

caused the enemy aircraft to break away. Owing to loss of power from 2 of its engines the bomber gradually lost height. All movable equipment was jettisoned and when the enemy coast was crossed the aircraft was down to 2,000 feet. Eventually, this country was reached and Flying Officer Paul landed the damaged aircraft safely. This officer displayed great skill, courage and resolution throughout.

Pilot Officer Raymond Llewellyn CUTLER (171393), Royal Air Force Volunteer Reserve, No. 199 Squadron.

In April, 1944, this officer was the pilot of an aircraft detailed for a sortie against a target far in enemy territory. On several occasions on the outward flight the aircraft was subjected to heavy fire from the ground defences and was hit in the starboard wing. Nevertheless, Pilot Officer Cutler accomplished his mission successfully. His skill and determination was typical of that which he has shown throughout the many sorties in which he has taken part.

Pilot Officer Gordon Sheppard MILNE (Can/J.19630), Royal Canadian Air Force, No. 106 Squadron.

This officer has completed very many sorties, 9 of which have been against Berlin. He has displayed great skill, gallantry and determination, qualities which were amply demonstrated on a recent mine-laying mission. In spite of considerable anti-aircraft fire and searchlight activity, Pilot Officer Milne pressed home his attack with great precision. He is a fine leader and a model captain.

Pilot Officer Albert William SHINN (170943), Royal Air Force Volunteer Reserve, No. 49 Squadron.

This officer was the pilot of an aircraft detailed to attack Essen one night in March, 1944. Whilst over the target area the aircraft was attacked by a fighter. The gun turrets were rendered unserviceable, fires commenced in 2 places and, when the inner starboard engine failed the aircraft went into a steep dive. Almost as Pilot Officer Shinn regained control another enemy fighter attacked and the bomber sustained further damage. Some instruments were shot away and the hydraulic and inter-communication systems were wrecked. Nevertheless, Pilot Officer Shinn retained control and the fighter was evaded. The bomber was gradually losing height but the fires had been extinguished and course was set for home. Pilot Officer Shinn eventually reached an airfield where he effected a successful crash-landing. This officer displayed great skill, courage and coolness in most harassing circumstances.

Pilot Officer Philip Joseph WILSON (Can/J.19982), Royal Canadian Air Force, No. 166 Squadron.

One night in March, 1944, this officer piloted an aircraft detailed to attack Nuremberg. Whilst over the target area the aircraft was hit by machine gun fire from a fighter and sustained damage to the port elevators, the bomb bay and other parts of the structure. The tailplane caught fire and was seriously burnt. Although the bomber dived steeply, Pilot Officer Wilson succeeded in regaining control. Throughout the long flight home it was necessary to exert great pressure on the control column but Pilot Officer Wilson, at times assisted by the flight engineer, kept the aircraft steady and eventually reached base. He displayed skill, resolution and endurance of a high order.

Distinguished Flying Cross.

Pilot Officer Desmond Clayton FREEMAN (172828), Royal Air Force Volunteer Reserve, No. 61 Squadron.

Conspicuous Gallantry Medal (Flying).

1576762 Sergeant Leslie CHAPMAN, Royal Air Force Volunteer Reserve, No. 61 Squadron.

This officer and airman were pilot and wireless operator respectively of an aircraft detailed to attack Nuremberg one night in March, 1944. During the operation the aircraft was attacked by a fighter. It was driven off but shortly afterwards two more enemy aircraft attacked. Before they also were driven off the bomber had sustained much damage. The starboard wing, the flaps and the undercarriage nacelle were all hit by bullets. The mid-upper and front turrets were damaged. The windscreen was shattered

and other parts of the airframe were shot away. Four members of the crew were wounded. Most of the navigational equipment was useless but course was set for home. Sergeant Chapman had been wounded in the back, neck and head but bravely remained at his post obtaining fixes which were of inestimable value in establishing the aircraft's position at various stages on the return flight. Finally the English coast was reached and Pilot Officer Freeman landed the aircraft safely although a tyre on one of the landing wheels had been punctured. Pilot Officer Freeman displayed great skill, courage and determination throughout; Sergeant Chapman also proved himself to be a gallant member of aircraft crew. It was not until the aircraft had been safely landed that he informed his captain of his wounds. He set a splendid example.

Conspicuous Gallantry Medal (Flying).

1515563 Sergeant Edward Dyson DURRANS, Royal Air Force Volunteer Reserve, No. 90 Squadron.

This airman was the wireless operator of an aircraft detailed for a sortie one night in April, 1944. On the return flight the aircraft was hit by anti-aircraft fire. Sergeant Durrans was severely wounded by flying fragments of shrapnel. Although suffering acutely and affected by the loss of blood, Sergeant Durrans would not leave his post and continued working his wireless apparatus until the aircraft reached the English coast. His courage, fortitude and utter disregard for his own welfare set an example in keeping with the best traditions of the Royal Air Force.

Distinguished Flying Medal.

1299165 Sergeant Ralph Algernon BRIARS, Royal Air Force Volunteer Reserve, No. 49 Squadron.

1578343 Sergeant Arthur WARD, Royal Air Force Volunteer Reserve, No. 49 Squadron.

1626273 Sergeant Roy MACHIN, Royal Air Force Volunteer Reserve, No. 49 Squadron.

These airmen were rear gunner, wireless operator and mid-upper gunner respectively of an aircraft detailed to attack Augsburg one night in February, 1944. When approaching the target the aircraft was attacked by a fighter and sustained severe damage. The controls were affected and the bomber went into a steep dive. As the pilot and flight engineer endeavoured to regain control, Sergeants Briars, Machin and Ward directed their efforts towards extinguishing the fire. Bullets were exploding in the ammunition ducts but, completely ignoring this danger, they laboured strenuously to beat out the flames. As the task was accomplished, Sergeant Briars collapsed through lack of oxygen. Sergeant Machin promptly tended his comrade, whilst Sergeant Ward returned to his turret ready to defend his aircraft if again necessary. In the face of a most trying situation these airmen maintained perfect discipline and displayed courage and resolution of a high order.

1551762 Sergeant John MacPherson CHALMERS, Royal Air Force Volunteer Reserve, No. 100 Squadron.

This airman was the wireless operator (air) of an aircraft engaged on an operational mission. During the sortie the aircraft was badly damaged in an engagement with a fighter. Sergeant Chalmers was wounded in the hand to which he also received burns in an attempt to prevent flames from a defective engine spreading to the fuselage. Despite his injury, Sergeant Chalmers continued his wireless duties and proved of great assistance to his pilot during the homeward flight. His exemplary conduct and devotion to duty were most commendable. He has taken part in many sorties, including attacks on such targets as Berlin, Stuttgart, Frankfurt and Essen.

Can/R.56103 Sergeant Edwin Omer GEORGE, Royal Canadian Air Force, No. 426 (R.C.A.F.) Squadron.

This airman has taken part in several sorties and has displayed notable courage and devotion to duty. On one occasion he was the mid-upper gunner of an aircraft detailed to attack Berlin. In the very early stages of the flight, Sergeant George slipped and fractured his leg. Although suffering acutely he stubbornly refused to leave his post. Some time later heavy anti-aircraft was encountered and the bomber was hit. In the pilot's subsequent manoeuvring, Sergeant George proved of great assistance by his skilful evading