

During a daylight attack against shipping in Bergen this pilot obtained a hit on a merchantman. After releasing his bombs, Flying Officer Castagnola saw an enemy fighter engaging a badly damaged bomber from his own squadron. He promptly manoeuvred into a position where his gunners could engage the enemy aircraft which was driven off by their accurate fire. This officer has not once failed to complete his allotted task.

*Distinguished Flying Cross.*

Acting Squadron Leader Ronald Thomas TURTON (83247), R.A.F.V.R., 683 Sqn.

This officer has completed a very large number of reconnaissances during which he has covered every variety of target in all the areas in which the squadron operates. Throughout, he has displayed the greatest enthusiasm for operations. His perseverance in the face of adverse weather and his eagerness to seize any and every opportunity to bring his camera into action have won him much success. He has set a fine example to all.

Acting Squadron Leader Thomas Clifford IVESON, (128539), R.A.F.V.R., 617 Sqn.

This officer has completed numerous sorties on his second tour of operational duty, including three attacks against the battleship Tirpitz. In January, 1945, he was detailed to attack the U-boat pens at Bergen. Whilst over the target his aircraft was attacked by two fighters. The first burst of machine-gun fire from the enemy aircraft struck the tailplane, rudder and elevator. The port inner engine was set on fire and the rear turret was put out of action. After the fighters broke off their attack Squadron Leader Iveson's aircraft came under heavy fire from the anti-aircraft batteries. It was almost impossible to maintain level flight. Squadron Leader Iveson instructed another member of the crew to lash the control column in such a way as to ease the strain. Under these most trying conditions, Squadron Leader Iveson flew clear of the fire zone and afterwards reached a home based airfield where he landed his seriously damaged aircraft safely. By his great skill, courage and determination, this officer was undoubtedly responsible for the safe return of the aircraft.

Acting Squadron Leader Wilbur Clark PIERCE (Can/J.29592), R.C.A.F., 433 (R.C.A.F.) Sqn.

This officer has completed very many operational missions and has proved himself to be an efficient and resolute captain. One night in January, 1945, Squadron Leader Pierce was the pilot in an aircraft detailed to attack Grevenbroich. On the outward flight the port inner engine became unserviceable. This did not deter Squadron Leader Pierce from continuing his mission and he went on to attack the target with his usual determination. He afterwards flew safely to base. Throughout the flight, Squadron Leader Pierce was unable to make use of the artificial horizon which was unserviceable. This officer has always shown the greatest determination to complete his missions successfully.

Flight Lieutenant John Kenneth GOLDIE (Can/J.5981), R.C.A.F., 428 (R.C.A.F.) Sqn.

Flight Lieutenant Goldie was pilot of an aircraft detailed to attack Ludwigshaven in December, 1944. It was his first sortie as a captain. After becoming airborne it was discovered that only one of the guns in the rear turret was serviceable. Nevertheless, Flight Lieutenant Goldie continued to the target and pressed home a successful attack. On another occasion a few days later, en route to Duisburg, the oxygen supply to the rear gun turret failed. Flight Lieutenant Goldie promptly instructed the wireless operator to effect repairs. The latter's oxygen supply also failed and this crew member lost consciousness. With great coolness and presence of mind, Flight Lieutenant Goldie descended to a very low altitude in order to enable his comrades to recover and then to repair the defective system. He afterwards continued to the target and executed a good attack. Flight Lieutenant Goldie displayed exceptional coolness and devotion to duty on both occasions.

Flight Lieutenant Ronald Hamilton MCGREGOR (123234), R.A.F.V.R., 524 Sqn.

Pilot Officer Geoffrey William HAM (Aus.420468), R.A.A.F., 524 Sqn.

As pilot and navigator of aircraft respectively, these officers have taken part in a good number of sorties, some of them in extremely adverse

weather. They have displayed commendable skill and courage and throughout have set a high standard of devotion to duty. On one occasion during a sortie in December, 1944, they sighted six E. boats leaving Ijmuiden, Flight Lieutenant McGregor immediately turned to the attack. In spite of fierce anti-aircraft fire, an excellent run was made and the bombs straddled the vessels. One of the boats fell out of formation and then apparently sank. After making another attack on the enemy force they shadowed the vessels and reported their position whilst further attacks were made by other aircraft. Flight Lieutenant McGregor and Pilot Officer Ham displayed exceptional resolution throughout this notable sortie.

Captain Hillary John Ellis CLARKE (27685V), S.A.A.F., 5 (S.A.A.F.) Sqn.

This officer has completed very many sorties on his second tour of operational duty. During these operations he has taken part in attacks on a variety of targets and has been responsible for putting out of action very many mechanical vehicles, a number of locomotives and many railway wagons; in air combat, Captain Clarke has shot down 3 enemy aircraft. In January, 1945, this officer flew with great distinction in a sortie during which the railway bridge at Roveredo was successfully attacked; a nearby road bridge was also effectively attacked. This officer has displayed great skill, courage and resource and his exceptional work has contributed in good measure to the success of the squadron.

Captain Granville Allan GILLET (99986V), S.A.A.F., 102 Sqn.

Captain Gillett, as pilot and captain of aircraft, has participated in numerous sorties, involving attacks on heavily defended targets. On several occasions his aircraft has been severely damaged by anti-aircraft fire and in fights with enemy aircraft. Nevertheless, Captain Gillett has invariably pressed home his attacks with great determination. Throughout his tour of operational duty, Captain Gillett has displayed commendable courage and devotion to duty.

Flying Officer Joseph Franklin BONNER (Can/J.27231), R.C.A.F., 420 (R.C.A.F.) Sqn.

In December, 1944, Flying Officer Bonner, as captain of aircraft, was detailed to attack an important airfield near Dusseldorf. On the run in to the target, his aircraft was repeatedly hit by anti-aircraft fire and large holes were torn in the fuselage and wings. Despite this, Flying Officer Bonner executed a perfect bombing run. He afterwards flew the badly damaged aircraft back to base. This officer displayed great courage and devotion to duty in the face of intense enemy fire. He has successfully completed many operational missions.

Flying Officer John Proctor DIXIE (Can/J.27305), R.C.A.F., 170 Sqn.

One night in February, 1945, Flying Officer Dixie was pilot of an aircraft detailed to attack Ludwigshaven. On the return flight his aircraft sustained severe damage. The port rudder, half of the port fin and most of the starboard fin and rudder were severed. The port elevator and the rear part of the fuselage were also damaged. The aircraft dived steeply but Flying Officer Dixie regained control, and by skilful airmanship flew it to base where he landed safely without incurring further damage. Flying Officer Dixie set a fine example of courage and coolness in difficult circumstances.

Flying Officer Brian KEATING (Aus.429115), R.A.A.F., 115 Sqn.

This officer was the air bomber in an aircraft detailed to attack the railway siding at Gremberg, near Cologne, in January, 1945. Just as the bomb doors were being opened the aircraft was struck by a shell. Flying Officer Keating was wounded in the neck. In spite of his injury, which he did not disclose, this gallant air bomber remained at his post to give clear and precise instructions throughout the bombing run. Not until his aircraft was well clear of the target did Flying Officer Keating mention his injury. Even then, he would not leave his post until his captain almost forced him to do so. Shortly afterwards he collapsed and was unconscious for at least an hour. Flying Officer Keating, who has completed many sorties, displayed a high degree of courage and devotion to duty.