

*Distinguished Flying Cross.*

Flight Lieutenant Bruce Cunynghame DAYMOND (Aus.403323), R.A.A.F., 628 Sqn.

This officer has completed very many sorties and has set a fine example of keenness and devotion to duty throughout. On a recent occasion, Flight Lieutenant Daymond piloted an aircraft detailed for a mission involving a flight far into enemy territory. In spite of extremely adverse weather, this resolute pilot displayed great skill and fortitude in successfully completing a difficult mission.

Flight Lieutenant John Stewart FIFEELD (83274), R.A.F.V.R., 169 Sqn.

Flight Lieutenant Fifeeld has set a fine example of skill, keenness and devotion to duty. He has completed a very large number of sorties and throughout his determination to inflict loss on the enemy has been most commendable. Among his successes is the destruction of 2 enemy aircraft at night.

Flight Lieutenant John Arthur Munro HADDON (103567), R.A.F.V.R., 604 Sqn.

Flying Officer Robert James McILVENNY (158981), R.A.F.V.R., 604 Sqn.

As pilot and observer respectively these officers have participated in a large number of sorties and have displayed a high standard of skill and devotion to duty throughout. They have invariably shown the greatest keenness and have been responsible for the destruction of 5 enemy aircraft. One of their victories was achieved by forcing the pilot of the enemy aircraft to take such violent evading action that it struck the ground and crashed.

Flight Lieutenant Peter Frederick MALLENDER (74680), R.A.F.V.R., 627 Sqn.

This officer has displayed the greatest keenness for air operations. On a recent occasion he piloted an aircraft detailed to attack the submarine pens at Bergen. The target was small and, to ensure success, accurate bombing was essential. In spite of poor visibility, Flight Lieutenant Mallerder located his objective. As he went in to make his attack he was met with considerable fire from the ground defences. Undeterred, this resolute pilot went on to execute a steady, deliberate and accurate attack. On this dangerous and difficult sortie, Flight Lieutenant Mallerder displayed skill, courage and determination of a very high order.

Flight Lieutenant Donald Ridgewell HOWARD (124165), R.A.F.V.R., 239 Sqn.

Flying Officer Frank Albert Walter CLAY (144336), R.A.F.V.R., 239 Sqn.

These officers have participated in numerous sorties as pilot and observer of aircraft respectively. They have displayed a high degree of skill and co-operation and have destroyed 3 enemy aircraft; they have also attacked several locomotives with damaging effect. Flight Lieutenant Howard and Flying Officer Clay have set a fine example of keenness and devotion to duty.

Flying Officer Alan Joseph OWEN, D.F.M. (155788), R.A.F.V.R., 85 Sqn.

Flying Officer James Samuel Victor McALLISTER, D.F.M. (148826), R.A.F.V.R., 85 Sqn.

As pilot and observer respectively these officers have completed very many sorties. They have proved themselves to be highly efficient, courageous and devoted members of aircraft crew, whose keenness to engage the enemy has been most commendable. They have destroyed at least 8 enemy aircraft.

Flying Officer Robert Edward Joseph FITZGERALD (Can./J.15898), R.C.A.F., 408 (R.C.A.F.) Sqn.

As air gunner, Flying Officer Fitzgerald has completed two tours of operational duty. He has at all times displayed the highest standard of keenness for air operations and most of his assignments have necessitated flights to attack heavily defended targets. On many occasions his vigilance and timely warnings have enabled his pilot to evade enemy fighters. Flying Officer Fitzgerald has proved himself to be an invaluable member of aircraft crew.

Flying Officer James Stanley REED (145816), R.A.F.V.R., 138 Sqn.

In air operations this officer has displayed courage, fortitude and determination of a high order.

Acting Flying Officer Hubert Leon MERRETT (182447), R.A.F.V.R., 514 Sqn.

In November, 1944, this officer piloted an aircraft in an attack on Homburg. When approach-

ing the target the aircraft was hit by anti-aircraft fire and sustained much damage. Two engines were put out of action. Nevertheless, Flying Officer Merrett kept the aircraft straight and level until the bombs had been released. Before leaving the target area further damage was sustained. A third engine was affected and a number of flying instruments were rendered unserviceable. Even so, Flying Officer Merrett flew the extensively damaged bomber to base. He displayed coolness, courage and airmanship of a high order. This officer has completed very many bombing missions against various enemy targets.

Pilot Officer Maxwell Aubrey PHILLIPS (Aus.423881), R.A.A.F., 78 Sqn.

This officer has displayed exceptional keenness and devotion to duty. He has participated in a large number of sorties and throughout has shown ability of a high standard. On one occasion, when attacking Blainville, his aircraft was extensively damaged by anti-aircraft fire. Although deprived of the use of many of his instruments, Pilot Officer Phillips navigated the aircraft home with unerring skill. This officer has proved himself to be a most valuable crew member.

Pilot Officer Henry Thomas WIGLEY (179769), R.A.F.V.R., 138 Sqn.

One night in November, 1944, this officer was air bomber in an aircraft detailed for a sortie. The weather was very bad. Whilst over the sea, at a low altitude, the aircraft was struck by lightning. Both the starboard engines were rendered unserviceable. The pilot was temporarily blinded. Control was lost and the aircraft dived towards the sea. Displaying great coolness, Pilot Officer Wigley stood beside his pilot who, under Wigley's able directions, was enabled to level out and then regain altitude. Until his pilot had fully recovered his sight again, Pilot officer Wigley continued to assist in maintaining control. By his promptitude and resource, this officer undoubtedly staved off serious consequences. He has participated in very many sorties and has invariably displayed a high degree of skill and determination.

*Conspicuous Gallantry Medal (Flying).*

Can./R.173576 Flight Sergeant Jackson CHARTIS COOKE, R.C.A.F., 103 Sqn.

One night in October, 1944, this airman was captain and pilot of an aircraft detailed to attack Cologne. Whilst over the target considerable anti-aircraft fire was encountered. Just as the bombs were released the aircraft was struck by high explosive shells. Much damage was sustained. The starboard rudder controls were severed. The petrol tanks were badly pierced and the contents streamed out. Within ten minutes the petrol supply became practically exhausted. By now, Flight Sergeant Cooke had reached friendly territory. He thereupon instructed the crew to leave the aircraft by parachute. As he prepared to leave himself, Flight Sergeant Cooke saw that one of his comrades still remained in the aircraft, having accidentally released his parachute inside the fuselage. Height was being rapidly lost. Nevertheless Flight Sergeant Cooke was determined not to leave his crew member and promptly returned to the controls and attempted to effect a crash landing in a field. During his approach, with undercarriage and flaps retracted, two engines failed. Coolly and skilfully, however, this intrepid pilot achieved his purpose and effected a landing, incurring little further damage to the aircraft in his effort. This airman set a magnificent example of skill, courage and captaincy in most difficult and dangerous circumstances.

1580298 Flight Sergeant Stanley William WALTERS, R.A.F.V.R., 44 Sqn.

This airman has participated in a number of sorties, including attacks on Karlsruhe, Nuremberg and Munchen Gladbach. In November, 1944, he was air bomber in an aircraft detailed to attack Homburg. In the vicinity of the target the aircraft came under heavy fire and was struck by high explosive shells. The cockpit was shattered. The pilot was killed and the flight engineer was badly wounded. Flight Sergeant Walters promptly assisted another member of the crew to remove his dead comrade from the pilot's seat and then took over the controls. The aircraft had sustained severe damage. One engine had been put out of action, whilst a second and a third were reduced in power and vibrating badly. The hydraulic system was damaged and the flaps had edged down.