the picture, which was taken when he was on a visit to London with several other pilot officers.

CANADA'S PLACE IN THE AIR

To the Editor: — Canadians seem particularly suited for aviation, and I believe Canada has a ready-to-hand air force without compare. A friend talked this over with me the other day and was of the same opinion. In the same way that Australians for some reason give the impression of being natural cavalry, speaking in terms of Empire defence, so it appears that in the air Canada would be supreme. We noted the fact that Canadian men are temperamentally suited for air pilots—they have a superb aggressiveness against bad circumstances that is more in evidence than it is with other nations. Not that Englishmen are lacking in this, far from it, but it takes a different form. I feel sure any possible invaders reckon already with that factor of Canada's intrepid aviators and their hard training in combating adverse flying conditions all over the north and around this dangerous coast. Seeing the number of young Canadians leaving for the British air force makes one think that the supply of courage is always equal to the demand in times of need, and if ever this Empire needs her men it is now, when we are reorganizing the whole defence scheme. One well-known Victorian who wrote last week that he had been accepted for the Royal Air Force is John Shepherd of Oak Bay, who thus achieves his long-standing ambition and learned to fly in Edmonton for this reason.

OLWEN RODSTROM.

[The Daily Colonist \(1939-09-30\) "Canadian Pilots with the Royal Air Force"](#)

Canadian Pilots With the Royal Air Force



There were far more smart young flyers from Canada in the Royal Air Force when war was declared, than was generally known in this country. Just how many might not be politic to state just now. Since late 1935, young men from all parts of Canada have been traveling across the Atlantic seeking to qualify for commissions in Britain's Air Arm. Some of these lads were assisted by Captain H. Seymour-Biggs. Jack Shepherd, fourth from left in the front row of the above picture, is one of them. Writing home early in August, Shepherd said he had over 150 hours' flying experience to his credit then.

Times Colonist – 1939-02-25 -
Page 4 – "Canada's Place in the Air"

John Shepherd is fourth from left in the foreground. This picture was in every major Canadian newspaper.

Appendices – Newspaper Clippings: John Shepherd in Flight Training with the R.A.F.

Canadians Are Taking to the Air as Members of British R.A.F.



Canadian pilots brought fame to this country by their efforts in the Great War. Now Canadians are carrying on that tradition in the Royal Air Force. In this group are (left to right): P. S. Turner, H. A. G. Smith, N. D. Edmond, H. F. Burns, A. G. Egerton, J. A. Shepherd, M. E. Pol-lard, K. M. Laird and A. L. Edy. The scene is an English training school after a return from instruction flights.

Edmonton Journal - 19-Apr-1939 – Page 13 – “**Canadians Are Taking to the Air as Members of British R.A.F.**” Perceval Stanley Turner is on the far left in the photo. John Shepherd is the sixth individual from the left in without the white flying coveralls. The aircraft is an Airspeed Oxford. Multi-engine trainers were used for pilots moving onto Operational Squadrons that flew the Bristol Blenheim. Both Turner and Shepherd briefly served with Blenheim squadrons before being sent to No. 11 OTU at St. Athan for conversion to the Hawker Hurricane. Turner was then posted to 242 Squadron and Shepherd was posted to No. 1 Squadron. P.S. Turner served with the legendary Douglas Bader with 242 Squadron, and would end the war as a Group Captain.

See: [R.A.F. Sealand Course No. 39](#) document for more details

Appendices – Newspaper Clippings: Pilot Officer John Shepherd during the Phoney War

The Daily Colonist – 1939-11-21 – Page 6 – **“First Taste of Warfare”**. **“Victoria Fighter Pilot Under Fire Without Chance of Shooting Back”**. P/O John Shepherd [The Daily Colonist - 1939-11-21 - Page 6](#)

FIRST TASTE OF WARFARE
Victoria Pilot Officer Under Fire Without Chance of Shooting Back

In a letter to his parents, Pilot Officer John Shepherd, who at the time of writing was attached to a night flying squadron, gives an interesting account of the affair over the Firth of Forth on October 16 last, when a flight of Spitfires, Royal Air Force auxiliaries flown by Aero Club pilots, distinguished itself.

"The sixteenth will be a day I shall never forget," Shepherd states, "because I got mixed up in the raid quite by accident. It was this way: We had been waiting for our Blenheims to arrive; but as they were delayed somewhere, the squadron leader let us take out our excess energy on some Tiger Moths with no armament whatever and a top speed of 110 miles an hour.

AMUSING THEMSELVES

"Another chap, a New Zealander, by the name of Orchard, whom we call 'Cherry', and I were up amusing ourselves doing aerobatics, when the raid started. 'Cherry' had control of the machine at the time and we were up about 4,000 feet when I

looked over my shoulder and saw an aircraft coming dead for us.

"I shouted through the speaking tube to 'Cherry' that it looked mighty like an enemy aircraft. 'Go on,' came the reply from the rear cockpit, 'it's impossible. We haven't had any warning through and they wouldn't have let us take off if they had.'"

"The machine came closer and made a large sweeping arc around us, and sure enough there were the black crosses on its wings. It was a Hun and no mistake. Holy smoke. They started to fire at us. A shotgun would have been better than no armament at all, under the circumstances.

"All we could do was to keep out of line of the guns. What 'Cherry' made our machine do in the next few minutes was marvelous. We looped, rolled off the top, flicked, rolled, spun, stall-turned and heaven knows what else.

