

Luxford, Floyd Edward
Flight Lieutenant
Bomb Aimer
Royal Canadian Air Force
405 Squadron
J/15434



Ducimus ("We Lead")

Floyd Edward Luxford was born in East Angus, Quebec, Canada on Saturday April 26, 1913. Son of American father Ralph Edwin Luxford, who was born in Holland, Vermont, USA, and Scottish mother Agnes Currie-Luxford. They got married on October 21, 1912 in Laconia, New Hampshire, USA. Floyd Edward had a sister, Dora Mary Luxford. As a religion, they belonged to the Church of England. Father Ralph Edwin was a steam repairman by trade and the Luxford family resided at 31 York Street in East Angus, Quebec.

In 1919 Floyd Edward went to school for his primary education and in 1926 he went to East Angus High School. After his exam in 1932, he left school at the age of 19.

He took up employment on June 1, 1934 at the Brompton Pulp and Paper Company Limited in East Angus. He started working as an employee and followed courses within the company. A year later he got a promotion and became a tester at the laboratory. In 1939 he was promoted again after a successful course and became responsible for the acidity in the pulp and the paper produced in the factory.





*Brompton Pulp and Paper Company Limited in East Angus.
From : <http://hedley-junction.blogspot.com/>*

He had blue eyes and light hair, weighed 136 lbs and was 5ft7 tall. Floyd Edward suffered a lot from headaches and had to wear glasses while reading and studying. He had a small scar behind his right ear.

He enjoyed soccer, softball, tennis and skiing. In addition to English, he also spoke French.

On August 13, 1940, he enlisted in East Angus for the Canadian Army. They found him fit to serve in the Royal Canadian Air Force. The next day he was assigned to the No 1 Manning Depot in Toronto. He was given the rank of Aircraftsman 2nd Class.

Floyd Edward Luxford
Signature of Recruit

There his military career began where he learned to bathe, shave, polish boots, polish buttons, maintain his uniforms and otherwise behave in the required manners. Each day there were two hours of physical education and instruction in marching, rifle drills, saluting and other routines. Then on November 10, 1940 he went to the No 1 Equipment Depot, where he underwent further training, and on January 4, 1941 he went to the No 1 Wireless School in Toronto. There he started a twenty-four week course for Wireless Operator/Air Gunner in which the theory and practice of wireless and visual communication were taught. Upon completion, the trainees would move to a Bombing and Gunnery School. On February 3, 1941, Floyd Edward was given the rank of Leading Aircraftsman (LAC).

After training at the Wireless School, he first returned to No 1 Manning Depot and then on May 26, 1941 to the No 1 Bombing and Gunnery School of the Royal Canadian Air Force base in Jarvis, Ontario. Training took place in the Avro Anson, Fairey Battle, Bristol Fairchild Bolingbroke and the Westland Lysander. On June 23, 1941 he became Sergeant and received his Wings and the Air Gunner Badge. On June 25, he went to Halifax to prepare to go overseas to England for further training.



Bristol Bolingbroke From : Wikipedia

His sister, Dora Mary Luxford, had by then also enlisted in the Royal Canadian Air Force.

On August 8, 1941, Floyd Edward Luxford sailed to England where he safely set foot ashore. On August 31, 1941 he was assigned to the No 3 Personnel Reception Centre and then on September 9 to the No 60 Operational Training Unit to receive further training.

On October 21, 1941 he was assigned to No 153 Squadron, Royal Air Force, and was stationed in Limavedy, Northern Ireland, close to the city of Derry. The aircraft used was the Boulton Paul Defiant I.



The squadron began night patrols using the Defiant two-seat fighter. The squadron provided night fighter defense for Northern Ireland until December 1942. For the next eighteen months, the unit provided night fighter cover and convoy protection in the Mediterranean Sea. They flew with the Armstrong Whitworth Whitley, Lockheed Hudson and the Vickers Wellington. On July 30, 1942, Floyd Edward Luxford was posted to the 405 Squadron.

In August 1942 he followed a training for the Bombing Leaders Course to be promoted to Flight Lieutenant on August 28.

At 7:58 p.m. local time on the evening of April 3, 1943, the Halifax Mk.II (DT808, LQ-V) took off from Leeming Airfield in the County of Yorkshire.

The heavy bomber of the Canadian 405 (Vancouver) Squadron was one of one hundred and thirteen Halifax aircraft, which, together with two hundred and twenty-five Avro Lancasters and ten Mosquitos, set off for a bombing raid on the German city of Essen.



Halifax Mk. II From : Wikipedia

The Canadian crew of the Halifax Mk. II DT808, LQ-V consisted of:

- Pilot, Warrant Officer II William James McAlpine
- Flight Engineer, Sergeant Howard John McQueen
- Navigator, Warrant Officer Class II John Day White
- Bomb Aimer, Flight Lieutenant Floyd Edward Luxford
- Wireless Operator/Air Gunner, Warrant Officer Joseph Walter Halikowski
- Air Gunner, Pilot Officer Ernest Bradley
- Air Gunner, Flight Lieutenant Wilfried Lawrence Murphy

Even before the target was reached, the Halifax was intercepted above the Peel area in the Netherlands, at an altitude of 15,000 ft. by Major Werner Streib, the commander of I./ Nachtjagdgeschwader 1 (NJG 1). He flew in a Messerschmitt BF 110 G4 and took off from Venlo.

Streib used his 'Schräge Musik', two slanting forward and upward firing 20 mm guns in the back of his night fighter. The Halifax was hit in its wing tanks and crashed burning at 11:20 p.m. 100 meters south of the

Overloonseweg, the road between Vierlingsbeek and Overloon, not far from De Lijnbraak farm and the Vierlingsbeek railway station.

