

White, John Day
Warrant Officer Class II
(Navigator)
Royal Canadian Air Force
405 Squadron
R/91819



Ducimus ("We Lead")

John Day White was born in Hartney, Manitoba, Canada on Saturday August 27, 1921 as the son of Canadian father, Abram James White, and Agnes Marinda 'Lindie' Black, born in Belfast, Ireland. John had two brothers, Roy Edmund White, and William Robert White. He also had two sisters, Anna Pearl White and Phyllis Vera White. The family were members of the United Church. They lived on their farm in Hartney, Manitoba. Besides being one of the oldest families living in Hartney, the White family were also one of the most respectful families in the district. John Day was named after his grandfather on father's side, who lived to be 100.

John went to primary school, Whitewater Public School, from 1928 until 1937 and after that to Hartney High School from 1937 until 1940. At home he lent his parents a helping hand on their farm and did this for ten years.

He had blue eyes and brown hair, weighed 132 lbs and was 5 ft 9¼ inches tall. Above his left eyebrow he had a scar. Otherwise John Day was a perfectly healthy young man, who was sportive and practiced baseball, skating, football, softball and curling.

On February 3, 1941 he signed up with the Royal Canadian Air Force, the Recruiting Centre in Winnipeg, capital of the Province of Manitoba. John Day indicated that he wanted to carry out Flight Duties. He was deemed

fit to do so, and on February 19 he was stationed with No 1 Manning Depot in Toronto.

R 9 1 8 1 9				
Name..... WHITE, JOHN DAY.....				
Classification.....				
No..... Sex..... MALE..... Reference.....				
RIGHT HAND				
1. Thumb	2. Index finger	3. Middle finger	4. Ring finger	5. Little finger
LEFT HAND				
6. Thumb	7. Index finger	8. Middle finger	9. Ring finger	10. Little finger
Impressions taken by: <i>H. Hammond</i>		Note amputations	Signature of printed person: <i>J. D. White</i>	
Date impressions taken: Oct. 7th., 1941.				
Four fingers taken simultaneously		Left thumb Right thumb	Four fingers taken simultaneously	

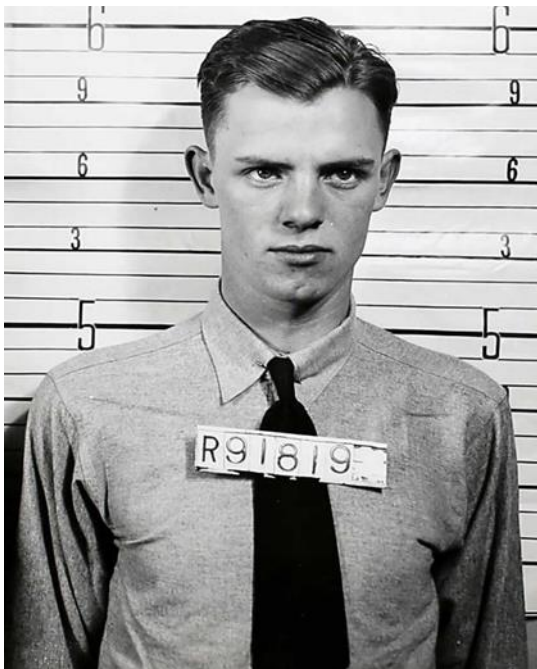
This is where he started his military career, where he learned how to bathe, shave, polish his boots, brush his buttons, maintain his uniform and behave in an otherwise orderly fashion. Every day they had two hours of physical training and instruction in marching, rifle exercises, saluting and other routines. John Day was given the rank of Aircraftsman 2nd Class. On April 4, 1941 he was transferred to No 4 Manning Depot in Quebec. On April 21 he took

additional training at No 3 Training Command in Montreal, Quebec, followed by a training at No 3 Initial Training School in Victoriaville on June 9, 1941. Candidates to become pilots and air observers started their twenty-six to twenty-eight week training programme off with four weeks at an Initial Training School (ITS). They studied theoretical subjects and were subjected to various tests. Theoretical studies comprised navigation, flight theory, meteorology, officer's tasks, air force administration, algebra and trigonometry. Tests also included an interview with a psychiatrist, a four-hour M2 medical examination, a session in a decompression chamber and a 'test flight' in a Link Trainer. At the end of the ten-week process the recruits will be trained as navigators, bombers, radio operators or gunners.

On August 16, 1941 he was given the rank of Leading Aircraftsman (LAC). John Day White was selected to go for training to No 7 Air Observers School in Portage La Prairie, Manitoba on August 19, 1941. No 7 Air Observers School comprised training in aviation navigation, aerial photography, reconnaissance, observation and mapping. The school used the Avro Anson for training purposes.



