

Flight Lieutenant Robert Edwin JORDAN (Aus. 401966), R.A.A.F., 105 Sqn.

In December, 1944, this officer piloted an aircraft in an attack on Cologne. When nearing the target considerable anti-aircraft fire was encountered. In spite of this, Flight Lieutenant Jordan maintained a steady approach. Shells burst all around the aircraft which was hit repeatedly. The nose of the aircraft was damaged. Shrapnel smashed through the pilot's windscreen and pierced the port petrol tank. The rear and mid-upper turrets were badly damaged. Wires of the electrical system in the fuselage were severed, causing a fire to start. The flames were promptly extinguished, however, by two members of the crew. Nevertheless, Flight Lieutenant Jordan went on to release his bombs. The starboard engine had caught fire and the aircraft began to lose height but this intrepid pilot flew the badly damaged aircraft to England on 3 engines. This officer, who has completed very many sorties, displayed great gallantry and devotion to duty in the face of extreme danger.

Flight Lieutenant Frederick Thomas MURRAY (Can./J.18113), R.C.A.F., 401 (R.C.A.F.) Sqn.

Flight Lieutenant Murray has completed very many sorties, including a number of successful attacks against locomotives and other targets on the ground. In air combat he has destroyed 5 enemy aircraft. This officer has set a fine example of skill, courage and tenacity.

Flight Lieutenant William Worthington TOPPER (108114), R.A.F.V.R., 627 Sqn.

Flight Lieutenant Topper has displayed commendable skill and courage during a tour of operational duty on which he has participated in attacks against very many enemy targets. In January, 1945, he piloted an aircraft in an attack on a synthetic oil refinery at Brux. Although the terrain in the neighbourhood of the target was very hilly, Flight Lieutenant Topper came down to a low altitude and, in the face of concentrated fire from the ground defences, made two runs over the target to execute a good attack. He set a very fine example of skill and determination throughout.

Acting Flight Lieutenant Leslie DALE (177905), R.A.F.V.R., 550 Sqn.

This officer has completed very many sorties and has set a fine example of courage and determination throughout. One night in January, 1945, Flight Lieutenant Dale was the pilot in an aircraft detailed to attack a synthetic oil plant at Zeitz in the heavily defended area of Merseburg. Early on the outward flight one engine failed. This did not deter Flight Lieutenant Dale from continuing his mission. Some height was lost but he reached the target on time and executed a good attack. He afterwards flew the aircraft back to England on three engines. His determination was characteristic of that which he has shown throughout his operational duty.

Acting Flight Lieutenant Ronald Sydney SLEDGE (148703), R.A.F.V.R., 578 Sqn.

This officer has completed very many sorties, including attacks on such targets as Munster, Osnabruck, Hanover and Sterkrade. He has at all times displayed outstanding keenness and has invariably pressed home his attacks with vigour. In January, 1945, in an attack against Hanover, his aircraft sustained serious damage. It became exceedingly difficult to control. In spite of this, Flight Lieutenant Sledge succeeded in reaching Allied territory where it became necessary to leave the aircraft by parachute. This officer displayed a high degree of determination and devotion to duty throughout.

Flying Officer Edgar Ronald HANCOX (Can./J.38752), R.C.A.F., 432 (R.C.A.F.) Sqn.

This officer was the navigator in an aircraft detailed to attack Troisdorf one night in December, 1944. After leaving the target the aircraft was hit by anti-aircraft fire and sustained serious damage. Flying Officer Hancox was badly wounded in the legs. A tourniquet had to be applied to one of his wounds and, before this was done, Flying Officer Hancox had lost much blood. In spite of this and although in excruciating pain he navigated the very badly damaged aircraft to an airfield in this country. Flying Officer Hancox displayed the highest standard of courage and fortitude. Though sorely distressed his skilful navigation contributed in good measure to the safe return of the aircraft.

Flying Officer Edmund HOURIGAN (Aus.420882), R.A.A.F., 466 (R.A.A.F.) Sqn.

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

Flying Officer Clarence Roy PEGG (Aus.405811), R.A.A.F., 576 Sqn.

This officer was pilot and captain of an aircraft detailed to attack a target near Leipzig one night in January, 1945. Whilst on the outward flight the port inner engine failed. In spite of this, Flying Officer Pegg continued to the target which he finally bombed at a height much lower than intended. Whilst over the target area the aircraft was hit by anti-aircraft fire. The port outer engine was damaged and had to be put out of action. The aircraft became difficult to control. One end of the dinghy rope was lashed to the rudder pedals, however, and the air bomber was thus enabled to assist his pilot in operating the rudder. Course was set for this country but the aircraft began to lose height and soon became almost uncontrollable. Flying Officer Pegg thereupon altered course for Allied territory. The port outer engine was restarted but caught fire and had to be stopped. The port inner engine was then tried but it broke up and pieces flew into the fuselage. By this time the wireless operator obtained a fix which established their position over allied territory and Flying Officer Pegg ordered his crew to leave by parachute. As two of them left, the starboard engine caught fire. Flying Officer Pegg managed to keep the aircraft straight, though, until all his comrades were clear. As he himself jumped the aircraft was down to 1,000 feet. In the face of harassing and dangerous circumstances, this officer displayed skill, courage and determination worthy of the highest praise.

Acting Flying Officer Aylwin John MOSLEY (Aus.418454), R.A.A.F., 103 Sqn.

Flying Officer Mosley has completed numerous sorties and has invariably displayed commendable skill and courage. One night in January, 1945, he piloted an aircraft in an attack against Zeitz. En route to the target both the port engines showed signs of failing and it was impossible to climb to the desired height. Nevertheless, this determined pilot decided to continue his mission. Long before the target was reached the aircraft began to lose height gradually. He flew on however and some height was regained. The target was reached and, in spite of fierce anti-aircraft fire, was successfully bombed. Flying Officer Mosley afterwards flew the aircraft safely back to this country. His determination to complete his mission in the face of difficulties set a fine example.

Acting Flying Officer David George STUART (179267), R.A.F.V.R., 166 Sqn.

One night in January, 1945, this officer piloted an aircraft detailed to attack Merseburg-Leuna. On the outward flight the starboard inner engine caught fire and had to be put out of action. Despite this, Flying Officer Stuart continued his mission. Some time later, the aircraft was attacked by a fighter. Displaying great skill this pilot manoeuvred to a good position thus enabling his gunners to deliver bursts of fire which struck the attacker, causing it to break away with smoke apparently issuing from the wing. Flying Officer Stuart then went on to execute a good bombing attack and afterwards flew the aircraft back to base. Throughout this officer displayed a high degree of skill, courage and resolution.

Lieutenant Marthinus Theron ACKERMANN (328473V), S.A.A.F., 630 Sqn.

One night in January, 1945, this officer was pilot and captain of an aircraft detailed to attack a target far into enemy territory. Whilst on the outward flight, the starboard inner engine became troublesome and later, Lieutenant Ackermann was forced to feather the propeller. Nevertheless, Lieutenant Ackermann continued on 3 engines and eventually pressed home his attack at a height lower than that which was originally planned. He afterwards successfully completed the long flight home. This officer, who has completed numerous sorties displayed a very high standard of determination and devotion to duty.

*Distinguished Flying Medal.*

Can/R.271093 Flight Sergeant William Charles TROTTER, R.C.A.F., 426 (R.C.A.F.) Sqn.

Can/R.257182 Sergeant Samuel Melville Carl BURGESS, R.C.A.F., 426 (R.C.A.F.) Sqn.

These airmen were rear gunner and wireless