

# Hall, George Graham

**Age:** 22

**Nationality:** Canadian

**Rank:** Flight/Sergeant

**Unit:** No. 32 OTU

**Occupation:** Wireless  
Operator/Air Gunner

**Service No:** R/90051

**Birth:** 13 February 1920  
London, Ontario, Canada

**Home Town:** London, Ontario, Canada

**Death:** 29 May 1942  
Crash of Bristol Beaufort N1026  
In sea near Sidney, BC, Canada

**Burial:** Woodlawn Cemetery, London, Ontario, Canada

**Others:** Sgt. D MacColl (WAG); Sgt. M. O'Brien (WAG);  
Sgt. S. Stillwell (RAF) (Pilot)



# Biography

George Hall made a good impression when he applied for enlistment in the RCAF in 1941. He was deemed a pleasant, confident, mature young man, well spoken and excellent in appearance, intelligence and bearing. His educational qualifications were not impressive, but he was expected to readily absorb instructions to qualify as an air gunner.

George, like many boys, preferred active hobbies to academic pursuits. He was a keen hunter and fisherman and played many sports, mainly interested in swimming and softball. He left school when he was 17 after two years of high school and one year at a technical school and then embarked on an apprenticeship as a carpenter. He failed to complete the apprenticeship and found seasonal work on various farms and sporadically as a carpenter for a contractor. He applied to the RCAF because the pay was not sufficient, but hoped to return to the contractor when his service ended.

During training he was consistently average, showing little initiative. He received his wireless operator's badge in August 1941 and his air gunner's badge in September. Still unsuitable for a commission, he was promoted to flight/sergeant on 15 March 1942.

George was born 13 February 1920 to George Simonds Hall, who was of Welsh extraction, and Florence Ruth Graham, both of whose parents were born in Ireland. There was already a daughter, Edith about three years old; another daughter was born later.

George was one of four young air crew in Bristol Beaufort N1026 when an engine failed shortly after take-off and it crashed into the sea near Sidney, BC, Canada. He died instantly from head injuries.

AUG 8 1945

London Ont

July 26/45

159 Hall St

Department of National Defence

T & M Douglas \*

Grant Captain

For Chief of Air Staff

Dear Sir:

Referred to	R-2-1-1
File No	
End to	M.

R90051  
 23412  
 1072-14-3907  
 Serv

Re War Service Gratuity of my only son  
 R90051. Hall & G. All my family joined  
 the Air Force. One boy and two girls.  
 One girl now serving in England and  
 the other in Halifax, N.S. When their country  
 called they answered. And our duty to  
 our country comes first. I did not tell  
 them to join. They knew when the call  
 came. Many did not hear Canada call  
 hence they carry a stain for all times  
 to come. We certainly did depend on our  
 son, but I thank the Lord he was no  
 coward. And he always had a part  
 of his allowance sent home. He and  
 thousands more like him has set  
 the world free again

Yours Truly

G. S. Hall.

~~12~~  
 C566

AUG 1 1945

## Details of Crash

At 1:15 pm on 29 May 1942, Bristol Beaufort N1026 took off from Patricia Bay carrying a crew of four airmen:

Flight/Sergeant	George Graham Hall
Sergeant	Donald Duncan MacColl (Air Gunner)
“	Martin Joseph Patrick O’Brien
“	Stanley Howard Stillwell (RAF) (Pilot)

Almost immediately after departure and while the aircraft was still climbing over Sidney, BC at about 500 feet, smoke was noticed coming from the port engine. The aircraft was then seen to be losing height with the port engine on fire. It started to roll over to port, according to some eyewitnesses doing an almost complete roll, and crashed into the sea about a quarter of a mile off Sidney with one wing down.

The fuselage sank immediately in about 19 fathoms. The marine section immediately began to salvage the wreckage.

The cause of the crash was found to be failure of the port engine and Beauforts of this type were grounded until the reason for this failure was determined.