On November 9, 1941 John Day was assigned to No 3 Bombing and Gunnery School in Macdonald, Manitoba, north-west of Portage La Prairie. No 3 Bombing and Gunnery School was situated in Macdonald, Manitoba, and equipped with the Avro Anson, Fairey Battle, Bristol Bolingbroke and the Westland Lysander. Air Observers (Navigators), Bomb Aimers, Wireless Operators and Air Gunners learned how to aim bombs and operate machine guns from the air. On December 21, 1941 he took a training at No 1 Air Navigation School in Rivers, Manitoba. Here too training was done with the Avro Anson. They trained for four weeks and this was the last stage for Air Observers (Navigators). On January 21, 1942 John Day White went to No 1 Y Depot in Halifax to prepare for the crossing to England. Before doing so, he had a few days of leave and subsequently John Day went overseas to England.



On February 20, 1942 he was assigned to No 3 Personnel Reception Centre in Bournemouth, in order to go to No 2 Air Gunnery School for a four-week training.

On May 5, 1942 John Day was assigned to No 16 Operational Training Unit at Royal Air Force base Upper Heyford, Oxfordshire, England.

Seven weeks later, on June 29, 1942, John Day was assigned to No 29 Operational Training Unit, Royal Air Force base North Luffenham, Rutland. This base was situated near the villages of Edith Weston and North Luffenham,

in the East Midlands region. An Operational Training Unit was the final training phase for aircraft crew before they were assigned to an operational unit.

On August 18, 1942 he was assigned to 425 Squadron, the first French-Canadian squadron. The squadron's nickname was 'Alouette'. The following day he was assigned to 158 Squadron, and added to No 4 Bomber Group (Royal Air Force). Initially, the squadron was equipped with Vickers Wellington Mk II aircraft. At the beginning of December 1942, on Tuesday December 8, John Day White was assigned to 405 Squadron, Royal Canadian Air Force. They flew Handley Page Halifax B Mk II, a four-engine heavy bomber. The squadron was part of Coastal Command and carried



out anti-submarine patrols over the Bay of Biscay and anti-shipping actions against German coastal shipping as well as bombings on Germany.



At 19.58 hours local time in 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 the one hundred and thirteen Halifaxes, which together with two hundred and twenty-five Avro Lancasters and ten Mosquito bombers, went on their way to bombing the German town of Essen.



The 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

Before its target was reached, the Halifax was intercepted over the Peel area, at an altitude of 15,000 ft, by Major Werner Streib, the Commander of I./Nachtjagdgeschwader 1 (NJG 1). He was flying in a Messerschmitt BF 110 G4 and had taken off from Venlo.

When intercepting, Streib made use of his 'Schräge Musik', firing two 20 mm canons forwards and upwards in a slanting position into the back of his night fighter. The Halifax was hit in its wing tanks and crashed in flames at 23.20 hours at a height of one hundred metres south of Overloonseweg, the road between Vierlingsbeek and Overloon, not far from De Lijnbraak farm and Vierlingsbeek station.

The wreckage with the bomb load still on board was close to the same farm and not far from Vierlingsbeek station at the edge of a wood. Approximately seventy incendiary bombs also came down next to the railway track. Only two crew members managed to save themselves by parachute. Flight Lieutenant Wilfried Lawrence Murphy landed at Merselo in the municipality of Venray. With the local Van Schijndel family he left a note with his personal details. From there he was taken to a farm in Ysselsteyn. He also stayed at farm De Zwarte Plak, owned by the Poels family, near the village of America in the Province of Limburg for some time.

Two controllers of the crisis control service, Bob Bouwman and H. Lahey, took him from De Zwarte Plak to Neer van de Vin in Neeritter. With the help of the regional resistance movement he ended up in Belgium. Once in Brussels, he was captured by betrayal and was made prisoner of war. The Germans then moved him to Paris, where he stayed in the notorious Fresnes Prison before they transferred him to Stalag Luft III prisoner-of-war camp near Saga, which is now Polish Żagań.

The other survivor, Sergeant Ernest Bradley, was made prisoner of war shortly after his landing and ended up in prisoner-of-war camp Stalag 357 in Fallingbommel in Lower Saxony, Germany.

The other crew members did not survive the crash and died.

They were buried at Woensel General Cemetery.

Navigator, Warrant Officer Class II, John Day White, 21 year old, is first buried in grave JJ. B. 43.

John Day White was reburied on November 21, 1945 at the Groesbeek Canadian War Cemetery, grave reverence **XVI. F. 9-10.**



Op his headstone the following words are inscribed:

OUT OF SIGHT
TO MEMORY DEAR
ALWAYS REMEMBERED

Source : <http://lestweforget1945.org/>

The other crew members are 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.

Bomb Aimer, Flight Lt. Floyd Edward Luxford, age 29, grave XVI. F.13.

