

completed a large number of sorties, including attacks on airfields, communications, troop concentrations and other targets.

Flying Officer Francis Thom GRIFFEN (Aus. 432154), R.A.A.F., 463 (R.A.A.F.) Sqn.

In September, 1944, Flying Officer Griffen, as bomb aimer, participated in a daylight attack on enemy positions at Calais. Extremely adverse weather prevailed at the time the bombing run was made, and owing to the presence of our own troops in the vicinity Flying Officer Griffen requested another run in, in order to enable him to place his bombs accurately. Despite heavy anti-aircraft fire, during which Flying Officer Griffen was wounded in the legs, thigh and arms, he directed his captain on the approach to the target and released his bombs accurately. Flying Officer Griffen has set an excellent example of courage and devotion to duty.

Flying Officer Francis JENKINS (Can/J.9441), R.C.A.F., 268 Sqn.

Flying Officer Jenkins has displayed great skill and courage on reconnaissance missions over enemy-occupied territory. On many occasions considerable anti-aircraft fire has been encountered but Flying Officer Jenkins has executed his task with great resolution and returned with valuable information.

Flying Officer William Carman KENT (Can/J.18425), R.C.A.F., 426 (R.C.A.F.) Sqn.

Flying Officer Kent, as captain of aircraft, was detailed to attack a synthetic oil refinery at Warne Eickel in the Ruhr one afternoon in September, 1944. During the bombing run over the target the port outer engine was hit by anti-aircraft fire but Flying Officer Kent continued with his task and then set course for home. Over the German border the starboard inner engine and oil pressure began to fail. The aircraft lost height. When over the North Sea, this engine began to lose power but with great skill Flying Officer Kent brought the aircraft and its crew safely back to base. This instance is typical of the skill and courage this officer has displayed on all his operations.

Flying Officer Robert Ross KINGSLAND (Can/J.25139), R.C.A.F., 429 (R.C.A.F.) Sqn.

Pilot Officer Joseph Herve Roger COURTOIS (Can/J.88449), R.C.A.F., 429 (R.C.A.F.) Sqn.

This pilot and wireless operator (air) have completed many sorties against the enemy and on all occasions have displayed coolness and devotion to duty. On a recent mine laying operation over Oslo heavy anti-aircraft was encountered, which damaged the starboard outer and port outer engines. Undeterred Flying Officer Kingsland completed his run and successfully dropped his mines before taking evasive action. Fire broke out and was eventually extinguished, but at the same time the starboard propeller flew off, damaged the starboard inner propeller, port fin and rudder. Over the sea the starboard inner engine caught fire but the flames were put out. Height was lost and it was evident that the aircraft could not reach land. Pilot Officer Courtois remained at his post, sending out distress signals, until ordered to his forced landing position. The bomber was then brought safely down on to the sea and the crew were subsequently rescued from their dinghy. The courage and initiative displayed by these officers in the face of danger inspired the rest of the crew and are worthy of the highest praise.

Flying Officer Aubrey William LANE (Aus.22873), R.A.A.F., 462 (R.A.A.F.) Sqn.

One day in August, 1944, this officer was detailed to attack the synthetic oil plant at Homberg. Before the enemy coast was reached the port outer engine failed but although fully aware of the risks involved Flying Officer Lane flew on towards his target. In the target area the bomber sustained damage, and a second engine was hit. Being unable to identify his primary target this officer made a successful attack on a secondary objective. Flying Officer Lane has displayed great determination to achieve success.

Flying Officer Alexander Hamill MCKEE (149669), R.A.F.V.R., 21 Sqn.

As navigator, Flying Officer McKee has participated in a large number of sorties, involving attacks on shipping, airfields and numerous other targets. He has at all times displayed the greatest

keenness and skill and has proved himself to be a worthy member of aircraft crew. On one occasion, when his aircraft was attacked by a fighter, the air gunner was seriously wounded. Flying Officer McKee immediately manned the turret and his good shooting drove off the enemy aircraft.

Flying Officer Eric Ryarson McRORIE (Can/J.27274), R.C.A.F., 419 (R.C.A.F.) Sqn.

One night in March, 1944, when on his first operation, a mine laying mission to Kiel Bay, the port engines of the aircraft of which Flying Officer McRorie was air bomber, caught fire. On the return journey it became necessary to bring the bomber down on to the sea. Flying Officer McRorie calmly continued with his work, assisting the navigator and then strapped in the pilot and tried to jettison his escape hatch. The escape hatch was found to be immovable so Flying Officer McRorie obtained an axe and chopped the hatch away just before the aircraft touched the water. The engineer was injured on impact and was unable to escape. Flying Officer McRorie returned to the aircraft to assist him and succeeded in getting him into the dinghy. His outstanding coolness and courage in the face of danger is worthy of the highest praise.

Flying Officer Arthur Andrew MOYER (Can/J.14645), R.C.A.F., 226 Sqn.

This navigator has completed numerous sorties in daylight and at night. Many of his missions have been in close support of our armies on the Continent. Flying Officer Moyer has shown exceptional ability and great courage in the face of heavy enemy fire.

Flying Officer Basil Francis Neil RACHINGER (Aus.410091), R.A.A.F., 268 Sqn.

This officer has completed a large number of photographic and tactical reconnaissances, many of them in the face of very heavy enemy opposition. Nevertheless, he has secured excellent photographs of beach obstructions, strongly defended points and enemy troop movements. He shows the highest standards of keenness and bravery.

Flying Officer Robert George ROWELL (Aus.414429), R.A.A.A.F., 464 Sqn.

This officer has completed a highly successful operational tour. He has consistently displayed the greatest enthusiasm and has invariably pressed home his attacks to good effect. Flying Officer Rowell is a skilful pilot whose zeal and untiring energy have made him an invaluable member of his squadron.

Flying Officer Irvin Benson TODD (Can/J.24267), R.C.A.F., 425 (R.C.A.F.) Sqn.

Flying Officer Todd has flown on many operational sorties which included missions over some of the most heavily defended targets such as Kiel, Stuttgart and Hamburg. In July, 1944, Flying Officer Todd was detailed to attack Thiverny, France, in daylight. As he was taking off, a large bird flew into the pilot's windscreen. Small particles of glass entered Flying Officer Todd's eyes, partially blinding him, but he retained control of his aircraft. Despite great personal discomfort he courageously continued to his target and successfully completed his mission. On this and other occasions Flying Officer Todd's coolness, resourcefulness and tenacity of purpose have rendered him a very valuable member of his crew and his gallantry is worthy of the highest praise.

Flying Officer Dennis Charles USHER, D.F.M. (139930), R.A.F.V.R., 74 Sqn.

Since being awarded the Distinguished Flying Medal, Flying Officer Usher has completed very many sorties and has continued to display a high degree of skill and determination. He has destroyed five enemy aircraft.

Flying Officer Ivan Morley WILLIAMS (53842), R.A.F., 98 Sqn.

This officer has displayed great determination and devotion to duty. Although he was severely wounded early in his operational career, since his recovery he has completed a very large number of sorties in the role of navigator. He has participated in attacks on many vital targets and his appreciation of the responsibilities entrusted to him, together with his great skill, have contributed in a large way to the successes obtained.