# Additional Information

*The museum is occasionally contacted by readers of these biographies who have further information or comments. These are recorded here:*

This article from the London Free Press, 15 Feb 2019, was provided by the medal hunter, Dave Thomson, who had previously asked permission to use the biography in advertising the medal.

## **Memorial Cross awarded for Londoner retrieved from private New York collection**

A Memorial Cross for a London pilot killed during the Second World War will be coming home after being in a private collection in a small town in New York State.

### **RANDY RICHMOND**

Updated: February 15, 2019



**Londoner George Graham Hall, 22, killed on training flight**

A local medal hunter who discovered the medal and arranged for its purchase is also getting closer to finding relatives of the pilot.

The cross, also known as the Silver Cross, was awarded to the mother of wireless operator/air gunner Sgt. George Graham Hall, killed at 22 on a training flight on May 29, 1942, when an engine failure sent his Beaufort aircraft into the Pacific Ocean.

“That makes his death no less costly. He still gave the supreme sacrifice,” medal hunter Dave Thomson, of St. George, near Brantford, said. “The cross is very small, but you can get it only one way.”

Thomson has arranged to have the medal given to the 427 London Wing Museum in London.

But he's hoping Londoners chip in, as they have in the past, to fund the purchase and shipment of the medal.

"We have an opportunity to bring the young man's valour home. It's proof we do remember the past when a community like London steps up," Thomson said.

The Silver Cross, was awarded to mothers and widows of Canadian soldiers who died on active duty, and was engraved with the name, rank and service number of the deceased.

Thomson surfs online every day looking for medals that belong to Canadians, and figures he's returned about 1,000 to families and museums the past 13 years.

With the average price of each more than \$100, there's no way he can do it without community help, Thomson said.

The George Hall cross was bought from a private collector in Esopus, N.Y., and costs \$310 to bring home, Thomson said.

Hall was born Feb. 13, 1920, to Florence Graham and George Hall, who lived for a time at 159 Hale St. and besides one son, had two daughters.

Hall attended Sir Adam Beck Collegiate and what was then known as H.B. Beal Technical and Commercial school, according the Canadian Virtual War Memorial.

A keen hunter, angler, swimmer and softball player, but not much of a student, Hall left school at 17 and tried his hand at carpentry, according to a biography from the British Columbia Aviation Museum.

He failed to complete his carpentry apprenticeship but found seasonal work on farms as well as the occasional carpentry job, the museum biography says.

He joined the RCAF in London in 1941, and was posted to No. 32 Operational Training Unit at Patricia Bay in British Columbia.

"George Hall made a good impression when he applied for enlistment in the RCAF in 1941. He was deemed a pleasant, confident, mature young man, well-spoken and excellent in appearance, intelligence and bearing," the museum biography says.

He became a wireless operator and air gunner, promoted to flight sergeant in March 1942.

He and three other crew members took off from Patricia Bay at 1:15 p.m. May 29, 1942, on Bristol Beaufort N1026.

"Almost immediately after departure and while the aircraft was still climbing over Sidney, B.C., at about 500 feet, smoke was noticed coming from the port engine. The aircraft was then seen to be losing height with the port engine on fire. It started to roll over to port, according to some eyewitnesses doing an almost complete roll, and crashed into the sea about a quarter of a mile off Sidney with one wing down," the museum biography says.

All four crew members were killed.

Thomson contacted Needham's Funeral Home in London and learned Hall's father died in 1963 and mother in 1961.

Hall's older sister, Edith, married Robert Manifold, had a son Kirk, and lived in Toronto in the early 1960s.

His younger sister, Florence, married Conrad Strom, and was living in Exeter at the same time.

All three of his children joined the air force in the Second World War, George Hall wrote in a letter to the Department of National Defence in July 1945.

"When our country called, they answered. And our duty to our country comes first," George Hall wrote.

"We certainly did depend on our son. But thank the Lord he was no coward. He and thousands more like him has set the world free again."