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:

Commonwealth War Graves

Library and Archives Canada

www.Aircrewremembered.com

Luchtoorlogwo2boxmeer

Leo Janssen

Leanne C Zelenesky

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

1943		
MALTA	KILDARY	FRANKFURT
WO2: Whalen, Edward Ambrose RCAF	Cpl Whittaker, Charles Ross PFC LI	WO2: Whittaker, John Morton RCAF
Pte Whalen, Murray Lorne 48 Highrs	WO2: Whittaker, John Morton RCAF	Sgt Whittington, John Henry
FEL Wharram, Charles Russell RCAF	WO2: Whittaker, John Morton RCAF	Hast & PER
FEL Wheatley, Colin Havelock RCAF	Spr Whittle, Joseph RCAF	AC2 Whorwood, Leonard Joseph RCAF
FEO Wheeler, George Howard RCAF	LAC Whyte, David Allan RCAF	L Cpl Whyte, Douglas John C Pro C
FEO Wheeler, John Pearson RCAF	L Cpl Whyte, Douglas John C Pro C	Capt Whytock, Donald Brown
FES Wheeler, William Bernard RCAF	Hast & PER	Pte Wick, Wilbur Wayland RCAF
Gnr Wheeler, Willis Manuel RCAF	Pte Wick, Wilbur Wayland RCAF	FES Wickson, Gordon Conrad RCAF
FES Whelan, John Edward RCAF	FO Widdess, William Robert RCAF	FO Widge, George Benson RCAF
Sgt Whelan, John Joseph RCAF	WO2 Wignes, Robert Arthur RCAF	Pte Wiles, Robert Arthur RCAF
Gnr Whidden, Arthur Hamilton RCAF	Rfn Wilbur, Clarence Joseph RCAF	Rfn Wilbur, Clarence Joseph RCAF
L Cpl Whidden, Augustus William RCAF	FO Wilcox, Claude Neil RCAF	Cpl Wilcox, John Kitchener 48 Highrs
Pte Whigham, Robert Brown Sask LI	Cpl Wilcox, John Kitchener 48 Highrs	Sgt Wilde, Clarence Elder RCAF
FES Whipple, John William RCAF	Sgt Wilde, Clarence Elder RCAF	PO Wilde, James RCAF
L Whiston, Arthur James RCAF	PO Wilde, James RCAF	PO Wile, Floyd Alvin RCAF
Stwd Whitaker, Ronald RCNVR	FO Wile, James Wilson RCAF	FO Wiley, James Wilson RCAF
LAC Whitcomb, Alfred John RCAF	S/L Wilkin, Richard Pennington RCAF	S/L Wilkin, Richard Pennington RCAF
Sgmn Whitcomb, Gordon RCAF	Sgt Wilkins, Russell Frederick RCAF	FES Wilkinson, Arthur Morley RCAF
FES White, Ashley Bertram RCAF	FES Wilkinson, Arthur Morley RCAF	Sgt Wilkinson, Bernard Elliott RCAF
PO White, Dominic Bernard RCAF	Pte Wilkinson, Gordon Lewis RCAF	Pte Wilkinson, Gordon Lewis RCAF
FES White, Edward Kenneth RCAF	FO Willan, John Davis RCAF	AC2 Willard, Charles William RCAF
Gnr White, George Stanley RCAF	AC2 Willard, Charles William RCAF	FES Willard, William Ross RCAF
Sgt White, Harold Ernest RCAF	FES Willard, William Ross RCAF	WO2 Willbee, Jack Vincent RCAF
Tpr White, Howard Kenneth RCAF	WO2 Willbee, Jack Vincent RCAF	Gnr Williams, Elie Joseph RCAF
WO2 White, John Day RCAF	Gnr Williams, Elie Joseph RCAF	Pte Williams, Arthur Joseph RCAF
L Sgt White, John Robert Henry RCAF	Pte Williams, Arthur Joseph RCAF	PO Williams, Baydon Bala RCAF
FES White, Joseph RCAF	PO Williams, Baydon Bala RCAF	Pte Williams, David John Scaforth RCAF
PO White, Joseph Lester Dominic RCAF	Pte Williams, David John Scaforth RCAF	FO Williams, Douglas RCAF
PO White, Murray Edward, DFM RCAF	FO Williams, Douglas RCAF	Cpl Williams, George King RCAF
AB White, Robert Edwin RCNVR	Cpl Williams, George King RCAF	Pte Williams, Ivor Morgan 4 PL DG
Gnr White, Ronald Edward John RCAF	Pte Williams, Ivor Morgan 4 PL DG	Sgt Williams, James Dennis RCAF
Pte White, Wesley Marnie RCAF	Sgt Williams, James Dennis RCAF	PO Williams, John RCAF
FES Whitehead, Samuel Lee-Nov RCAF	PO Williams, John RCAF	PO Williams, John Harrison RCAF
Capt Whitelaw, George Turnbull RCAF	AC1 Williams, Joseph John RCAF	AC1 Williams, Joseph John RCAF
Tpr Whitford, Clifford RCAF	WO2 Williams, Percy Gordon RCAF	FO Williams, Peter Yeates RCAF
Pte Whitford, Roy RCAF	FO Williams, Peter Yeates RCAF	
Pte Whitford, Russell LE dmn RCAF		
FO Whitham, Lester Lyle RCAF		
AC2 Whitman, Henry Boise RCAF		
FO Whitmore, George Carson RCAF		
AB Whitmore, Gordon Stanley RCAF		
FES Whitney, William John RCAF		