GRANDSTAND SEAT

"Next thing we saw three Spitfires on the Hun's tail. Long afterwards we heard it had been shot down. We stayed up for a half hour after this episode, as we couldn't land because the Spitfires were taking off and landing. We had a grandstand seat and saw the anti-aircraft fire and the other German machines; but were not bothered again as our boys were keeping them busy enough without troubling a little unarmed Tiger Moth.

"There were fourteen Nazi planes in the raid all told. Three were shot down by Spitfires and one by anti-aircraft fire. 'Cherry' was all for trying to intercept another German. How he was going to do it at 110 miles an hour and what he was going to do if he did catch up with it was beyond me. I think I can put this in my logbook as my first taste of active service, although not actually taking part in the raid."

ARE YOU AGEING BEFORE YOUR TIME?
Why Not Study the Matter!
Some men and women, though no

Letter from John Shepherd while serving with No. 141 Squadron. Written about events on October 16, 1940 when both he and another pilot, 'Cherry', while flying in Tiger Moth trainers witnessed an engagement between German aircraft and a flight of Spitfires. Note the comment about waiting for their Blenheims to arrive.

The Daily Colonist – 1940-01-21 – Page 19 – **“FLYERS WOULD LIKE SWEATERS”**. **“Mother of Officer Serving in France Anxious to Send Comforts”**. P/O John A. Shepherd [The Daily Colonist - 1940-01-21 - Page 19](#)

FLYERS WOULD LIKE SWEATERS
Mother of Officer Serving in France Anxious to Send Comforts

Mrs. Charles Foster Corbett, Linkleas Avenue, recently received a letter from her son, Pilot Officer John A. Shepherd, R.A.F., at present with his squadron in France.

In his letter, Pilot Officer Shepherd states: "Three officers, myself included, are housed in a peasant's cottage, which was blown to pieces in the last war and never rebuilt. The ends are out of it, the beds damp, and for lights there are only candles."

The letter does not complain, but indicates that the flyers would be thankful for the warmth of Indian sweaters from Vancouver Island, with toques, gloves and socks. Mrs. Corbett has already dispatched one set, and hopes to be assisted in getting other sets away shortly.

Mrs. Corbett recalls that Lawrence of Arabia found his Indian sweater the most comforting article of apparel he had while in the R.A.F., and it was the envy of all his fellow airmen.

Air Force Men Wait for Spring

An interesting description of life with the Royal Air Force "somewhere in France" is contained in a letter received in Victoria by Mrs. Charles F. Corbett from her son John Shepherd.

What would be appreciated by the Air Force men more than any other item of clothing, young Shepherd says, are sweaters knitted by the Indians of Vancouver Island. It was turning very cold in France when he wrote last month, and he said an Indian sweater would be just the thing to keep him comfortable.

Mrs. Corbett is now making arrangements to interest a group of Victoria women in supplying such sweaters for Canadians with the Royal Air Force.

"I can't tell you exactly where we are or what we are doing, as it just isn't done—all I can say is that we are somewhere in France," he said in his letter to his mother.

"We are all billeted out in a little French village. There hasn't been any action since I arrived and there is not likely to be for a long time, owing to the weather. Of course this war hasn't really started yet and won't until the spring.

"It might become rather boring sitting around doing nothing if we weren't royally entertained. Seymour Hicks and company paid us a visit the other day and they were most welcome. We have a cinema with a new showing twice a week. We are also invited to French officers' messes, so on the whole one can't complain.

"I'm keeping fairly well, although I could do with a couple of nights' sound sleep—most of all a bath. I think perhaps I might have two and a half days' Paris leave in a week's time so will be able to have a good scrub then."

Times Colonist – 1940-01-18 - Page 11 – **“Air Force Men Wait for Spring”**. P/O John Shepherd.

“We are all billeted out in a little French village.” Upon arrival at Vassincourt, No. 1 Squadron was billeted out in the village of **Neuville-sur-Marne**, or Neuville for short. Neuville was a small village of only a few hundred inhabitants. A night out was spent at the Hotel de Metz et Commerce in the village of Bar-le-Duc. Otherwise, meals were eaten at the Squadron’s mess in a farmhouse in a dirty part of the town where the pilots had to walk a great distance from their billets to get there.

For a detailed description of the billets and mess arrangements, see: **CHAPTER ELEVEN. The village of Neuville** in Tony Henniker’s book **“ROLLS-ROYCE ON THE FRONT LINE. The life and times of a Service Engineer.”**

Page 137. “Most of the other billets were dirty and damp; the living rooms, kitchens, etc. either being occupied or locked up. The owners were paid by the RAF at rates varying with the accommodation supplied: whether furnished or bare rooms and whether the owner kept the room clean and generally “did” for you.”

“Seymour Hicks and company paid us a visit”

When World War II began, Seymour Hicks repeated his accomplishment of the previous world war, being, on November 12, 1939, the master of ceremonies at the first concert given in France by the newly formed ENSA (Entertainment National Service Association). For this action, Seymour Hicks was awarded his second Croix de Guerre.

Getty images:

<https://www.gettyimages.ca/detail/news-photo/cinemas-for-overseas-1939-sir-seymour-hicks-controller-of-news-photo/102729453>

NAAFI cinemas for overseas, 1939.

