

**Reg. No. 12314, ex-Able Seaman James Howard Cassidy**

On Sept. 19, 1941, the *Pink Star* was torpedoed in the North Atlantic while in convoy en route to Iceland. Unwilling to overcrowd the only remaining life-boat, Second Officer J. H. Cassidy waved a farewell to his ship mates and swam away through the icy waters to his death. Speaking of Second Officer Cassidy's self-effacing heroism, the *Pink Star's* captain said, "It was the finest thing I ever saw."

James Cassidy was born in Newcastle, N.B., on Nov. 12, 1912. On Nov. 13, 1933, he engaged as mess boy on the R.M.S. *Bay-*

*bound*, then a vessel in the R.C.M.P. Marine section. The following year he re-engaged as an ordinary seaman being later transferred to the patrol boat *New Brunswick* in 'J' Division as cook deck hand. During his service, which ended in April, 1939, he also served on the *Ulna*, *MacDonald*, and *Alachasse* cruisers.

When the *Pink Star* was destroyed, twelve of the crew of thirty-six were lost; the survivors were picked up by a British man-o'-war and were eventually landed safely in Reykjavik, Iceland.

**Reg. No. 10982, Sergeant Louis Romeo Dubuc**

The crash of a trans-Atlantic ferry bomber in Ireland on Sept. 27, 1941, claimed the life of Flt Lt Louis R. Dubuc, a veteran flier on leave to the R.C.A.F. from the R.C.M.P. Aviation Section.

Mr Dubuc was educated in Fort Saskatchewan, Alta, and before joining the R.C. M.P. had been employed at aviation and railroad construction. A member of the Edmonton and Northern Alberta Aero Club, he took two years' flying instruction there and earned a pilot's licence.

He joined the Force at Edmonton on Aug. 19, 1931, at the age of 24. After serving in Winnipeg and Edmonton he was transferred to Montreal and in the spring of 1933 was employed as an observer at Rimouski, P.Q., in conjunction with R.C.A.F. patrols. In October, 1933, he was at Quebec Detachment and later at Estcourt, for temporary duty. While flying for the Force in the Northwest Territories he gained vast flying experience in all kinds of weather and under the hardest conditions. On Apr. 1, 1937, he was appointed acting corporal while employed as assistant pilot, observer and mechanic. Promotion to the rank of sergeant came in August, 1937. Sergeant Dubuc married Miss Margaret Hewson of Lacolle, P.Q., on Apr. 10, 1939.

When the war broke out Sergeant Dubuc felt that his flying experience would be

useful to the Air Force at such a time of national emergency and on Nov. 20, 1939, he applied for transfer to the R.C.A.F. At that time he had eight hundred hours' solo flying time on light and medium craft, land and sea planes, about three hundred hours of which were on twin-motored aircraft. He was granted leave for the duration of hostilities and taken over by the R.C.A.F. and posted to a squadron at Vancouver, with the rank of flying officer.

For about fifteen months Flying Officer Dubuc had been stationed at Dartmouth, N.S. In September he was transferred temporarily to the Atlantic ferry command. From Newfoundland, on September 26, he left for England in a bomber. He encountered severe storms on the way over and on reaching Ireland struck a fog and generally bad flying conditions. Circling to find an opening in the fog, the plane either struck something or crashed because of fuel shortage, near Dondalk, Eire. The bodies of the crew were taken to the town of Newry, County Down, in northern Ireland, where they were buried with full military honours, on October 1.

Sergeant Dubuc is survived by his widow 'Margie', who is now with her father at Lacolle, P.Q.; his mother in Vancouver; and a brother, Thomas Edward, in Montreal.