The wreck with the bomb load still on board was close to the same farm and not far from Vierlingsbeek station in a forest edge. About seventy incendiary bombs were also located next to the railway line. Only two crew members could rescue themselves by parachute.

Flight Lieutenant Wilfried Lawrence Murphy ran aground near Merselo in the municipality of Venray. He left a note and his personal details with the Van Schijndel family there. From there he was transferred to a farm in Ysselsteyn. He also stayed on the De Zwarte Plak farm of the Poels family near America in the province of Limburg for some time.

Two inspectors from the crisis control service, Bob Bouwman and H. Lahey, transferred him from De Zwarte Plak to Neer van de Vin in Neeritter. He ended up in Belgium through the regional resistance. Once in Brussels, he was caught by betrayal and made a prisoner of war after all. The Germans then moved him to Paris, where he remained in the infamous Fresnes prison, before transferring him to the POW camp Stalag Luft III near Saga. This is now Polish Żagań.

The other survivor, Sergeant Ernest Bradley, was taken prisoner shortly after landing and ended up in the POW camp Stalag 357 in Fallingbostal in Lower Saxony, Germany.

The remaining crew members did not survive the crash and were killed. They were buried in the general cemetery in Woensel.

On November 21, 1944 they were all reburied in the Groesbeek Canadian War Cemetery.

Floyd Edward Luxford, age 29, grave reference **XVI. F. 13.**

On his tombstone is the text:

GREATER LOVE HATH NO MAN THAN THIS,
THAT A MAN LAY DOWN HIS LIFE FOR FRIENDS



The grave in the first days, in 1954 the crosses were replaced by tombstones.



Photo courtesy of <http://lestweforget1945.org/>

The other crew members were reburied in the same row:

Pilot, Warrant Officer II William James McAlpine, age 22, grave XVI.F.9-10

Flight Engineer, Sergeant, Howard John McQueen, age 21, grave XVI. F.7.

Navigator, W.O. Class II, John Day White, age 21, grave XVI. F. 9-10.

Wireless Operator/Air Gunner, Warrant Officer, Joseph Walter Halikowski, age 21, grave XVI. F.8.



FACES TO GRAVES

Stichting Faces to Canadian
War Graves Groesbeek

Life Story: Gijs Krist - Research Team Faces To Graves.

Sources:

Sources:

Commonwealth War Graves

Library and Archives Canada

WWW. Aircrewremembered.com

Luchtoorlogwo2boxmeer

Leo Janssen

1706
2MREU/2039/AIR/X.1307. 3rd. July 1948. Army Form W 3372

GRAVES REGISTRATION REPORT FORM.

Report No. *1706* 1307. Schedule No. _____

Place of Burial: _____
Department: _____
Country: _____

Groesbeek Canadian Cemetery, Holland. Map Reference or E. 75.

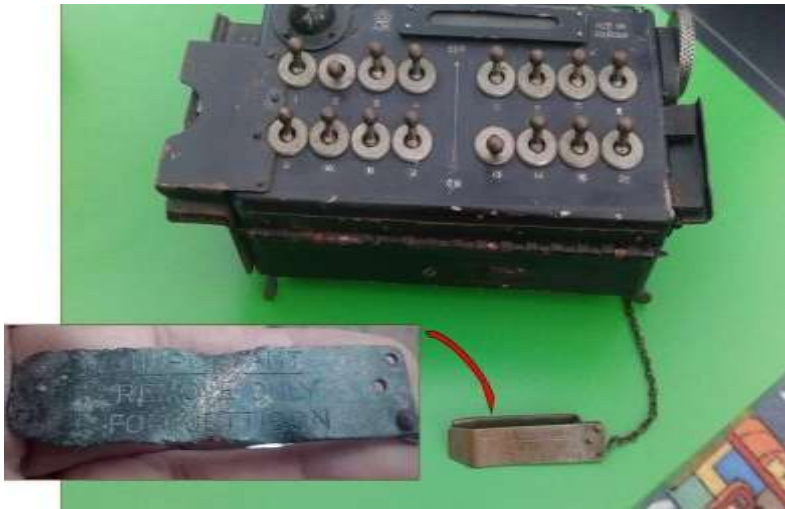
The following are buried here:— Location Detail.

Regiment	Army No.	Name and Initials	Rank	K/A D/W or Died	Date of Death	How marked	Plot, Row and Grave
R.C.A.F.	R.93277	W.J. Mc ALPINE	WO.2		3.4.43	X	XVI:F: 9 & 10 collectively.
R.C.A.F.	R.91849	J.D. WHITE	WO.2		"	X	
R.C.A.F.	J.15434	F.E. LUXFORD	P/Lt		"	X	XVI : F : 13
R.C.A.F.	10748	H.J. Mc QUEEN	Sjt		"	X	XVI : F : 7
R.C.A.F.	R.95419	J.W. HALIKOWSKI	WO.2		"	X	XVI : F : 8

Please note new marking of graves 9, 10 and 13, which was
established by exhumation. Air Ministry P.40247/43/ refers.

To:— Air Ministry S.14.Cas.
I.W.G.C.
R.C.A.F. ✓
D.D.G.R.&S.

Johnance
Flight Lieutenant,
For Squadron Leader Commanding,
Low Countries Detachment,
M.R.E.S. ROYAL AIR FORCE.



Bombardier switch panel with metal key. The key was found at the crash site. (Coll. J. Hendrix)

Clip and buckle from the 'walk around' oxygen cylinder that secured it to the table. This also allowed the crew member to walk freely at a great height. (Coll. J. Hendrix)



* If you have a photo of this soldier or additional information, please contact info@facestograves.nl