UNITED KINGDOM - FEBRUARY 23: NAAFI cinemas for overseas, 1939. 'Sir Seymour Hicks, Controller of ENSA, and Basil Dean, Director of Entertainments for NAAFI, today inspected two of the mobile cinemas which are going to France to the Royal Air Force'. Sir Seymour Hicks and Mr Dean assisting with the loading of one of the vans with films in Drury Lane, London. (Photo by Daily Herald Archive/SSPL/Getty Images)

Shutterstock images:

<https://www.shutterstock.com/editorial/image-editorial/entertainers-setting-off-for-france-to-give-a-show-to-our-expeditionary-force-sir-seymour-hicks-centre-was-taking-the-first-ensa-concert-party-fro-london-to-support-gracie-fields-in-todays-show-for-the-troops-among-them-were-claire-luce-dennis-no-1974574a>

Entertainers Setting Off For France To Give A Show To Our Expeditionary Force. Sir Seymour Hicks (centre) Was Taking The First Ensa Concert Party From London To Support Gracie Fields In Todays Show For The Troops. Among Them Were Claire Luce Dennis Noble And Tom Webster The Daily Mail Cartoonist (fourth From Right).

Appendices – Newspaper Clippings: Post P/O John Shepherd's Death on 1940-06-05

The Daily Colonist – 1940-07-24 – Page 6 – **“NEED \$23,500 TO REACH THE TOP”**. **“Victoria's Air Supremacy Drive to be Closed by End of This Week”**. P/O John Adamson Shepherd mentioned. [The Daily Colonist - 1940-07-24 - Page 6](#)

**NEED \$23,500
TO REACH TOP**

Victoria's Air Supremacy Drive to Be Closed at End of This Week.

With only four days still to go before the campaign is closed, Victoria's Air Supremacy Drive Fund needs some \$23,500 to attain its objective, members of the campaign organization announced yesterday. With the exception of one social event next month that could not be arranged earlier, the drive is to be closed definitely at the end of this week and the committee is bending every effort towards carrying the \$50,000 campaign over the top.

Contributions received at headquarters in the Scollard Building yesterday added nearly \$600 to the \$25,900 already in hand. Gifts of \$100 and over were received from the following:

William Dunbar	\$100
Wilson & Cabeldu	100
Hoyle-Brown, Ltd.	100
Mrs. May Corbett	100
Pacific Furniture Co. employees	64

In addition, gifts ranging from \$10 to \$25, and totaling \$165, were received from B. Monifort, G. A. Mills, Barbers' Union, Local No. 372, and Kelway's Cafe. Mrs. Corbett's gift of \$100 was made in memory of her son, Pilot-Officer John Adamson Shepherd, R.A.F., who was killed in action recently.

VISITS HEADQUARTERS

Mrs. C. Foster-Corbett, 831 Linkless Avenue, is in receipt of a letter from E. M. Watson, secretary to Prime Minister Winston Churchill, expressing the Prime Minister's sincere sympathy in the loss of her son, John Adamson Shepherd, Pilot Officer in the R.A.F., who was killed in action recently. The letter stated Pilot Officer John Adamson Shepherd was reported killed on June 5, in an engagement with enemy machines, but no details of the engagement were available. He was the pilot of a Hurricane machine and was buried on June 6 in the British Cemetery at Rouen.

Times Colonist – 1940-08-30 - Page 15 – **“Mrs. C. Foster-Corbett, 831 Linkleas Avenue”** Letter from E. M. Watson secretary of Prime Minister Winston Churchill.

JOHN SHEPHERD

THE LETTER from Winston Churchill received by Mrs. Charles Corbett, telling her that her son, John Shepherd, was buried in Rouen after his death in action, recalls the reason John, like so many other fine Canadian boys, went to war. His convictions sent him, and he was only one of many, so that publishing his reasons is but also acknowledging the courage and devotion of those others who went into battle for us back here.

Since John Shepherd was eight years old I remember him. He was a serious little boy with definite ideas. At 16 John made up his mind that the Royal Air Force was his vocation. He trained as a pilot in Edmonton. In this he was again an example of so many other young Canadians. The week before he left we heard his views on Hitler and his world designs, and John's deep conviction that our own democratic way was the only way for man to live, I feel sure, was shared by numbers of other fellows in this Dominion and all over the Empire who about that time, before war broke out, trekked quietly from their homelands to the Old Country. These young men were observing events and tendencies and drawing their own conclusions. John Shepherd wrote that hundreds of others from all parts of British territory had felt the same, and joined the British Royal Air Force in preparation for what they could see coming.

It is notable that these fine youths went to war not for any territory, not for any "bit of the earth's surface" as John put it, but because the thing they saw coming upon the world, and upon all humanity, was so hateful to them that they felt impelled to bar its way into their own lands and homes. He added that "democracy could do with a few improvements, but that we tell our governments what to do, instead of being told, in the main."

O. RODSTROM.

The Victoria Daily Times – 1940-09-21 - Page 4 – **“JOHN SHEPHERD”**. Letter from Winston Churchill received by Mrs. Charles Corbett in both sympathy and recognition for her son's death and service.

Recalls Exploits Of Victoria Pilots

The exploits of John Sheppard, pilot officer in the Royal Air Force who was killed over France on June 5, 1940, are described by Noel Monks in "Squadrons Up," a book now on sale at Victoria bookshops. John's mother, Mrs. C. F. Corbett, lives at 831 Link-leas Street.

