



**Flt. Lt. Clarence Morgan**

Clarence Morgan was born in Bay Roberts on October 7, 1918, to John and Mary Morgan. He was one of three children in the family. He had one biological sister and an adopted sister. He grew up living in the area.

Clarence enlisted in the Royal Air Force in 1941, when he was 23 years old. He was then assigned to the Royal Air Force Volunteer Reserve.

His training started in Quebec under the Commonwealth Air Training program.

After completing the training program, Clarence was promoted to Sergeant. He then returned back to Newfoundland for a short period of time, before leaving overseas for Great Britain.

He started his service as an Air Crew member on flying boats doing anti-submarine warfare to protect convoys crossing the North Atlantic. While he was a member of the Air Crew, he was usually working as either the wireless operator, or the navigator.

In early 1942, he was promoted again to Pilot Officer. Later that year he was made a Probationary Flying Officer. As he advanced in rank, he would be responsible for navigation of either his flight, or his squadron.

He was then transferred to Bomber command and when returning from a night bombing mission over Germany, his plane went down.

At the time, there were 7 crew members aboard the Halifax Bomber. Clarence was one of the two people to survive the plane crash. The other was the tail gunner, who spent six months in the hospital after the crash and was never released before his death.

The plane crash made a huge difference in Clarence's life. As a result of the crash, he was

being treated for 9 months before he was able to return to duty. He lived the rest of his life with two large pieces of metal in his body, one of which was in his jaw.

After the Second World War ended, he went on to become a Flight Lieutenant. His rank was made permanent in July of 1946.

He was then posted to training command for almost a year, before being reassigned to transport command. While with transport command, he served in Egypt, Sri Lanka, India, and what is now known as Pakistan.

Clarence retired from the military. He returned back to Newfoundland in December of 1946.

After the military, he returned to work with the Canadian Marconi company. While working with the Canadian Marconi company, he worked as a wireless operator. He worked there until it was taken over by Transport Canada sometime during the mid-1950s.

Clarence married Annie Harriett, and they raised one son together, John.

His wife had started her own business in Bay Roberts where Clarence went to work until his retirement.

Like most veterans at the time, Clarence would rarely ever talk about his service. He would usually only speak about it to his friends from the Air Force.

On Remembrance days, Clarence would always visit the war memorial, to remember and cherish the lives of many others who fought and went through war.

His son, John Morgan, remembers a story about his father after he returned to Newfoundland in the late 1940s. As a result of the plane crash, Clarence dealt with an injury in his foot. His foot was badly hurt and was getting worse, and the doctors in St. John's could do nothing to help him. He had to go to the military hospital in Quebec because they were going to have to amputate his foot.

While he was a patient at the hospital, a nurse from Newfoundland was working near him. She saw that he was really upset, because he was a young

man, and he didn't want to lose his foot. He would beg her to talk to the doctor for a second chance.

Back then, the nurses weren't really allowed to talk to the patients, but she risked getting in trouble to speak to the surgeon.

The surgeon ended up listening to her and decided to give him a second chance. They tried a different surgery on Clarence's foot, and it worked. Even though the war was over, this was life changing for him. He lived the rest of his life with two pieces of metal in his body as a result of the plane crash.

Clarence Roy Morgan passed away in 1995, when he was 77 years old. He is greatly cherished, loved and remembered by family and close friends.



A model of the Halifax Bomber Clarence was on during the crash.



A model of another bomber that Clarence was a crew member on. During the time he was with RAF 218 squadron