

planning of the Airborne Landing and in its execution Squadron Leader Thompson's sound judgment was of the greatest assistance. In the battle of Mogaung, between 31st May and 27th July, 1944, he organised the construction of forward airbases, including the laying of light aircraft landing strips, by the ingenious use of local material. The evacuation of a large number of casualties was greatly facilitated by the use of these landing strips and the effect on the morale of the fighting troops was important. To ensure the success of direct air support in the Mogaung area Squadron Leader Thompson organised a system of communication with bomber pilots, thus enabling our troops to take immediate advantage of close bomber support. Although he was sick during the operations which were conducted to reduce a series of strong points at Natyegon and other places by direct air support, his energy, resource and knowledge contributed largely to the success of the operations. By his example and leadership throughout he has set a fine example to other officers of his formation.

Military Cross.

Acting Squadron Leader Reginald Joseph JENNINGS (67110), R.A.F.V.R., attached Indian Infantry Brigade.

As senior R.A.F. Liaison Officer of the Brigade, Squadron Leader Jennings has shown unflinching courage, skill and energy. He has carried out repeated reconnaissance in the face of the enemy. On 8th April, 1944, he was wounded in three places by grenades but continued to show an example by his disregard of danger. He personally killed four Japanese.

Flight Lieutenant James GILLIES, D.F.M. (47317), R.A.F., 79 Squadron.

On the night of 27th March, 1944, Flight Lieutenant Gillies, with a small patrol, penetrated into an enemy ammunition dump at Indaw, Burma. After he had rejoined the main force he was ordered to proceed to the R.A.F. working in support and explain the lay-out of the dump area. He also arranged to indicate the target for the bombers. On the 4th April, 1944, Flight Lieutenant Gillies flew as passenger in a light aircraft, and placed smoke bombs around the target area from a height of fifty feet, enabling the bombers to attack the target with great precision. The raid was highly successful. Throughout the whole campaign Flight Lieutenant Gillies' enthusiastic devotion to duty, and his ingenious ideas were of the utmost value.

Flight Lieutenant George ALLAN (N.Z.413324), R.N.Z.A.F., attached The Lancashire Fusiliers.

On 27th May, 1944, Flight Lieutenant Allan, with a small detachment, was ordered to remain in an observation post near Lamai for the purpose of directing Air Support and to report, by wireless, enemy movements and dispositions. As his party was very small he was told he might leave if his position was threatened but he remained isolated for six weeks during which he directed ten bombing attacks and gave most valuable information of enemy movements. Later, when ordered, he led his detachment forty miles through hills and jungle to join the Brigade. On 19th June, 1944, Flight Lieutenant Allan requested Air Support to deal with an enemy troop train which he had observed. As a result, our aircraft destroyed the train, probably causing heavy casualties to the passengers. On 17th April, 1944, Flight Lieutenant Allan, with a small escort, encountered a Japanese patrol in the Tonlon area and, with his escort, blocked the track and awaited the arrival of the column which was moving up behind them. This officer himself killed one of the enemy. Flight Lieutenant Allan has proved himself an outstanding officer and a source of confidence to the men.

Acting Flight Lieutenant Brian John Villiers YOUNG (144384), R.A.F.V.R., attached The South Staffordshire Regiment.

Flight Lieutenant Young was attached to the battalion headquarters throughout the whole campaign and rendered valuable assistance in Supply Dropping and, especially, Direct Air Support. On the nights of 15th, 16th and 17th March, 1944, when Henu Block was attacked, everything depended on the success of the Supply Dropping. This officer supervised the lay-out of fire markers to guide the support aircraft. These fires were situated in positions exposed to enemy mortar and small arms fire. Despite this the fires were maintained.

On the night of 13th April, 1944, Flight Lieutenant Young was in an observation post at Henu Block ready to direct the Air Support at dawn. The observation post was knocked out during the night by enemy shell and mortar fire but this officer, although only 200 yards from the Bomber target, took up his position in the open and coolly directed the bombers to their objective. The enemy was wiped out and the position stabilised. Again, at Mogaung on 8th June, 1944, this officer's observation post was heavily shelled, causing a number of casualties, but he continued to direct the aircraft to enemy positions although he was in the open. The coolness and accuracy with which he directed Air Support, on occasions within seventy yards of our men, greatly contributed to the morale of our troops, to the successful holding of the Henu Block and to the complete demoralization of the enemy. Throughout the whole campaign Flight Lieutenant Young showed a complete disregard for his own safety.

Pilot Officer Ian McGREGOR (179849), Royal Air Force Volunteer Reserve.

Pilot Officer McGregor has been operating in Yugoslavia. In May, 1944, in conjunction with some partisan soldiers, he succeeded in saving nine loads of food and ammunition which had been dropped, and which were in danger of capture by the Germans, who were searching for his party, both by air and with armoured cars. While returning from such missions, Pilot Officer McGregor has frequently had to pass through difficult and dangerous country. On one occasion, he displayed outstanding courage and resource, when he conducted 64 American airmen through enemy held territory to safety. In September, 1944, he flew on the first sortie to a new landing ground. On arrival, it was found to be uncertain whether the enemy or the partisans were in occupation of the area. Pilot Officer McGregor landed by parachute and found friendly troops on the landing ground; thus a serious delay in evacuating wounded and escaped prisoners was avoided. Pilot Officer McGregor has always shown commendable courage and ability.

Military Medal.

1274171 Acting Sergeant Andrew Neville FRAZER, R.A.F.V.R., attached 77th Indian Infantry Brigade.

Sergeant Frazer was a wireless operator in a party occupying an observation post at Henu Block on the night of 13th April, 1944. The object was to direct Air Support at dawn. During the night the observation post was heavily shelled and mortared and a number of casualties was sustained. The wireless set was destroyed but Sergeant Frazer immediately went back for another set, returning to the post under enemy fire. A similar incident occurred during the attack on Mogaung on 8th June, 1944, but this non-commissioned officer kept his wireless set working. On both these occasions his skill and courage were largely responsible for the success of the Air Support.

949081 Corporal Walter Henry WROUGHTON, R.A.F., British Military Mission, Yugoslavia.

This airman, a W/T operator, served with the British Mission in Yugoslavia for over a year and worked under hard and difficult circumstances. On many occasions he has been under fire but has always displayed courage and disregard of his personal safety, which impressed the partisans and did much to raise British prestige. Corporal Wroughton was in Drvar when the enemy made an air borne attack. He displayed great coolness and succeeded in carrying away valuable signals stores which greatly helped in the re-establishment of wireless contact with Bari. During the following fortnight he displayed tireless courage and energy.

772025 Aircraftman 2nd Class Harold HOKE, R.A.F.V.R.

Aircraftman Hoke is an airman of outstanding courage and fortitude. During January and February, 1944, at very grave personal risk, he penetrated deep into enemy territory and remained there for a month. As a result of this mission, information of the highest possible value was obtained from an area which was at that time beyond the range of photographic reconnaissance. Aircraftman Hoke has, at all times, displayed the greatest determination to fulfil his allotted tasks.