John was born in England and brought to Canada in 1921. He was educated by private tutor in Edmonton and in Victoria at Monterey School and Oak Bay High School. On completing high school he trained as a pilot at Edmonton.

P.O. Sheppard went overseas in 1938. When war broke out he was attached to the famous No. 1 Squadron of the R.A.F. He piloted a Hurricane.

Early in June of last year, the R.A.F. was put to test by the superior numbers of German planes. Often a squadron was forced to take on 60 Jerries at a time. In one such attack P.O. Sheppard was shot down in flames.

In August, 1940, Mrs. Corbett received a letter from Winston Churchill telling her her son had been killed and buried at Rouen, France, in the British cemetery.

Today Mrs. Corbett treasures a memento of her son's daring exploits. It is the badge of the No. 1 Squadron. She believes she is the only woman in Canada who wears it.

War Casualties Compiled By Oak Bay

A list of names of Oak Bay residents who gave their lives in the World War, and will be placed on a scroll in the Municipal Hall.

The Municipal Council is seeking the help of the public in making it complete, and citizens are asked to forward information to the municipal engineer, Municipal Hall, Oak Bay.

The list is intended to include all who attended Oak Bay schools, were born in the municipality or lived there for about five years. Names gathered so far are:

I. Acland, T. Akam, W. B. E. Bailey, T. Baker, N. Beard, M. Beedham, Pamela G. Bennett, T. P. Bourque, R. Bradbury, G. Bradshaw, M. Sutherland-Brown, L. K. Brown, W. Brown, R. E. Bruce, J. Eurd, R. B. Bush, F. S. Button, G. Byatt.

B. W. Carmichael, R. T. Christy, Patricia Cooney, G. H. Corbett, J. A. Cornwall, G. S. F. Coulson, H. R. Coventry, R. Coventry, E. Curtis, J. V. Davey, P. F. M. De Freitas, J. H. Doe, D. E. Eley, H. G. Ellis, Violet Field, E. W. R. Fort, R. H. Frame, G. Fraser, V. P. Gilson.

J. Grogan, F. C. Harman, A. Harman, J. R. Harper, D. Hind, R. Horsfield, R. H. Hunter, Norah Johnson, V. C. L. Knox, J. Latta, J. W. Lawrie, W. H. Leese, D. M. Lindsay, J. R. A. MacConachie, P. G. C. MacNeill, I. McDermott, F. McMullen, L. Manning, R. S. May, H. L. G. Mayer, A. Mayhew, E. W. T. Mellander, R. Meredith, T. W. Moore, P. Palin, W. Palmer, G. Parker, R. Pattinson, C. W. Peasland, T. C. L. Pidcock, D. M. Reid, E. G. Robbins, J. T. Robson, A. M. Rycroft, K. Scharff, E. W. Scroggs, R. R. Shearing, R. A. Shepherd, J. Shepherd, J. L. Sills, J. Stevens, D. B. Stewart, G. B. Stoney, J. Syme, C. M. B. Symons, S. F. Taylor, J. Trace, G. L. Trudel, L. H. Tull, R. Walls, J. D. Ward, E. M. Williams, D. Wilson, K. A. Wilson, S. E. Wood, M. Wood, F. H. Whiting, G. Verley.

R. Pattinson, C. W. Peasland, T. C. L. Pidcock, D. M. Reid, E. G. Robbins, J. T. Robson, A. M. Rycroft, K. Scharff, E. W. Scroggs, R. R. Shearing, R. A. Shepherd, J. Shepherd, J. L. Sills, J. Stevens, D. B. Stewart, G. B. Stoney, J. Syme, C. M. B. Symons, S. F. Taylor, J. Trace, G. L. Trudel, L. H. Tull, R. Walls, J. D. Ward, E. M. Williams, D. Wilson, K. A. Wilson, S. E. Wood, M. Wood, F. H. Whiting, G. Verley.

Oak Bay To Make New Honor Scroll Of World War Dead

Oak Bay municipality is drawing up a new scroll bearing the names of Oak Bay residents who gave their lives during the war, and is launching an appeal to those interested to add to the list the names of any who have been omitted.

Any information should be written or telephoned to A. S. G. Musgrave, municipal engineer, Oak Bay.

Names of Oak Bay persons on the present scroll are:

