

Campbell, Roy
Pilot Officer
Navigator
50 (Royal Air Force) Squadron
Royal Canadian Air Force
J/94275



Sic fidem servamus - (Thus we keep faith)



Pilot Officer

Roy Campbell was born in Edmonton, Alberta, Canada on Friday 13 July 1923. He was the son of William Martin Campbell and Florence May Hughes, from Wales. They were married on February 6, 1923 in Edmonton, Alberta, Canada. Roy's surname at birth was Forslund and later he took the surname of his stepfather, William Martin Campbell. He married mother Florence Hughes. His father's name was Fredrick Sven Forslund from Sweden. Roy had a younger sister, Doris Jean Campbell. The family belonged to the Presbyterian Church and resided at 9724 -108 Street, Edmonton, Alberta.

Roy was educated at the McKay Avenue School in Edmonton from 1929 to 1938 and then attended Victoria High School. He went on to study art, got a scholarship and attended The Banff School of Fine Arts, located in Banff, Alberta. When he was 19 years old, Roy left school and he started to work. In August 1940, he joined the advertising department of the Edmonton Journal as a copy writer. He wrote advertising texts and other promotional texts. Roy typed at least 50 words per minute and sometimes reached 80 words per minute. He was very interested in art and was taking a course in commercial art.

Roy had blue/grey eyes and brown hair, weighed 127 lbs. and was 5 ft.7 tall. His hobbies were swimming, tennis, skating, skiing and cycling. He

liked to read, had shorthand as a hobby and he also liked to learn about art. He had a scar on his left elbow. Otherwise he was a healthy and fit young man.

On September 30, 1942 he enlisted for the Royal Canadian Air Force in Edmonton and his preference was for pilot or air gunner. He was given rank 2

Signature.....

Roy Campbell

Aircraftsman. He underwent basic training in Edmonton until December 29, 1942 and then went to the #3 Repair Depot in Vancouver in January 1943. Three months later on March 19 Roy entered the #4 Initial Training School in Edmonton for further training, and on July 4, 1943, he completed further navigator training at the #4 Air Observer School in Edmonton. For recruits at this school, the training course after ITS was eight weeks at an Air Observer School (AOS), one month at a Bombing & Gunnery School and finally one month at a Navigation School. On November 26, 1943, Roy Campbell received his Navigator badge and got a rank as Sergeant.



In April 1944 Roy went overseas via Halifax to England and on 24 April he was assigned to the No 1 Air Fighting Unit. A month later Roy received further training with the No 14 Operational Training Unit and on 4 November 1944 he was posted via the 1660 Conversion Unit in Swinderby to No 50 Squadron, Royal Air Force at Skellingthorpe, close to Lincoln, Lincolnshire, England.

Roy was assigned to the crew of pilot Peter Gordon Anderson and on December 8, 1944, Peter said the following about him:

"I sign for a parachute and a life jacket (Mae West, named after the American movie star) for my navigator. He has enough to carry and it will save him some time. I don't want to rush him, Roy is a good navigator. But he's at his best when everything starts off smoothly. If so, I can count on a good flight with him."

On Wednesday 21 February 1944 at 5:02 pm the Avro Lancaster MK I, LL741 VN-X took off with its crew for the sixteenth mission from Royal Air Force base Skellingthorpe.

Peter Gordon Anderson was the pilot and along with his crew they joined about 165 other Avro Lancasters and twelve Mosquitos of the No 5 Group. This for a mission to bomb the Mittelland Canal in Germany, Gravenhorst in North Rhine-Westphalia.



The night before another operation had to be stopped because the weather had become too bad. At approximately 8:37 pm, the Avro Lancaster MK I, LL741, VN-X 14 dropped 1000 pounders over German territory. Soon after, they were probably hit by FLAK (Flugabwehrkanone or Fliegerabwehrkanone).

The plane started the return journey with all engines still working properly. Around 9.12 pm in the vicinity of Deurne (NL) at 7000 feet, the Avro Lancaster was fired upon by Hauptmann Heinz Rokker of Nachtjagdgeschwader 2 (NJG 2), firing on the cockpit on both sides. Flames developed on both sides of the cockpit and height was lost. So Peter Gordon Anderson ordered his crew to abandon the Avro Lancaster.



