

Flight Lieutenant William Alfred OLMSTED (Can/J.5125), R.C.A.F., 442 (R.C.A.F.) Sqn.

Flight Lieutenant Olmsted has flown on many operational sorties over enemy territory and has at all times displayed exceptional keenness and determination. In two successive days in August, 1944, he was responsible for the destruction of 28 enemy vehicles, bringing the total he has destroyed to 50. He has rendered fine service.

Flight Lieutenant Mervyn Henry PARRY, A.F.C. (63850), R.A.F.V.R., 106 Sqn.

One night in August, 1944, Flight Lieutenant Parry was detailed for a minelaying mission in a canal which was a vital link in the enemy's communications. Despite intense anti-aircraft fire from ships and batteries on land, Flight Lieutenant Parry delivered a highly successful attack from extremely low level. When leaving the target Flight Lieutenant Parry skilfully avoided a belt of trees which lay in his course. Meanwhile a searchlight was being manipulated to illuminate the aircraft but it was extinguished by a burst of fire from the rear runner. Flight Lieutenant Parry displayed outstanding skill and gallantry on this difficult and dangerous mission. He has executed very many sorties and has displayed unbeatable determination and devotion to duty.

Acting Flight Lieutenant Philip AINLEY (150447), R.A.F.V.R., 57 Sqn.

One night in August, 1944, Flight Lieutenant Ainley was detailed for a mine-laying mission in an enemy waterway. To ensure success a high degree of skill, courage and resolution was demanded but Flight Lieutenant Ainley executed his task with outstanding skill and placed his mines in this vital target with great precision. His achievement was worthy of the greatest praise.

Acting Flying Officer Herbert DAVIES (178057), R.A.F.V.R., 10 Sqn.

This officer has completed many sorties, most of which have been against targets in Northern France before the German retreat. He has displayed commendable courage and resolution and on several occasions, his masterly airmanship has made possible a safe return to base in difficult circumstances. In August, 1944, after bombing Watten, both the starboard and port outer engines failed. Although losing height Flying Officer Davies succeeded in reaching an airfield where he effected a safe landing.

Acting Flying Officer Alan Campbell McKELLAR (174556), R.A.F.V.R., 57 Sqn.

This officer has completed many successful sorties showing the qualities of a skilful, determined, and fearless pilot. One night in August, 1944, Flying Officer McKellar was detailed for a mine-laying mission in a vital enemy waterway. The operation called for the highest standard of skill and determination and the success obtained reflects the greatest credit on the efforts of this officer.

Acting Flight Lieutenant Geoffrey William STOKES (151468), R.A.F.V.R., 15 Sqn.

One night in August, 1944, Flight Lieutenant Stokes was captain of an aircraft in an attack on Russelsheim. En route his aircraft was hit and severely damaged by anti-aircraft fire. An engine was put out of action, a petrol tank holed and the hydraulic system damaged thereby rendering the rear gun turret unserviceable. Undeterred Flight Lieutenant Stokes continued his mission. His aircraft was again damaged by enemy fire but he nevertheless successfully bombed his target. Displaying great skill and courage, Flight Lieutenant Stokes flew his damaged aircraft back to base where he effected a safe landing. This officer has completed very many sorties and has displayed keenness and resolution throughout.

Flying Officer Donald Wallace GOODWIN (Can/J.16942) 442 (R.C.A.F.) Sqn.

Flying Officer Goodwin is a relentless fighter. Since the invasion of Northern France he has been responsible for the destruction of a considerable number of mechanical vehicles, 35 of which he put out of action in one day. In air fighting he has shot down one enemy aircraft.

Flying Officer Peter Norman HERBERT (142135), R.A.F.V.R.

On his first tour of operational duty this officer participated in many sorties, involving attacks on well defended enemy targets. Throughout he displayed a high degree of navigational ability and proved himself to be a worthy member of aircraft

crew. He has now completed very many sorties on his second tour in the role of cine-camera operator. He has shown a real enthusiasm for his duties and his skill is reflected in the excellent quality of the films he has taken. Those of the attacks on Le Havre, Caen and Juvisy are outstanding examples and have proved of great value. Many hundreds of feet of these films have been given wide publicity, thus placing before the general public a pictorial record of Bomber Command's war effort. He has displayed untiring devotion to duty.

Flying Officer John Daly JOHNSTON (170272), R.A.F.V.R., 148 Sqn.

This officer has completed numerous sorties and has set a fine example of devotion to duty. On a recent occasion he executed a most difficult assignment with success. Although his aircraft sustained damage by anti-aircraft fire, he flew it several hundred miles to base and effected a safe landing. His courage and resolution on this occasion were of a high order.

Flying Officer Donald Charles LAUBMAN (Can/J.14013), R.C.A.F., No. 412 (R.C.A.F.) Sqn.

This officer has consistently displayed outstanding courage and determination to engage the enemy and has destroyed at least five enemy aircraft. He has invariably pressed home his attacks against road transport with great success.

Flying Officer Ronald Desmond MAYHILL (N.Z.429967), R.N.Z.A.F., 75 (N.Z.) Sqn.

In August, 1944, during a daylight attack on Pont Remy, the aircraft of which this officer was the bomb aimer, was hit by anti-aircraft fire during the bombing run. Flying Officer Mayhill was injured and was temporarily blinded in one eye. Blood streamed down his face but he insisted on the captain making a further bombing run on which the target was successfully attacked. He showed outstanding devotion to duty and courage.

Flying Officer Herbert Henry OSBORN (152528), R.A.F.V.R., 455 (R.C.A.F.) Sqn.

Flying Officer Osborn was the navigator of the leading aircraft of his squadron in an attack on the heavily defended harbour of Den Helder in September, 1944. Intense heavy and light anti-aircraft fire was encountered and the aircraft was struck repeatedly. Much damage was sustained and Flying Officer Osborn was wounded in both legs by flying fragments of shell. His compartment was generally wrecked and the wireless apparatus caught fire. In spite of his injuries Flying Officer Osborn displayed great coolness and presence of mind and beat out the flames with his hands. Most of his navigational equipment had been destroyed but he guided his pilot home with his usual skill. This officer set a fine example of courage and devotion to duty.

Flying Officer Douglas Nevill ROBINSON (N.Z.413481), R.N.Z.A.F., No. 488 (N.Z.) Sqn.

Flying Officer Robinson has executed many sorties, attacking numerous targets. Throughout, he has shown courage and determination and has shot down 4 enemy aircraft at night. He has set a fine example of determination and devotion to duty.

Flying Officer Stephen Joseph SYKES (Aus.422751), R.A.A.F., 455 (R.A.A.F.) Sqn.

Since joining the squadron, Flying Officer Sykes has taken part in many operational missions, including numerous attacks on enemy shipping. In September, 1944, he took part in an attack on shipping in the harbour at Den Helder. In spite of fierce fire from the enemy's defences this officer pressed home his attack from mast height, obtaining hits on a trawler. His aircraft was repeatedly hit and much damage was sustained. A large hole was torn in the nose of the aircraft on the starboard side. Nevertheless, Flying Officer Sykes flew back to base. After landing it was discovered that some 3 feet of the top of a ship's mast was embedded in the torn nose of the aircraft. Flying Officer Sykes is an outstanding pilot whose brilliant marksmanship and great determination have earned him much success.

Flying Officer Matthew Lovell TAPP (Aus.423926), R.A.A.F., No. 12 Sqn.

Flying Officer Tapp was air bomber of an aircraft detailed to attack St. Riquier in August, 1944. Over the target the aircraft came under heavy fire from the ground defences. A shell burst in the compartment occupied by Flying