I. Acland, T. Akam, W. B. E. Bailey, T. Baker, N. Beard, M. Beedham, Pamela G. Bennett, T. P. Bourque, R. Bradbury, G. Bradshaw, J. H. Brooks, I. M. Sutherland-Brown, L. K. Brown, W. Brown, R. E. Bruce, J. Burd, R. B. Bush, F. S. Button, G. Byatt, B. W. Carmichael, R. T. Christy, Patricia Cooney, G. H. Corbett, J. A. Cornwall, G. S. F. Coulson, H. R. Coventry, R. Coventry, E. Curtis, J. V. Davey, P. F. M. De Freitas, J. H. Doe, D. E. Eley, H. G. Ellis, Violet Field, E. W. R. Fort, R. H. Frame, G. Fraser, V. P. Gilson, J. Grogan, F. C. Harman, A. Harman, J. R. Harper, D. Hind, R. Horsfield, R. H. Hunter, Norah Johnson, V. C. L. Knox, J. Latta, J. W. Lawrie, W. H. Leese, D. M. Lindsay, J. R. A. MacConachie, P. G. C. MacNeill, I. McDermott, F. McMullen, L. Manning, R. S. May, H. L. G. Mayer, A. Mayhew, E. W. T. Mellander, R. Meredith, T. W. Moore, P. Palin, W. Palmer, G. Parker, R. Pattinson, C. W. Peasland, T. C. L. Pidcock, D. M. Reid, E. G. Robbins, J. T. Robson, A. M. Rycroft, K. Scharff, E. W. Scroggs, R. R. Shearing, R. A. Shepherd, J. Shepherd, J. L. Sills, J. Stevens, D. B. Stewart, G. B. Stoney, J. Syme, C. M. B. Symons, S. F. Taylor, J. Trace, G. L. Trudel, L. H. Tull, R. Walls, J. D. Ward, E. M. Williams, D. Wilson, K. A. Wilson, S. E. Wood, M. Wood, F. H. Whiting and G. Verley.

De Freitas, J. H. Doe, D. E. Eley, H. G. Ellis, Violet Field, E. W. R. Fort, R. H. Frame, G. Fraser, V. P. Gilson, J. Grogan, F. C. Harman, A. Harman, J. R. Harper, D. Hind, R. Horsfield, R. H. Hunter, Norah Johnson, V. C. L. Knox, J. Latta, J. W. Lawrie, W. H. Leese, D. M. Lindsay, J. R. A. MacConachie, P. G. C. MacNeill, I. McDermott, F. McMullen, L. Manning, R. S. May, H. L. G. Mayer, A. Mayhew, E. W. T. Mellander, R. Meredith.

T. W. Moore, P. Palin, W. Palmer, G. Parker, R. Pattinson, C. W. Peasland, T. C. L. Pidcock, D. M. Reid, E. G. Robbins, J. T. Robson, A. M. Rycroft, K. Scharff, E. W. Scroggs, R. R. Shearing, R. A. Shepherd, J. Shepherd, J. L. Sills, J. Stevens, D. B. Stewart, G. B. Stoney, J. Syme, C. M. B. Symons, S. F. Taylor, J. Trace, G. L. Trudel, L. H. Tull, R. Walls, J. D. Ward, E. M. Williams, D. Wilson, R. A. Wilson, S. E. Wood, M. Wood, F. H. Whiting and G. Verley.

Saskatchewan Agrees To New Tax Plan

REGINA (CP)—The proposed Dominion-Provincial tax agreement, outlined in last Thursday's budget speech by Finance Min-

Appendices – Newspaper Clippings:

Loops and Spins

With Alberta's Airmen

Lyman Anderson, J. A. Shepherd, Donald Walker and Oliver Thompson are on the solo list. They started landing on wheels, now they're on skis.

The secretary, James K. Potter, has made an unofficial announcement that the club is in better position financially and in regard to equipment than it has been for almost four years.

J. Irvin and Ernest Kubicek will be on northern fish hauls this winter.

From all indications the Edmonton and Northern Alberta Aero club will be the first club in the dominion to establish a course in blind flying. At present, this instruction is only available at Camp Borden.

Clare Watt, Vegreville, who learned to fly here, was in the city over the week-end. He has another hobby which is very interesting.

wireless telegraphy. His son, a commercial artist, who has just returned from New York, designed a unique letter cover for his father. On the lower left corner is a sketch of "VE.", in which Mr. Watt soloed, coming in for a landing. The Edmonton hangar is also shown. This cheery greeting, "Happy Landings," completes the picture.

Ernest Stockwell has joined the Aero club and will start taking dual next spring. He was sponsored by Moon.

W. G. Stevens is taking dual under Capt. Maurice Burbidge.

Before the Rush

Get your gift selection now!
 See our Meccano Sets at **40c**
 Aeroplane Meccano Constructor, up from **\$1.75**
 Meccano Automobile Constructor. Several models, up from **\$4.75**

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Edmonton Journal – 1934-12-10 – page 14 – “Loops and Spins - With Alberta's Airmen” “Lyman Anderson, J. A. Shepherd, Donald Walker and Oliver Thompson are on the solo list. They started landing on wheels, now they're on skis.”

Captain Maurice Burbidge would have been John Shepherd's flying instructor and would have given him the final check out to receive his Pilots Certificate.

Loops and Spins

With Alberta's Airmen

Frank Brown, Frank V. Burton and C. North Sawle have had their commercial air pilots certificates amended by Inspector Howard Ingram to include night flying. Constable W. Barnes, James K. Potter and Chester E. Moffet are awaiting the return of Mr. Ingram so that they too may take their practical tests in night flying. These tests may be made on Tuesday or Wednesday night, weather permitting.

Arthur Rankin, holder of the Journal aviation cup, has been ill in Winnipeg for the last month according to news that has reached friends here.

An associate member of the Edmonton and Northern Alberta Aero club will receive as a New Year's gift a \$250 flying course. Other members will be given flights of one hour, one half hour and one quarter hour duration.

Dave Jacox, Canada's youngest amateur pilot is now on the solo list. Other soloists are: J. A. Shepard, Eddie Deschamps, Irvin Hertzberg M.M., and Charles Powell.

