



Squadron Leader Jack Francis David Jarmy D.F.C., R.A.F.



Jack's granddaughter has kindly shared the information below.

Jack Jarmy was born in Romford, Essex on 26th April 1922 and went to Ilfracombe Grammar School. Whilst still only 18 years of age, he volunteered for aircrew duties in the RAF and was attested at RAF Uxbridge on 17th April 1941, just 9 days before his 19th birthday.

Jack's training took place at several locations, including Stratford-upon-Avon and North America and undertook flying training on biplanes in Arcadia, Florida. Monoplane training took place in Montgomery, Alabama. Jack was then posted to Canada where he graduated as a Pilot Officer Navigator in Winnipeg in November 1942. Jack then returned to Britain on SS Queen Elizabeth, to complete two operational tours in Bomber Command. At the end of the Second World War, Jack remained in service until he retired on 26th April 1977.

During Jack's Air Force career, he was stationed at numerous locations, in addition to those in the UK, including Northern Ireland, and the Middle East. Having retired, Jack and his loving wife Joyce lived in Gatehouse of Fleet in Kirkcudbrightshire where they enjoyed many shared interests, including golf and world travel. Jack was also a keen angler. Jack and Joyce, having travelled the world over many years, enjoyed in

their later years frequent visits to the Island of Madeira, where they had their own apartment. Members of the family very much enjoyed joining them on their Madeira trips, however, the family home in Gatehouse was the central focus of many family get-togethers, and a real favourite for their grandchildren.

During his career, Jack flew numerous aircraft, including Stearman PT17 biplanes, Vultee BT13 Monoplanes, Hastings, Stirling III, Wellingtons, and of course Lancaster Bombers. Jack was a member of number 75 (NZ) Squadron. During one bombing raid to Peenemunde, Jack stepped up to the Astrodome and saw above another Lancaster with its bomb doors open, a mere 100 feet above. Jack shouted; “turn hard port”, and then watched the Lancaster’s bombload drop passed the starboard wing tip. As a result of this action, Jack’s Lancaster and all its aircrew members within it were saved from certain death. Jack’s Squadron became known as the Chop Squadron, because of such heavy losses they had, frequently over 10% in each raid. Many evenings, Jack witnessed the silent ritual of personal possessions and clothing being taken away from beds in the room where the aircrew slept. Jack found the New Zealanders great comrades who were highly efficient, and their popularity grew further as they all shared their food parcel deliveries, including the fruitcakes which were almost impossible to get in wartime Britain.

On Lancaster’s, Jack was posted to 218 Squadron at RAF Chedburgh where he commenced his second tour of operations. 218 Squadron was nicknamed the Gold Coast Squadron, after the governor of the Gold Coast, and people of the Gold Coast, officially adopted the Squadron. After one attack on Dresden, and having been attacked by night fighters, navigation equipment was damaged and Jack, using the Astrodome, navigated the plane using the stars away from its incorrect destination, the Russian front, back to base. Jack completed his second tour of duty on 24th April, 2 days before his 23rd birthday and only a few days later, the end of the War in Europe. Jack completed 41 operations in total and was awarded the Distinguished Flying Cross. He had a number of commissions, following the war, in the Middle East, Libya, Gibraltar, Cyprus, and Northern Ireland.

Jack sadly passed away, after a long illness, on 27th March 2021 at home with his family present, less than a month before his 99th birthday. Jack was brother to Cath, Jim and Betty, father to David and Alan, stepfather to John and Peter, and was very proud of his 10 Grandchildren and 11 Great Grandchildren.