

recovered consciousness after first aid had been rendered and immediately asked to be allowed to remain at his post until base was reached. His example of courage and devotion to duty was most praiseworthy.

Flying Officer Maurice Leo DUBOIS (Can/J.25922), R.C.A.F., 550 Sqn.

In August, 1944, Flying Officer Dubois was detailed to attack an oil storage depot at Dugny. On the bombing run his aircraft was twice hit by anti-aircraft fire and on the second occasion this officer was severely wounded in the neck by shrapnel. He fainted momentarily but recovered to find the aircraft in a steep dive. Regaining control of the aircraft he called for a first aid kit and had his wounds dressed by a member of the crew. Although feeling very weak from loss of blood, he made another bombing run and successfully attacked the target. He afterwards flew his aircraft back to base and made a successful landing. Flying Officer Dubois has participated in many sorties and his determination to complete his missions regardless of his own personal safety has set a fine example to his squadron.

Flying Officer David Barrett FROST (131007), R.A.F.V.R., 235 Sqn.

This officer has completed very many sorties. Recently he has taken part in several attacks on enemy shipping, during which several merchantmen, escorting vessels and minesweepers have been attacked. In these operations, Flying Officer Frost has displayed commendable skill, gallantry and devotion to duty.

Flying Officer Harold Houghton GREGSON (Can/J.26501), R.C.A.F., 425 (R.C.A.F.) Sqn.

One night in June, 1944, this officer was pilot of an aircraft detailed to attack a target. Shortly after crossing the French coast on the outward journey, an engine failed. Despite gradual loss of height and air speed, Flying Officer Gregson continued his mission. Undeterred by heavy anti-aircraft fire and numerous searchlights, he successfully completed the attack. On the return journey, by carefully conserving the remaining fuel the aircraft was brought safely back to base. Flying Officer Gregson has completed many sorties and has invariably displayed praiseworthy skill and gallantry.

Flying Officer Harold Bertram IBBOTT (149603), R.A.F.V.R., 161 Sqn.

Flying Officer Ibbott is a skilful and resolute pilot. He has completed a large number of sorties many of them against dangerous and difficult targets. He has at all times displayed great coolness, courage and determination.

Flying Officer Herbert Oxley JOHNSON (112784), R.A.F.V.R., 83 Sqn.

In air operations this officer has displayed skill, courage and devotion to duty of the highest order.

Flying Officer William Watson MILLER (151387), R.A.F.V.R., 248 Sqn.

This officer has participated in a large number of varied sorties. He is a navigator of great ability and his fine work has contributed materially to the success of the operations in which he has taken part. In August, 1944, during a reconnaissance of the Gironde area his aircraft was hit by anti-aircraft fire. The petrol tanks were pierced and a quantity of the contents were lost. A course was set for home but the petrol became exhausted and the aircraft came down on to the sea. Flying Officer Miller, who had temporarily lost consciousness, recovered to find himself submerged in the cockpit. He released his harness and managed to climb clear. His pilot was apparently still trapped. Although Flying Officer Miller had both his ankles fractured and was in great distress, he re-entered the cockpit in a vain attempt to find his comrade. He displayed great courage, fortitude and resolution in highly trying circumstances.

Flying Officer Frank Ernest PRINGLE (131892), R.A.F.V.R., 29 Sqn.

Flying Officer Edmund Wain EATON (162787), R.A.F.V.R., 29 Sqn.

These officers have completed very many sorties as pilot and observer respectively. They have displayed a high standard of skill and determination and have destroyed 3 enemy aircraft.

Flying Officer Robert PURVIS (175075), R.A.F.V.R., 550 Sqn.

In August, 1944, Flying Officer Purvis was captain of an aircraft detailed to attack an oil

storage installation at Bordeaux. On the bombing run his aircraft was severely damaged by anti-aircraft fire. Two engines were rendered unserviceable. The bomb aimer and flight engineer were wounded. The aircraft began to lose height rapidly but Flying Officer Purvis regained control and course was set for home. He finally reached this country and effected a successful crash landing at an airfield. By his skill and coolness in a difficult situation, this officer was undoubtedly responsible for the safe return of his aircraft.

Flying Officer James Tennant ROSS (169070), R.A.F.V.R., 235 Sqn.

This officer has participated in many sorties, several of them being attacks on enemy shipping. On these last operations many vessels of varying type and size have been successfully attacked. Throughout, Flying Officer Ross has displayed a high degree of skill and gallantry, setting a very fine example.

Flying Officer Paul Jean ROY (Can/J.17397), R.C.A.F., 278 Sqn.

As wireless operator (air) Flying Officer Roy has participated in a large number of air/sea rescue operations. On these missions many personnel have been saved, a result in which Flying Officer Roy has played his part worthily. He has displayed commendable courage, fortitude and resolution.

Flying Officer Noel RUSSELL (134004), R.A.F.V.R., 235 Sqn.

This officer has completed much operational flying during which he has attacked a wide range of targets and inflicted much loss on the enemy. His successes in the air include the destruction of at least 3 enemy aircraft. Since joining his present squadron, Flying Officer Russell has participated in several attacks on enemy shipping and his resolute and skilful efforts have contributed materially to the good results obtained.

Flying Officer Thomas Cecil SCOTT (135621), R.A.F.V.R., 248 Sqn.

This officer has participated in very many sorties, including numerous successful attacks on enemy shipping. He is a highly efficient and resolute navigator whose ability has contributed in good measure to the successes obtained. By his appreciation of the responsibilities entrusted to him and his unflinching devotion to the task on hand, this officer has set a very fine example.

Flying Officer David Lawrie SHIELD (139495), R.A.F.V.R., 235 Sqn.

This officer has displayed a high standard of skill, courage and devotion to duty in operations against the enemy. Recently he has participated in several attacks on enemy shipping and throughout has shown the greatest determination in pressing home his attacks. On one occasion his aircraft was badly damaged by fire from armed vessels. Nevertheless, he flew to base and effected a successful crash-landing.

Flying Officer George Henry WARD, D.F.M. (52500), R.A.F., 138 Sqn.

Since the award of the Distinguished Flying Medal, Flying Officer Ward has participated in many sorties as navigator. Many of these operations have been undertaken over difficult terrain and in adverse weather but Flying Officer Ward has guided his pilot to the target with great skill. Much of the success achieved can be attributed to this officer's excellent work.

Acting Flying Officer Leonard James SALTMARSH (174576), R.A.F.V.R., 514 Sqn.

This officer has completed many successful sorties as captain and pilot of aircraft. He has displayed high qualities of courage and determination and his example has been most inspiring. In August, 1944, Flying Officer Saltmarsh participated in an attack on Saint Trond. On the outward flight one engine became unserviceable which reduced his flying speed. Nevertheless, he went to the target and bombed it. On the return journey a second engine became useless but Flying Officer Saltmarsh flew the aircraft to base and landed it safely.

Pilot Officer Robert John CAPON (176943), R.A.F.V.R., 433 (R.C.A.F.) Sqn.

Pilot Officer John SURTEES (174684), R.A.F.V.R., 433 (R.C.A.F.) Sqn.

These officers as flight engineer and wireless operator respectively have participated in many sorties against a variety of heavily defended targets in Germany. On one occasion shortly after