Edmonton Journal – 1934-11-13 – page 9 – “Loops and Spins - With Alberta's Airmen”

Dave Jacox, Canada's youngest amateur pilot is now on the solo list. Other soloists are: J. A. Shepard, Eddie Deschamps, Irvin Hertzberg M.M., and Charles Powell.

The Daily Colonist, September 7, 1938
 Page 6

To Join R.A.F.
 Mr. J. A. Shepherd, son of Mrs. C. F. Corbett, Carberry Gardens, will leave on Friday for England, having been accepted by the Royal Air Force. Mr. Shepherd, who completed his pilot's training two years ago with Captain Burbidge at Edmonton, will sail on the Ss. Empress of Australia next week from Montreal.

Appendices – Newspaper Clippings:

References in the Victoria, B.C. Daily Newspapers for J. Shepherd & F. Shepherd in Rugby Fixtures

1. 1929 / 1930 Winter Rugby Season – J. Shepherd with Monterey Ave School (Grade VII)
2. 1930 / 1931 Winter Rugby Season – J. Shepherd with Monterey Ave School (Grade VIII)
3. 1931 / 1932 Winter Rugby Season – J. Shepherd & F. Shepherd with Oak Bay High School League
4. 1932 / 1933 Winter Rugby Season – J. Shepherd & F. Shepherd with Wanderers' Intermediates League and Oak Bay High School League
5. 1933 / 1934 Winter Rugby Season – J. Shepherd and F. Shepherd with Wanderers' Intermediates League
6. 1934 / 1935 Winter Intermediate Level Season – F. Shepherd with Wanderers'/Wanderers' "Blues"
 - a. [J. Shepherd is not listed with Wanderers – F. Shepherd only playing Intermediate level rugby with J. Shepherd in Edmonton for flying lessons and obtaining his Pilots' License – see: Edmonton Journal 1934-12-10 Loops and Spins section]
7. 1935 / 1936 Winter Intermediate Level Season: J. Shepherd with Wanderers' "Whites" & F. Shepherd with Victoria College
8. 1936 / 1937 Winter Intermediate Level Season – J. Shepherd with Oak Bay Wanderers

Undefeated City Intermediate Rugby Champions



—Photos by Savannah.

OAK BAY WANDERERS WHITES

who established a brilliant season's record to capture the Intermediate championship of the Victoria Rugby Union. The club went through the entire season without a single defeat. In their final match the Whites came from behind to defeat the Fifth Brigade 6 to 5 and clinch the crown. Last Saturday the Whites snowed under the Vancouver St. George's School fifteen 25 to 0 in an exhibition game. Those in the above picture, from left to right, are: Back row, T. Brown, president; G. Parker, J. Fraser, S. Briggs, K. Cook, R. McGregor, W. Gornall and Jack Duffin, coach; middle row, B. Murdoch, M. Yates, M. Murray, B. Pangman, H. Brown and J. Grogan; front row, W. Brown, B. Stewart, J. Shepherd and W. Kennedy.

Times-Colonist – 1936-03-21 –
Page 14 – “Undefeated City
Intermediate Rugby Champions”
J. Shepherd seated in front row,
second from the right.
1935/36 Rugby Season

Appendices – Newspaper Clippings: John Shepherd with Monterey Avenue School Rugby Team 1929/30 Season

Appendices – Newspaper Clippings: John Shepherd with Monterey Avenue School Rugby Team 1930/31 Season

CUP RUGBY IS CARDED TODAY

Victoria and Oak Bay High Schools to Meet in Russell Trophy Fixture

With victory needed to retain possession of the silverware for a second consecutive year, Coach Harry Smith and his Victoria High School Rugby fifteen will be out at full strength this afternoon when they tackle the Oak Bay High School squad in the second fixture of a scheduled three-game series for the Howard Russell Cup. The match will get under way at 3:30 o'clock on the local grounds with J. B. Acland handling the whistle.

Victoria High captured the first game of the series last week, 6-0, in a hard-fought tussle featured by a seventy-five-yard gallop by Surphis, who scored the first try. To keep in the fight for the trophy, Oak Bay must come through with a win, or the handsome cup will remain in Victoria High's showcase for another twelve months.

Probable line-ups follow:

Oak Bay—Downe, Melville, Williams, Robbins, J. Shepherd, Carmichael, McConnan, Tomalin, Linklater, Angus, Lindsay, F. Shepherd, Pangman, Donnelly and Colley.

Victoria—Ritchie, Fleming, Ishida, Fraser, Parfitt, Surphis, Halkett, J. Ferguson, Langdon, Crump, Doheny, Miller, Wallace, Guelpha and Simpson.

HIGH FIFTEENS BATTLE TO TIE

Victoria and Oak Bay Squads Play to 6-6 Draw in Russell Cup Rugby Fixture

Registering all their points on free kicks, Victoria and Oak Bay High Schools Rugby fifteens battled to a 6-6 deadlock in the second game of the Howard Russell Cup series yesterday afternoon at the Victoria High School grounds. Both squads fought hard in the dying moments for the winning points but without results. A large crowd, mostly students from the two institutions, watched the tussle.

All the scoring was done in the second half. During the opening minutes of the first half play was slow and neither fifteen gained much ground. Victoria High pressed hard about half-way through the period and nearly got over following several three-quarter runs. Oak Bay's defence stood up well under the attacks and was in High's territory when the halftime whistle sounded.

