

# 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  
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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.

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## 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.

