

has taken part in attacks on many targets important to the enemy's war effort. He is a highly efficient captain whose strong sense of duty has impressed all.

Flying Officer Edward Mason LUKEY (N.Z.404541), R.N.Z.A.F., 149 Sqn.

As air bomber, this officer has participated in a large number of sorties, involving attacks on a wide range of enemy targets; he has also taken part in numerous mine-laying missions. He has at all times displayed the greatest keenness and his cool and skilful work, often in the face of heavy enemy fire, has contributed materially to the successes obtained. This officer has rendered much loyal and devoted service.

Flying Officer Laurence Arthur SIMKISS (I55570), R.A.F.V.R., 571 Sqn.

This officer has participated in a large number of sorties. On one occasion, whilst over Berlin, his aircraft was subjected to intense and accurate anti-aircraft fire and was hit. A piece of shrapnel shattered the windscreen and Flying Officer Simkiss was struck in the eye. Blood streamed from the injury. After the target had been attacked Flying Officer Simkiss was given first aid. In spite of much physical distress he continued his duties and navigated the aircraft safely home. This officer set a fine example of fortitude and determination.

Acting Flying Officer Charles Arthur Joseph DIONNE (Can/J.88127), R.C.A.F., 425 (R.C.A.F.) Sqn.

This officer has displayed high qualities of skill and courage in operations against the enemy. He has completed very many sorties, including attacks on such heavily defended targets as Kiel, Cologne, Dusseldorf and Essen. In October, 1944, he piloted an aircraft in an attack on Duisburg. Whilst over the target the aircraft was hit by shrapnel. Although severe damage was sustained to the controls, Flying Officer Dionne pressed home a successful attack and afterwards flew safely to base. His devotion to duty has set a fine example.

Acting Flying Officer Charles Stuart WALKER (Can/J.87424), R.C.A.F., 424 (R.C.A.F.) Sqn.

One night in November, 1944, this officer was detailed to attack Bochum. When nearing the target heavy and accurate anti-aircraft fire was encountered. Nevertheless, Flying Officer Walker pressed home a successful attack. Soon after the bombs had been released the aircraft was hit. The port outer engine was put out of action, the mid-upper and rear turrets were rendered unserviceable, and the aircraft was holed in more than 200 places by pieces of shrapnel. Despite this, Flying Officer Walker flew back to base and landed his damaged aircraft safely. This officer has completed many sorties and has set a fine example of skill and determination throughout.

Warrant Officer Llewellyn Arthur COMPTON (657502), R.A.F., 248 Sqn.

Warrant Officer Compton has participated in very many sorties, including numerous attacks on enemy shipping. On one occasion he took part in an attack on 2 submarines and 11 escorting vessels. In the operation his aircraft was hit by anti-aircraft fire. The rudder became jammed hard over to one side. Although the aircraft would turn only in one direction, Warrant Officer Compton flew it to base and effected a successful crash landing. On a subsequent occasion, in an attack on 2 enemy vessels, his aircraft sustained damage. In spite of this, Warrant Officer Compton pressed home a determined attack and afterwards flew his damaged aircraft to base. This warrant officer has displayed exceptional determination and devotion to duty.

Warrant Officer George Alexander MACASKILL (1365938), R.A.F.V.R., 248 Sqn.

Warrant Officer Macaskill has completed a large number of sorties, including many reconnaissances and several attacks on enemy shipping. Throughout he has set a fine example of determination and devotion to duty. On one occasion in August, 1944, he took part in an attack on shipping during which his aircraft was badly hit. Some 4 foot of the leading edge of the starboard wing was shot away. The main spar was broken. The aileron hinges and control were damaged. The starboard inner petrol tank was pierced and the windscreen was broken. Although the aircraft became exceed-

ingly difficult to control, Warrant Officer Macaskill flew it to a home based airfield and effected a masterly landing.

Warrant Officer Albert (Dennis) ROWE (1096084), R.A.F.V.R., 73 Sqn.

Warrant Officer Rowe has completed a very large number of sorties including many attacks on enemy road and rail communications and numerous other targets on the ground. He has displayed a high standard of skill and tenacity, qualities which have been well reflected in the successes he has obtained. Warrant Officer Rowe has most effectively attacked 27 locomotives and a large number of mechanical vehicles; he has also shot down an enemy aircraft.

Warrant Officer John Edward ROWLAND (530594), R.A.F., 149 Sqn.

As air gunner, Warrant Officer Rowland has participated in a very large number of sorties, including many attacks on well-defended targets. He has at all times displayed the greatest keenness and throughout his devotion to duty has been of a high order. His vigilance and skill have set an excellent example.

*Distinguished Flying Cross.*

Flying Officer Robert James BRODIE (Can/C.35288), R.C.A.F., 426 (R.C.A.F.) Sqn.

*Distinguished Flying Medal.*

Can/D.R.262844 Sergeant Thoburn Westley CHRISTIE, R.C.A.F., 426 (R.C.A.F.) Sqn.

This officer and airman were pilot and rear gunner respectively of an aircraft detailed to attack Dusseldorf. Soon after the target had been attacked the aircraft was engaged by 3 enemy fighters. As they closed in, Sergeant Christie opened fire. His bullets struck one of the attackers, causing it to give up the fight. Nevertheless, the other two fighters attacked with great persistence. Flying Officer Brodie's aircraft sustained much damage. Despite this, he manoeuvred with much skill. Meanwhile, Sergeant Christie used his guns to good effect and the enemy aircraft were finally driven off. Sometime later the bomber sustained further serious damage. Displaying the greatest coolness, Flying Officer Brodie maintained control and effected a successful crash-landing on an open patch of ground in friendly territory. He displayed a high standard of skill, courage and tenacity on this his first sortie as a captain. Sergeant Christie also proved himself to be a resolute and devoted member of aircraft crew. This was his first operational mission and his coolness and confidence in such trying circumstances set a fine example.

*Distinguished Flying Cross.*

Flying Officer Marshall John FROST (144786), R.A.F.V.R., 206 Sqn.

*Distinguished Flying Medal.*

N.Z.425655 Flight Sergeant Mervyn Sterling GOLLAN, R.N.Z.A.F., 206 Sqn.

N.Z.428025 Flight Sergeant John Anderson NICHOLSON, R.N.Z.A.F., 206 Sqn.

This officer and these airmen were pilot, mid-upper gunner and rear gunner respectively of an aircraft detailed for a sortie in November, 1944. During the operation the aircraft was intercepted by 3 enemy fighters. A running fight ensued. In the first attack, Flying Officer Frost's aircraft was hit. The constant speed unit of one of the engines was shot away, the hydraulic system was put out of action and the wireless apparatus was damaged. Nevertheless, this pilot manoeuvred with much skill. The enemy aircraft closed in time and time again, however, and further damage was sustained. In all, 9 attacks were suffered. Throughout this trying period, Flight Sergeant Gollan fought with great determination. His good shooting and until the intercommunication system was rendered unserviceable, his skilful evading directions undoubtedly did much to prevent the attackers from causing much further damage. Flight Sergeant Nicholson also proved himself to be a brave and resolute gunner. Early in the fight his leg below the knee was shattered by a bullet when his turret was struck and damaged by a burst of machine gun fire. Despite the severity of his injury and showing outstanding fortitude, he got his turret to function again until, finally, another burst from the enemy's guns put it com-