

Flight Lieutenant Harold George PROUDMAN (151577), R.A.F.V.R., 601 Sqn.

Flight Lieutenant Proudman is a most skilful and resolute pilot. He has participated in a very large number of sorties, including many bombing missions in close support of the army during the break-through of the Gothic Line. In February, 1945, when engaged on a reconnaissance, he was attacked by three enemy fighters. In the ensuing engagement he destroyed one of them without damage to his own aircraft. The courage and determination of this officer to complete each mission successfully, has played a large part in the success of the squadron.

Acting Flight Lieutenant George Thomas CRAVEN, D.F.M. (159943), R.A.F.V.R., 19 (S.A.A.F.) Sqn.

This officer has participated in many sorties as leading flight navigator. His great technical ability was well reflected on an occasion in February, 1945, when he navigated a formation of aircraft over difficult terrain and in poor visibility to attack a medium sized merchantman lying in Fiume harbour. Flight Lieutenant Craven's skill and coolness in leading the aircraft directly on to the target and thus giving the element of surprise to the attack, greatly contributed to the success of the operation. This officer displayed outstanding devotion to duty throughout a notable sortie.

Acting Flight Lieutenant Harold Guy Hay MEADOWS (152399), R.A.F.V.R., 101 Sqn.

One night in March, 1945, Flight Lieutenant Meadows piloted an aircraft detailed to attack Kassell. On the outward flight one engine became unserviceable and considerable height was lost. Undeterred Flight Lieutenant Meadows continued to the target and pressed home a determined attack despite the fact that he had to bomb from a lower height than originally planned. The skill with which he flew his damaged aircraft safely back to base proved him to be a pilot of high quality. This officer has completed many sorties against a wide variety of targets in Germany. His example of courage and fortitude has been most commendable.

Acting Flight Lieutenant Douglas Lachlan MILLAR (Aus.402100), R.A.A.F., 450 (R.A.A.F.) Sqn.

Flight Lieutenant Millar has completed a large number of operational sorties. Prior to joining his present squadron, in July, 1944, as pilot, he completed a tour of operations as an air gunner. Now a flight commander, this officer has displayed high qualities of leadership and has at all times endeavoured to inflict as much damage on the enemy as possible. On one occasion, in February, 1945, after bombing a bridge, he led his formation in an attack against a group of enemy barges, sinking two and damaging four others. A staff car was also set on fire. By his determination and courage, Flight Lieutenant Millar has set a fine example to all.

Flying Officer John Ronald DREWERY (Can/J.38817), R.C.A.F., 101 Sqn.

Flying Officer Drewery has participated in many sorties as an air bomber and has at all times displayed a high standard of ability and determination. One night in February, 1945, he was detailed to take part in an attack against Pforzheim. When over the target area, an enemy fighter was sighted. Flying Officer Drewery promptly manned the front gun turret, gave his pilot the necessary combat manoeuvre and then opened fire. His bullets struck the enemy aircraft which caught fire, dived towards the ground where it exploded on impact. By his vigilance, promptitude and good shooting, this officer contributed in good measure to the safety of his aircraft. Flying Officer Drewery is a most devoted and fearless member of aircraft crew.

Flying Officer John Wilfred PAINE (154146), R.A.F.V.R., 90 Sqn.

In March, 1945, Flying Officer Paine was pilot and captain in an aircraft detailed to attack Gelsenkirchen. When approaching the target the aircraft came under fire from the ground defences and was hit. Damage was sustained and the rear gunner was wounded. Despite this, Flying Officer Paine went on to execute his bombing attack. During the run in, the bomber was repeatedly hit by anti-aircraft fire. Immediately after the bombs had been released, the aircraft was hit by a shell which started a fire in the fuselage. The air

bomber was wounded. The situation was most alarming. Two engines were out of action and the aircraft was filled with smoke. Nevertheless Flying Officer Paine, displaying the greatest coolness, ordered his crew to don their parachutes and then to fight the fire. Showing superb skill, this resolute pilot flew the crippled aircraft well beyond the German lines and then effected a successful crash landing in a field. On this, his second sortie, this officer displayed great courage, unsurpassed determination and devotion to duty.

Flying Officer Donald John PHILLIPS (N.Z.426057), R.N.Z.A.F., 78 Sqn.

This officer has completed many operational sorties and has consistently displayed a high degree of skill and determination. In March, 1945, he was detailed to attack Chemnitz. When over the target, the port outer engine became unserviceable. Undeterred, Flying Officer Phillips continued his attack. After the bombing run had been completed his aircraft was attacked by an enemy fighter. Flying Officer Phillips manoeuvred with great skill, however, and enabled his gunners to successfully beat off the attacker. This officer's operational record has been outstanding.

Flying Officer George Douglas SHUTTLEWOOD (185160), R.A.F.V.R., 612 Sqn.

This officer has completed very many sorties including numerous successful attacks on enemy shipping. On one occasion in December, 1944, he pressed home an attack against four enemy vessels, one of which was apparently set on fire. In January, 1945, he secured another notable success when, in the face of intense enemy fire, he attacked a force of E. boats. One E. boat was observed to fall astern of the formation and finally disappeared. On all his missions, Flying Officer Shuttlewood has shown the greatest persistence in seeking out the enemy and he has displayed courage, skill and resolution of a high order.

Flying Officer James Lester WALLACE (Can/J.29015), R.C.A.F., 12 Sqn.

One night in March, 1945, Flying Officer Wallace was captain of an aircraft detailed to attack Nuremberg. When nearing the target the aircraft was attacked by a fighter. Much damage was sustained and the rear gunner was wounded. The starboard inner engine caught fire and had to be put out of action. The aircraft became difficult to control and some height was lost. Despite this, Flying Officer Wallace went on to make his bombing attack. When over the target the bomber was hit by fire from the ground defences whilst illuminated in the searchlights. Nevertheless Flying Officer Wallace completed his run. As he turned away from the target, two engines were put out of action. The aircraft was difficult to control. Undeterred, this resolute pilot set course for allied territory. He reached an airfield in France where he effected a successful crash landing. In most harassing circumstances, Flying Officer Wallace displayed superb skill, great courage and coolness. His devotion to duty was outstanding.

Flying Officer George WITSHAW (Can/J.35572), R.C.A.F., 101 Sqn.

This officer has completed many sorties against a wide variety of targets and has displayed marked enthusiasm and ability throughout. One night in March, 1945, he was detailed to attack Misburg. On the outward journey, the port outer engine was found to have a serious oil leak. Undaunted, Flying Officer Withshaw continued to the target which, though heavily defended, he successfully attacked. He afterwards flew his aircraft safely back to base. The skilful and calculated airmanship of Flying Officer Withshaw, together with his leadership and courage, has set a fine example to his squadron.

Lieutenant John Robins WATSON (328988V), S.A.A.F., 114 Sqn.

This officer has participated in very many sorties, involving armed reconnaissances at night. He has at all times displayed outstanding devotion to duty and has on numerous occasions led attacks with great skill. His excellent work and fine example have contributed materially to the fine fighting efficiency of the squadron.