

member and, together they succeeded in extinguishing the flames. This officer displayed great coolness and devotion to duty in harassing circumstances.

Acting Flight Lieutenant Arthur Charles POWELL (54794), R.A.F., 186 Sqn.

This officer has completed very many sorties and has displayed great courage and determination in pressing home his attacks. In October, 1944, he was pilot and captain of an aircraft detailed to attack a target in the Ruhr area. When approaching the target considerable anti-aircraft fire was encountered and Flight Lieutenant Powell's aircraft was hit. The port inner engine sustained damage, whilst a member of the crew was wounded. Nevertheless, Flight Lieutenant Powell maintained formation and executed a successful bombing run. This officer set a fine example of coolness and resolution.

Acting Flight Lieutenant John Wesley STRATTON (150347), R.A.F.V.R., 622 Sqn.

Flight Lieutenant Stratton is a keen, capable and devoted captain of aircraft. He has participated in a large number of sorties and has invariably pressed home his attacks with great vigour, often in the face of intense anti-aircraft fire. On one occasion he piloted an aircraft detailed to attack a target in the Calais area. His first bombing run proved unsuccessful. Although his aircraft had been repeatedly hit by light anti-aircraft fire, Flight Lieutenant Stratton made a second and successful bombing run. He displayed great courage and determination throughout.

Flying Officer Ronald Mitchell FLEMING (Can/J. 24920), R.C.A.F., 415 (R.C.A.F.) Sqn.

This officer was the navigator of an aircraft detailed to attack Bochum one night in October, 1944. During the operation the aircraft sustained extensive damage when hit by anti-aircraft fire. Much of his navigational equipment was rendered useless. In spite of this Flying Officer Fleming navigated the aircraft home with his usual accuracy. He set a fine example of skill and devotion to duty in most difficult circumstances. This officer has participated in a large number of sorties, involving attacks on a wide range of enemy targets.

Flying Officer Harry Knobovitch (Can/J.28738), R.C.A.F., 415 (R.C.A.F.) Sqn.

This officer has participated in many sorties and has set a fine example of skill, courage and devotion to duty. One night in October, 1944, he piloted an aircraft detailed to attack Duisburg. Long before the target was reached, one engine failed completely. Undeterred, Flying Officer Knobovitch continued his mission and a good bombing attack was made. When crossing the coast of France on the return flight, the wireless apparatus caught fire. The aircraft quickly became filled with smoke. Displaying great coolness, Flying Officer Knobovitch directed the efforts of two crew members in extinguishing the flames. This done, he cleared the smoke out of the aircraft by turning on the heater of the defective engine. He afterwards flew the damaged aircraft to base and effected a safe landing. In difficult circumstances, this officer displayed great skill and determination and proved a most inspiring captain.

Flying Officer Kenneth PRITCHARD (Aus.420266), R.A.A.F., 514 Sqn.

This officer has participated in many operational missions and has invariably displayed a high degree of skill, courage and resolution. In October, 1944, he was the air bomber in an aircraft detailed to attack Bonn. Whilst over the target the aircraft was hit by anti-aircraft fire. Flying Officer Pritchard was struck in the leg by a piece of shrapnel, sustaining a severe wound. Although in great pain, this indomitable crew member refused to leave his post until the bombing run had been completed. Throughout the return flight, Flying Officer Pritchard retained consciousness. Although weak from the loss of blood his main thought was to assist, if possible, in helping his captain to fly the damaged bomber home. Such was the severity of his wound that it was later necessary to amputate the affected limb. Flying Officer Pritchard set an outstanding example of fortitude and devotion to duty.

Flying Officer James Arthur SMITH (Aus.413909), R.A.A.F., 608 Sqn.

One night in October, 1944, this officer piloted an aircraft detailed to attack Berlin. After bombing the target his aircraft was hit by anti-aircraft fire. Extensive damage was sustained. The

starboard engine was put out of action. The windscreen on the port side was shattered. The air speed indicator and most of the navigational aids were rendered unserviceable. The hydraulic system was damaged whilst the fuselage was riddled by fragments of shrapnel. Control was temporarily lost and much height was lost before Flying Officer Smith succeeded in levelling out. Even then, the aircraft was very difficult to control but this determined pilot flew it to this country and effected a successful crash landing. Flying Officer Smith displayed skill, courage and devotion to duty of a high order.

Flying Officer James Allister WEIR (Can/J.24474), R.C.A.F., 415 (R.C.A.F.) Sqn.

In October, 1944, this officer piloted an aircraft detailed to attack Bochum. Early on the outward flight the port outer engine became defective but Flying Officer Weir continued his mission. Whilst over enemy territory the aircraft was hit by anti-aircraft fire. One of the petrol tanks was pierced by fragments of shrapnel. A little later an enemy fighter closed in but, by skilful manoeuvring the enemy aircraft was evaded. Whilst over the target the bomber was again hit by anti-aircraft fire. Nevertheless, Flying Officer Weir executed a successful bombing attack and afterwards flew the damaged aircraft to an airfield in this country. This officer has invariably displayed a high standard of skill, courage and resolution.

Acting Flying Officer John Thomas BARLOW (Can/J.85385), R.C.A.F., 429 (R.C.A.F.) Sqn.

One night in October, 1944, this officer piloted an aircraft detailed to attack Essen. On the outward flight the port inner engine failed. Some height was lost but Flying Officer Barlow went on to the target which he bombed from a much lower altitude than planned. On the return flight the hydraulic system became defective and the undercarriage dropped to the down position. The aircraft gradually lost height but Flying Officer Barlow flew safely to base and effected a masterly landing. This officer has completed a large number of sorties and throughout has displayed a high standard of skill, keenness and resolution.

Acting Flying Officer Edgar Leonard FIELD (179542), R.A.F.V.R., 186 Sqn.

One night in October, 1944, this officer was the pilot of an aircraft detailed for a bombing mission. It was his third sortie and the target was Cologne. On the outward flight the port outer engine became overheated, necessitating reduced airspeed. When nearing the target considerable anti-aircraft fire was directed at the bomber, which was hit. The port inner engine caught fire, whilst the port elevator was damaged. Despite this, after feathering the propeller of the burning engine, Flying Officer Field went on to press home a most determined attack on his allotted target. He set a very fine example of skill and devotion to duty.

Acting Flying Officer Donald William MCKENZIE (N.Z.421518), R.N.Z.A.F., 100 Sqn.

In October, 1944, this officer was the pilot and captain of an aircraft detailed for a sortie. Essen was the target. At the commencement of the bombing run, the aircraft was hit by an anti-aircraft shell. The port engine was put out of action and fragments of shrapnel penetrated the fuselage in innumerable places. The rear gunner was wounded. Nevertheless, Flying Officer McKenzie promptly feathered the propeller of the unserviceable engine, held to his course and executed a successful attack. He afterwards flew the damaged aircraft to base and landed it safely. This officer has completed many sorties and has set a fine example of determination and devotion to duty.

Acting Flying Officer Kenneth Lionel TRENT (176283), R.A.F.V.R., 625 Sqn.

In October, 1944, this officer was pilot and captain of an aircraft detailed to attack Cologne. Early on the outward flight the rear gunner was involved in an accident and had to be taken to a rest position. A little later, the port outer engine became defective and the propeller had to be feathered. In spite of these unsettling incidents, Flying Officer Trent went on to the target which he attacked with precision. Whilst over the sea at a low altitude on the return flight, a member of the crew observed a flashing light and Flying Officer Trent concluded that a dinghy was adrift. He thereupon flew over a merchantman in the vicinity and requested his wireless operator to transmit details of the position. Afterwards,