Three minutes after the second half got under way Lorne Ritchie put Victoria in front with a fine convert of a free kick. Five minutes later Jackie Melville tied the score at 3-3 by making no mistake with the penalty awarded Oak Bay. Towards the end of the period Melville sent over another free kick, and just before the whistle Ritchie deadlocked the score for the second and last time with the last score of the game on a penalty kick.

Reg Wenman refereed and the teams follow:

Victoria—Ritchie, Fleming, Ishida, Fraser, Parfitt, Surphis, Halkett, Ferguson, Price, Crump, Doheny, Miller, Wallace, Guelpha and Simpson.

Oak Bay—Ford, Melville, Williams, Robbins, J. Shepherd, Carmichael, McConnan, Tomalin, Linklater, Pangman, Donnelly, Colley, Angus, Lindsay and F. Shepherd.

HIGH FIFTEENS TO MEET TODAY

Victoria and Oak Bay to Battle in Replay Rugby Fixture This Afternoon

Victoria and Oak Bay High School fifteens will meet in a replay match in the Howard Russell Cup series this afternoon, at 3:30 o'clock, on the Cranmore Road grounds. The teams will be at full strength and a closely fought battle is expected before the winners are declared.

The locals captured the first game of the series on their home grounds, 6-0, but were held to a 6-6 score in the second tussle and a replay is necessary to decide the cupholders. A win for Victoria High will give them the trophy, while a verdict for Oak Bay will deadlock the series and another game will be necessary.

Teams follow:

Victoria High—Ritchie, Surphis, Fleming, Fraser, Parfitt, Ferguson, Halkett, Ishida, Simpson, Guelpha, Wallace, Miller, Price, Crump and Doheny.

Oak Bay — Ford, Melville, Williams, Robbins, J. Shepherd, Carmichael, McConnan, Tomalin, Linklater, Angus, Lindsay, L. Shepherd, Pangman, Donnelly and Colley.

The Daily Colonist – 1932-02-16 – Page 11 – “Cup Rugby is Carded Today. Victoria and Oak Bay High Schools to Meet in Russell Trophy Fixture”. [The Daily Colonist - 1932-02-16 - Page 11](#)

The Daily Colonist – 1932-02-19 – Page 12 – “High Fifteens to Meet Today. Victoria and Oak Bay to Battle in Replay Fixture This Afternoon”. [The Daily Colonist - 1932-02-19 - Page 12](#)

The Daily Colonist – 1932-02-17 – Page 10 – “High Fifteens Battle to Tie. Victoria and Oak Bay Squads Play to 6-6 Draw in Russell Cup Rugby Fixture”. [The Daily Colonist - 1932-02-17 - Page 10](#)

HIGH RUGBY SQUAD WINS RUSSELL CUP

Hold Oak Bay to Scoreless
Draw in Third Game to
Win Silverware

VICTORY IN FIRST
FIXTURE DECIDING

Battling to a scoreless deadlock yesterday afternoon against Oak Bay High School on the Cranmore Road grounds, Coach Harry Smith and his Victoria High School Rugby fifteen were declared winners of the Howard Russell Cup, held during the past twelve months by the Oak Bay Institution. Victoria were named cupholders as a result of their 6-0 victory in the first game of the series. The second tussle ended 6-6, and Oak Bay needed to overcome their opponents' six-point lead yesterday to retain the silverware.

The teams fought throughout on a muddy pitch and a steady rainfall. Pressing from the start, despite the fact they were kicking up the slope, Victoria carried the play into Oak Bay's area and held it there for the first fifteen minutes, but failed to penetrate the line for a score. Twice free kicks relieved the pressure, but Victoria came right back on the offensive from midfield.

FREE KICKS PLENTY

Oak Bay were awarded a free kick after driving High back to their twenty-five-yard line, but Melville failed at the attempt. Ritchie tried two penalty kicks for Victoria, but both dropped short of their mark. Dick Surphlis kicked to touch to break up a strong Oak Bay attack. Ritchie tried another free kick just before the interval, but the kick was blocked.

Ken Fleming got away for a beautiful run in the early part of the second half, but was pulled to earth by Johnny Shepherd after a fine piece of tackling. Oak Bay pressed hard and had High fighting hard on the defence. For the next ten minutes heavy kicking by both sides featured, with neither getting any results. Oak Bay launched several powerful offensives during the late stages of the period and had Victoria hemmed up in their own five-yard area. Try as they did, Oak Bay failed to cross Victoria's line, although they came mighty close just as the whistle ended the game.

Wally Brynjolfson refereed and the teams follow:

Victoria High — Okell, Ritchie, Surphlis, Fleming, Fraser, Parfitt, Ferguson, Halkett, Ishida, Simpson, Guelpha, Wallace, Price, Crump and Doheny.

Oak Bay—Ford, Melville, Williams, Robbins, J. Shepherd, Carmichael, McConnan, Tomalin, Linklater, Angus, Lindsay, L. Shepherd, Pangman, Donnelly and Colley.