Source : stringfixer.com

Flight Engineer Denys William Lewis went to the forward escape hatch where he saw Air Bomber Denis Alphonsus McCauley getting ready to exit the plane. Both crew members left the plane and it appeared that Denis Alphonsus McCauley's parachute was on fire, giving him no chance of surviving the fall. Denys William Lewis lost his gloves and aviator boots on the jump and strained a muscle in his right leg while landing on the ground. He did not know his position and tried to get some sleep in his parachute. The next morning he noticed two soldiers approaching him and tried to get their attention by waving and blowing his whistle. One of the soldiers spoke English (they turned out to be two Dutch soldiers) and after identifying his identity they took Denys William Lewis to Helmond. It later turned out that Lewis was the sole survivor of the crash. From Helmond he managed to return to England safely and in April 1945 he again participated in operations of the Royal Air Force.

At about 9.15 pm the Avro Lancaster MKI, LL741, VN-X crashed between Griendtsveen and Helenaveen. The other crew members were found and on February 23 Peter Gordon Anderson, Navigator Roy Campbell, Wireless Operator Ward Rex Southcott were buried at the General Cemetery in Woensel, Eindhoven. On February 24, the body of Mid Upper Gunner Donald Alexander McFayden was recovered and he was also buried at the General Cemetery in Woensel, Eindhoven. The same was true for Rear Gunner, Sergeant Fred Seddon Langton and Flight Sergeant Denis Alphonsus McCauley, the two English crew members that died.

The crew of Avro Lancaster MKI, LL741, VN-X:

Flying Officer Peter Gordon Anderson, J/36360, Royal Canadian Air Force, Pilot, 21 years old, reburied at the Groesbeek Canadian War Cemetery, grave reference XV. D. 8.

Pilot Officer Ward Rex Southcott, J/94334, Royal Canadian Air Force, Wireless Operator, aged 29, Buried on February 23, 1945 at the General Cemetery in Woensel, Eindhoven, grave 18.

Reburied on 12 November 1945 at the Groesbeek Canadian War Cemetery, grave reference XV. D. 11.

Pilot Officer Donald Alexander McFayden, J/94252, Royal Canadian Air Force, Air Gunner, 21 years old, reburied at the Groesbeek Canadian War Cemetery, grave reference XV. F. 9.

Sergeant Fred Seddon Langton, 1043747, Royal Air Force, Air Gunner, aged 23, reburied at the Overloon War Cemetery, grave reference II. B. 2.

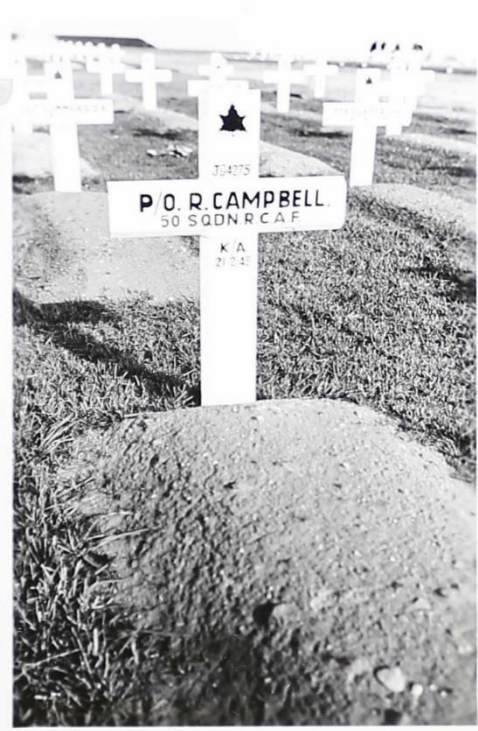
Flight Sergeant Denis Alphonsus McCauley, 1394837, Royal Air Force, Air Bomber, 22 years old, reburied at the Overloon War Cemetery, grave reference II. B. 1.

Sergeant Denys William Lewis, 1836806, Royal Air Force, Flight Engineer. Of English origin. He was the sole survivor of the crash and rejoined his squadron on February 25, 1945 and resumed participation in the war. He survived the war and was an important witness to what happened on February 21, 1945. He passed away in Pontypool, South Wales in 2012.

Pilot Officer Roy Campbell, J/94275, Royal Canadian Air Force, Navigator, 21 years old, reburied at the Groesbeek Canadian War Cemetery, grave reference **XV. D. 13.**



Photo grave : <http://lestweforget1945.org/>



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



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.aircreweremembered.com

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