

detailed to attack a target in the Ruhr. Although the rear turret became unserviceable early on the outward flight this did not deter Pilot Officer Potts from continuing to the strongly defended target which he successfully attacked. This officer set a fine example of devotion to duty.

Pilot Officer Ronald Clapham REINELT (I74583), R.A.F.V.R. 433 (R.C.A.F.) Sqn.

This officer has completed a large number of sorties, including attacks on such targets as Frankfurt, Mannheim and Berlin. On one occasion in March, 1944, his aircraft was extensively damaged in an encounter with a fighter. The starboard mainplane caught fire and the flames were only extinguished with much difficulty. Nevertheless, Pilot Officer Reinelt flew the damaged aircraft to an airfield in this country. His example of courage and resolution was most commendable.

Pilot Officer Alister Keith SAUNDERS (N.Z.403992), R.N.Z.A.F. 277 Sqn.

In air/sea rescue operations this officer has displayed great courage and determination and has been responsible for rescuing many members of aircraft crew from the sea. On a recent occasion he was detailed to search for a pilot who had come down in the sea. Pilot Officer Saunders found him in very heavy seas, being supported only by his safety jacket. Pilot Officer Saunders brought his aircraft down on to the water safely and with difficulty succeeded in getting his comrade aboard. He was unable to take off again, however, owing to the heavy running seas. Nevertheless, for the next hour he taxied towards the coast. On the way the aircraft was severely buffeted and sustained damage. Further progress became impossible but, just before the aircraft began to sink, its occupants were taken aboard a vessel which had been ordered to their assistance. Pilot Officer Saunders' resolution and devotion to duty were typical of that which he has shown in the execution of all his tasks.

Pilot Officer Ronald Edgar WALKER (I71855), R.A.F.V.R., 57 Sqn.

This officer was the pilot of an aircraft detailed to attack Tours one night in May, 1944. Whilst over the target area the aircraft was attacked by a Junkers 88. One engine was rendered useless, the rudder and airframe were damaged; the rear turret was also rendered unserviceable and its gunner was injured. In spite of this Pilot Officer Walker pressed home his bombing attack and afterwards flew the damaged aircraft to base. His courage and determination were most commendable.

Pilot Officer Frederick Albert William Johnson WILSON (Can/J.85676), R.C.A.F. 441 (R.C.A.F.) Sqn.

Pilot Officer Wilson is a determined and gallant fighter. He has participated in a very large number of varied sorties during which he has destroyed 6 enemy aircraft. This officer has rendered much loyal and devoted service.

Warrant Officer Raymond John HENDERSON (Aus. 409700), R.A.A.F. 210 Sqn.

Warrant Officer Henderson has completed much operational flying and has proved himself to be a most dependable and efficient member of aircraft crew. Recently he was the front gunner in an aircraft which attacked a U-boat. In the fight he displayed great coolness and resolution. Withholding his fire until the submarine was in close range, Warrant Officer Henderson then raked the conning tower with his bullets. His accurate fire completely silenced the U-boat's guns and enabled his pilot to press home a successful attack. He set a fine example of courage and devotion to duty.

*Distinguished Flying Cross.*

Flying Officer Harry Frederick Ernest SMITH (Can/J.14627), R.C.A.F., 419 (R.C.A.F.) Sqn.

*Distinguished Flying Medal.*

1270593 Flight Sergeant Thomas John BRIGHT, R.A.F.V.R., 419 (R.C.A.F.) Sqn.

In air operations this officer and airman have displayed courage, fortitude and devotion to duty of a high order

*Distinguished Flying Cross.*

Squadron Leader Brian Aubrey Sisson (37894), R.A.F.O., 59 Sqn.

*Distinguished Flying Medal.*

568520 Flight Sergeant Nathaniel William BEAMES, R.A.F.V.R., 59 Sqn.

This officer and airman were pilot and flight engineer respectively in an aircraft which engaged a U-boat in May, 1944. The submarine was first sighted in company with another armed ship. In spite of heavy opposing fire from both vessels, Squadron Leader Sisson pressed home his attack on the under water craft with great determination. In the action, Flight Sergeant Beames manned a machine gun in the nose of the aircraft and, as his pilot approached to the attack, he sprayed the conning-tower of the U-boat with withering fire. The skill, courage and resolution shown by these members of aircraft crew were worthy of much praise.

*Conspicuous Gallantry Medal (Flying).*

1210365 Sergeant Fielder Bennett DEW, R.A.F.V.R., 78 Sqn.

*Distinguished Flying Medal.*

Can/R.159115 Flight Sergeant Kenneth Lawrence LONG, R.C.A.F., 78 Sqn.

1323439 Sergeant Ladislaus Corbishley BROWNE, R.A.F.V.R., 78 Sqn.

These airmen were flight engineer, pilot and wireless operator (air) of an aircraft detailed to attack Bourg Leopold one night in May, 1944. When nearing the enemy coast, on the homeward flight, the aircraft was attacked by a fighter and sustained considerable damage. Two engines were put out of action and extensive fires started in the fuselage. The bomber temporarily went out of control. At this moment it was struck by bullets from another enemy aircraft. Sergeant Dew was badly wounded in the foot, the thigh and arm; Sergeant Browne also sustained severe wounds in the arm and thigh. The situation was critical but although Sergeant Long ordered his crew to prepare to abandon aircraft, he attempted to regain control. He succeeded in so doing. Meanwhile, Sergeant Dew, in spite of considerable suffering and weakness through loss of blood, fought the fires and his efforts were successful; he also succeeded in re-starting one of the damaged engines. By now he was unable to move about. Nevertheless, throughout the remainder of the homeward flight he directed other of his comrades in the necessary engineering tasks. Sergeant Browne also proved himself to be a devoted member of aircraft crew for, injured as he was, and suffering acutely, he insisted on remaining by his wireless apparatus to assist his pilot on his course. Eventually, Flight Sergeant Long reached an airfield in this country and made a safe landing. In the face of a trying ordeal, these airmen displayed high courage, great skill and endurance. Their example ranks high.

*Distinguished Flying Medal.*

1316514 Flight Sergeant Sidney George COOLE, R.A.F.V.R., 166 Sqn.

1594276 Sergeant Raymond SCARGILL, R.A.F.V.R., No. 166 Sqn.

These airmen were pilot and mid-upper gunner respectively of an aircraft detailed to attack Aachen one night in May, 1944. The target was successfully attacked but when crossing the enemy coast en route for home, the aircraft was engaged by a fighter. The rear gunner was wounded and his turret was disabled but he gave the necessary evading directions to his pilot, Flight Sergeant Coole, who manoeuvred to a position from which Sergeant Scargill was able to bring his guns into action. With a well placed burst of fire he struck the attacker with a stream of bullets, causing it to fall to the ground out of control. In the fight the bomber had sustained damage. The ammunition tracks had set alight and were blazing furiously. Sergeant Scargill promptly left his turret and assisted in quelling the flames. As the task was accomplished he collapsed owing to the choking fumes and from the lack of oxygen.

Meanwhile, Flight Sergeant Coole held to his homeward course and, in spite of much difficulty