The Daily Colonist – 1932-02-20 –
Page 13 – “High Rugby Squad Wins
Russell Cup. Hold Oak Bay to
Scoreless Draw to Win Silverware”.
[The Daily Colonist - 1932-02-20 -
Page 13](#)

HIGH RUGGERS DOWN OAK BAY

Surphlis and Fleming Score Tries
in Local's 6-0 Win in Rus-
sell Cup Series

Featured by a beautiful seventy-five-yard run, which ended with a score, by Surphlis, hard-working three-quarter, Coach Harry Smith and his Victoria High School Rugby fifteen captured the opening game of the Howard Russell Cup series yesterday afternoon on their home pitch by defeating Oak Bay High School, 6-0.

Following the kick-off, play swung from one end to the other for the majority of the first half, with neither fifteen having much of an advantage. Late in the period Fleming scooped up the ball on his own twenty-five-yard line and ran the rest of the distance through the entire Oak Bay squad for the first and only score of the half. Lorne Ritchie failed to add the extra points. The score was the same when the interval arrived.

FLEMING GETS OVER

Although Oak Bay pressed at the start of the second canto, they failed to get across the black and gold line. Just before the final whistle sounded Ken Fleming went over for Victoria's second try, which Ritchie again failed to convert. The game throughout was featured by heavy kicking by both teams.

J. B. Acland refereed and teams follow:

Victoria High—Wallace, Guelpha, Simpson, Miller, Doheny, Crump, Langdon, J. Ferguson, Halkett, Ishida, Fraser, Parfitt, Surphlis, Fleming and Ritchie.

Oak Bay—Downs, Melville, Williams, Robbins, J. Shepherd, Carmichael, McConnan, Tomalin, Linklater, Angus, Lindsay, F. Shepherd, Pangman, Donnelly and Polley.

The Daily Colonist – 1932-02-12 –
Page 15 – “HIGH RUGGERS DOWN
OAK BAY – Surphlis and Fleming
Score Tries in Local's 6-0 Win in
Russell Cup Series.”

[The Daily Colonist - 1932-02-12 -
Page 15](#)

OAK BAY IN VICTORY TO WIN SERIES

Whip Victoria High School to Win Howard Russell Rugby Trophy

Taking the offensive from the opening whistle, Coach Fraser Lister's stellar Rugby fifteen from Oak Bay High School pounded out a 12-3 victory over Victoria High School, to take the third game in the Howard Russell Cup series yesterday afternoon on their own swamp-like field. By virtue of their win, Oak Bay wrest the silverware from Victoria High since they won two out of the three-game series. Victoria High took the first, 3-6, and Oak Bay, the second, by a 11-6 score.

Oak Bay kicked off deep to Victoria territory. Okell booted it back to midfield, where a series of scrums were called. Oak Bay went to Victoria High's goal line on a dribbling attack where three five-yard scrums took place. Ferguson relieved and sent the ball to his own thirty-yard line. Melville, Oak Bay fullback, was awarded a penalty kick here, but it fell short.

OAK BAY PRESSES

Oak Bay secured again and pushed their way to Victoria's twenty-yard line, where the ball went out of bounds. A scrum was called and Carmichael, snatching the ball from the scrum, went around the "blind" side of the line and scored near the corner. Melville kicked beautifully for the extra points.

Victoria High played more steadily in the second half and held the greenshirts to midfield for the first part of the period. However, a nice exchange of punts netted Oak Bay thirty yards. Angus secured from thirty yards out and smashed his way to score under the posts. Melville again converted.

HALKETT SCORES

The black and gold team, with defeat staring them in the face, let out with some tremendous drives. Halkett kicked to Oak Bay's goal and forced a five-yard scrum. After five had been held Halkett received the ball and bounced through a miniature lake for the local's only try. Okell's kick went short. A few minutes before time Gornall completed Oak Bay's scoring. Melville missed the kick.

Walter Brynjolfson refereed.
Teams follow:

Oak Bay—Melville, Weight, Ford, Bryden, J. Shepherd, F. Shepherd, Carmichael, Angus, Gornall, Linklater, Pangman, J. and R. Fisher, Colley and Leckie-Ewing.

Victoria High—Mainprize, Kirkbride, Shepherd, Okell, Cox, Halkett, Ferguson, Noakes, Guelpha, Langdon, Painter, Barnes, Watson, Brown and Gower.

The Daily Colonist – 1933-02-28 – Page 12 –
“Oak Bay in Victory to Win Series. Whip
Victoria High School to Win Russell Rugby
Trophy”. [The Daily Colonist - 1933-02-28 -
Page 12](#)

Champions of Intermediate Rugby League



—Photograph by Robert Fort.

ABOVE is pictured Oak Bay Wanderers Rugby team which won the Heyland Cup, emblematic of the Intermediate League championship. Wanderers won the first half and tied with University School for second half honors. The team played fine Rugby throughout the season. The team, left to right: Back row, J. Laver, J. Gornall, J. Marshall. Second back row, L. Cox, J. Melville, D. Garman, B. Hood (secretary), Colonel Hood (hon. president), B. Pangman, J. Latta and K. Overton. Seated, B. Simpson, K. Symons (president), R. McConnan, I. Angus, W. Ellis (coach), H. J. Ketchen (vice-president) and C. Allen. Sitting, D. Linklater, B. Colley, W. Comber, F. Shepherd and J. Shepherd.

The Daily Colonist – 1933-04-19 – Page 10 – “Champions of Intermediate Rugby League”. [The Daily Colonist - 1933-04-19 - Page 10](#)

Appendices – Newspaper Clippings:

References for J. Shepherd at School, including Track & Field Events, Swimming and Football (Soccer)