

Flight Lieutenant Ralph EDWARDS (115211), R.A.F.V.R., 7 Sqn.

This officer has completed a very large number of sorties, involving attacks on a wide range of targets in Germany; he has also completed several bombing missions against targets in Normandy. He is a highly skilled and fearless captain and pilot, whose fine fighting qualities have been reflected in the efficiency and determination of his crews.

Acting Flight Lieutenant Hugh Burn HAY, D.F.C. (Can/J.15707), R.C.A.F., 692 Sqn.

This officer has participated in a very large number of sorties, involving attacks on a wide variety of enemy targets. He has invariably displayed a high standard of courage and resolution. He has rendered much loyal and devoted service.

Flying Officer Nicoll Ramsay ROSS, D.F.C. (158240), R.A.F.V.R., 617 Sqn.

This officer has completed a very large number of sorties and the successes obtained are a fine testimony to his great skill, courage and resolution. He is a model captain, whose strong sense of duty, gallantry and resource have set an example of the highest order.

*Distinguished Flying Cross.*

Acting Squadron Leader George Percy LACE, D.F.M. (135890), R.A.F.V.R., 49 Sqn.

One night in July, 1944, this officer piloted an aircraft in an attack on St. Leu. Shortly after the bombs had been released the aircraft was attacked by a fighter. Squadron Leader Lace manoeuvred with much skill and, although the fighter attacked with persistence, it was finally driven off. In the fight the bomber had sustained damage and became difficult to control. Nevertheless, Squadron Leader Lace flew to an airfield and effected a safe landing. This officer displayed great skill, courage and coolness in harassing circumstances.

Acting Squadron Leader Bedford Donald Chase PATTERSON (Can/J.10296), R.C.A.F., 426 (R.C.A.F.) Sqn.

As captain of aircraft, Squadron Leader Patterson has participated in very many attacks on targets in Germany. On one occasion, whilst over Berlin, one wing of his aircraft caught fire and burned fiercely for some minutes. Despite this, Squadron Leader Patterson pressed home a most determined attack. On several occasions this officer has proved his skill and resource in evading enemy fighters which have attempted to close in on his aircraft. He has displayed a high standard of keenness and devotion to duty throughout.

Acting Flight Lieutenant Donald William MCGOWAN (Can/J.20070), R.C.A.F., 578 Sqn.

This officer has completed a large number of sorties, most of which have been against strongly defended targets in Germany. He has invariably displayed praiseworthy skill and courage, qualities which were amply demonstrated when he was detailed to attack a target in France in July, 1944. When crossing the enemy coast considerable anti-aircraft fire was experienced. The aircraft was repeatedly hit and a member of the crew was wounded. In spite of this, Flight Lieutenant McGowan continued to the target. His determination was characteristic of that which he has shown throughout his tour.

Flying Officer Robert Lindsay BIENVENU (Aus.410617), R.A.A.F., 49 Sqn.

This officer was the navigator of an aircraft detailed to attack St. Leu one night in July, 1944. When crossing the enemy coast on the return flight the aircraft was attacked by a fighter and sustained much damage. Flying Officer Bienvenu plotted his position with great accuracy and afterwards guided the aircraft safely home. His skill contributed materially to the safe return of the aircraft.

Flying Officer Kyle Bowering SELICK (Aus.407755), R.A.A.F., 247 Sqn.

This officer has taken part in many sorties, involving attacks on locomotives, railway sidings, mechanical transport and other targets on the ground. He has displayed the greatest keenness for operations and his determination to inflict loss on the enemy has been most evident. In June, 1944, he took part in an attack on a number of armoured vehicles in the Caen area. Before closing in, his aircraft was hit by fragments of shell. At the same time, Flying Officer Slick observed another aircraft of the formation being heavily

engaged by fire from the ground defences. Displaying great resolution he dived almost to ground level and raked the gun site with cannon shells in an effort to divert the enemy's fire. He afterwards attacked his main target in the face of much light and heavy anti-aircraft fire. His aircraft was repeatedly hit but he flew it to base and effected a masterly landing.

Flying Officer Murray SOUTER (Aus.409762), R.A.A.F., 104 Sqn.

This officer was the navigator in an aircraft detailed for a mine-laying mission recently. When nearing the target the aircraft was illuminated in a cone of searchlights and subjected to intense fire from the batteries on shore. The aircraft was repeatedly hit and Flying Officer Souter was severely wounded, sustaining fractures to the elbow and leg. Although in acute pain and suffering from the loss of blood he gave his pilot the correct course for home. Afterwards he instructed other members of the crew in the application of tourniquets and bandages to his injuries. Afterwards, by calling upon almost his last ounce of strength, he retained consciousness and continued to give advice on navigational problems until base was reached. His example of courage, fortitude and devotion to duty was of the highest order.

Acting Flying Officer Frank Francis MOLINAS (Aus.425454), R.A.A.F., 619 Sqn.

This officer was the pilot of an aircraft detailed to attack a target in Northern France one night in July, 1944. In the bombing run the aircraft was attacked by a fighter and sustained much damage. The port engine was put out of action, several large holes were torn in one of the wings and the ailerons were damaged. Some of the pilot's instruments were shattered, whilst Flying Officer Molinas himself was slightly wounded. In spite of this, he manoeuvred to a good position from which his gunners were able to engage the enemy aircraft effectively. Following their good shooting the attacker was seen to turn on its back and then dive steeply apparently out of control. Flying Officer Molinas then executed a successful bombing attack and afterwards flew the damaged aircraft to base. This officer set a fine example of skill, courage and resolution.

Pilot Officer John BELLOCK (Aus.410140), R.A.A.F., 40 Sqn.

This officer has successfully attacked a wide range of enemy targets. He has displayed the highest standard of skill and gallantry, qualities which were amply demonstrated in two recent attacks on enemy air fields. On the first of these, strong fighter opposition was encountered. His aircraft was attacked by a Junkers 88 but Pilot Officer Bellock out-manoeuvred the attacker which was shot down. This officer afterwards pressed home a brilliant attack on the target and obtained an excellent photograph. Pilot Officer Bellock is an outstanding captain.

Pilot Officer Arthur Thomas BOSWELL (177760), R.A.F.V.R., 49 Sqn.

This officer was the pilot and captain of an aircraft detailed for a mine-laying mission one night in July, 1944. When approaching the target area much searchlight activity was experienced and the aircraft came under intense fire from the shore batteries. In spite of this, Pilot Officer Boswell released his mines in the prescribed area. In the execution of his task, which demanded the highest standard of skill, Pilot Officer Boswell displayed great bravery and devotion to duty. Some days later this officer flew with distinction in a successful attack on an enemy air field.

Pilot Officer John Anthony Bathurst MALVERN (173917), R.A.F.V.R., 578 Sqn.

Pilot Officer Malvern has completed a notable tour of operations during which he has displayed exceptional skill and determination in attacking heavily defended targets. Not once has he failed to complete his allotted task and the photographs he has taken are a good proof of the accuracy of his bombing. He is a most capable captain, whose personal example has inspired all with whom he has flown.

Pilot Officer Philip John Tudor PILE (Aus.420416), R.A.A.F., 104 Sqn.

This officer has completed numerous sorties and has invariably displayed a high standard of skill and bravery. One night in July, 1944, he participated in a mine-laying mission. When approaching the target area considerable searchlight activity