

Acting Flight Lieutenant William Morris KYNOCH (Aus.419657), R.A.A.F., 467 (R.A.A.F.) Sqn.

One night in November, 1944, this officer was detailed to attack a target at Harburg. While on the bombing run the aircraft was hit by heavy anti-aircraft fire in the port wing. Undeterred, Flight Lieutenant Kynoch executed a good attack. On the return flight the aircraft was attacked by an enemy fighter. Bullets struck the port and starboard tailplane, the elevator trims were shot away, while the rear gunner was wounded. The aircraft dived out of control. With the assistance of another member of the crew, Flight Lieutenant Kynoch succeeded in regaining control. Displaying great skill, he afterwards flew his crippled aircraft back to an airfield in this country where he executed a masterly landing. This officer is a fearless captain who has displayed the highest standard of devotion to duty.

Captain Douglas Wilfred LEE (329130V), S.A.A.F., 92 Sqn.

This officer has set a fine example of skill and courage throughout a notable tour of operational duty. He has participated in a large number of sorties, many of them against targets in close support of our attacking ground forces, to whom the results of his accurate bombing of such targets as strong points, observation posts and gun positions have been of the greatest assistance. This officer has set the highest standard of devotion to duty.

Flying Officer Robert Garland BOYDEN (Can/J.87310), R.C.A.F., 627 Sqn.

This officer has completed many sorties calling for a high degree of skill and resolution. In December, 1944, Flying Officer Boyden participated in an attack on an enemy target. The objective was strongly defended and the bombing run had to be executed in the face of considerable fire from the enemy's defences. Nevertheless, Flying Officer Boyden pressed home his attack with great determination. He has invariably displayed a high degree of courage.

Flying Officer Kenneth Charles HANNA (Can/J.86018), R.C.A.F., 181 Sqn.

This officer has completed a large number of varied sorties, including many armed reconnaissances over the battle area in the West. He has displayed a high standard of leadership, skill and courage and has contributed materially to the success of the squadron. In December, 1944, he flew one of a formation of aircraft detailed to attack enemy vehicles in the St. Vith area. In a most spirited engagement two tanks and 12 mechanical vehicles were destroyed. Throughout, Flying Officer Hanna set a fine example by his skill and resolution.

Flying Officer William Archibald SKINNER (Can/J.87369), R.C.A.F., 103 Sqn.

This officer was pilot and captain of an aircraft detailed to attack Munich. On the outward flight, trouble developed in the port inner engine. The oil and coolant temperatures rose and flames issued from the exhaust manifold. The propeller had to be feathered. This did not deter Flying Officer Skinner from continuing to the target which, despite fighter interference and opposition from the ground defences, was attacked successfully. The weather was bad but Flying Officer Skinner flew the aircraft back to base. His determination was typical of that which he has shown throughout his tour of operational duty.

Flying Officer Robert Patrick TERPENING (Aus.424312), R.A.A.F., 582 Sqn.

In December, 1944, Flying Officer Terpening was detailed to take part in an attack on Cologne in daylight. When approaching the target his aircraft was hit by anti-aircraft fire. Severe damage was sustained. The port inner engine was set on fire and the propeller had to be feathered; the port outer and the starboard inner engines then began to fail. Despite this, Flying Officer Terpening continued his bombing run. Shells were bursting all around but he pressed home his attack. On turning away from the target the aircraft was attacked by 5 fighters. Although both gun turrets had been put out of action and all but one gun were unserviceable, Flying Officer Terpening and his crew conducted a gallant fight. The aircraft was repeatedly hit by cannon shell and the situation became extremely serious. Nevertheless, Flying Officer Terpening succeeded in his resolve to reach Allied territory. It became

necessary to leave the crippled aircraft by parachute. Even so, this brave captain ensured that all members of his crew had got clear before jumping himself. This officer displayed coolness, courage and captaincy of a high order.

Flying Officer Ronald Owen James BUCKLAND (176444), R.A.F.V.R., 640 Sqn.

Pilot Officer William Gordon HOLMAN (Can/J.92116), R.C.A.F., 640 Sqn.

Pilot Officer Trevor WATKINS (186557), R.A.F.V.R., 640 Sqn.

These officers were pilot, air bomber and flight engineer respectively in an aircraft detailed to attack the Essen/Mulheim airfield in December, 1944. During the bombing run a shell burst in front of the aircraft and a large piece of shrapnel crashed through the windscreen of Pilot Officer Holman's compartment, narrowly missing his head. Unperturbed, he remained in his position ready to release the bombs. Almost immediately another shell burst close by. Two engines and the tailplane were damaged and the aircraft went into a dive. Flying Officer Buckland was wounded in the side. Pilot Officer Watkins, displaying great promptitude, immediately went to his captain's assistance and the aircraft was righted. Although suffering acutely, Flying Officer Buckland held the aircraft on a straight run, enabling Pilot Officer Holman to execute a good attack. The injured pilot was now bleeding at the mouth. Although the aircraft was flying at great height he was forced to dispense with his oxygen mask. Nevertheless, he remained at the controls until over Allied territory. Pilot Officer Holman then took over. Though not as skilled as a regular pilot he flew the aircraft to England. On reaching the nearest airfield, Flying Officer Buckland, who, in the meantime, had been given expert first aid by Pilot Officer Watkins, was assisted to the cockpit and took over the controls. Although very weak from loss of blood he brought the aircraft down safely. Few captains could have showed greater resolution. He set a magnificent example of courage and fortitude. Pilot Officers Holman and Watkins also proved themselves to be outstanding members of aircraft crew. Their conduct in most harassing circumstances was exemplary.

Pilot Officer Herbert Joseph WHITTAKER (186057), R.A.F.V.R., 76 Sqn.

This officer has completed very many sorties, most of them against targets in Germany. He is a highly skilled and resolute captain, whose determination to complete his missions successfully has won much praise. On one occasion, when over Walcheren Island, his aircraft sustained damage. A large hole was torn in the fuselage and the controls were partially jammed, making the aircraft difficult to control. Despite this, Pilot Officer Whittaker flew safely to base.

Warrant Officer John Michael HODGSON (1230779), R.A.F.V.R., 640 Sqn.

One night in December, 1944, Warrant Officer Hodgson piloted an aircraft in an attack on the railway sidings at Osnabruck. Early on the outward flight, the starboard inner engine became troublesome and some time later it caught fire. The flames died away after the engine had been put out of action and the propeller had been feathered. Some height was lost. Despite this, Warrant Officer Hodgson was determined to attack his allotted target and went on to execute a good attack in the face of intense fire from the enemy's ground defences. He afterwards flew the aircraft to base. Warrant Officer Hodgson has completed numerous sorties on his second tour of operational duty and has set a fine example of skill, courage and resolution.

Distinguished Flying Cross.

Acting Flying Officer Ian Hamilton BYERS (N.Z.428186), R.N.Z.A.F., 61 Sqn.

Distinguished Flying Medal.

1800047 Flight Sergeant George Frederick CARTWRIGHT, R.A.F.V.R., 61 Sqn.

One night in December, 1944, this officer and airman were pilot and wireless operator (air) in an aircraft detailed to attack Giessen. Just as the bombs had been released, a shell burst very close to the aircraft which sustained much damage. A