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Air Ministry, 11th October, 1946.

The KING has been graciously pleased to confer the VICTORIA CROSS on the under-mentioned officer in recognition of most conspicuous bravery:—

Pilot Officer Andrew Charles MYNARSKI (Can./J.87544) (deceased), Royal Canadian Air Force, No. 419 (R.C.A.F.) Squadron.

Pilot Officer Mynarski was the mid-upper gunner of a Lancaster aircraft, detailed to attack a target at Cambrai in France, on the night of 12th June, 1944. The aircraft was attacked from below and astern by an enemy fighter and ultimately came down in flames.

As an immediate result of the attack, both port engines failed. Fire broke out between the mid-upper turret and the rear turret, as well as in the port wing. The flames soon became fierce and the captain ordered the crew to abandon the aircraft.

Pilot Officer Mynarski left his turret and went towards the escape hatch. He then saw that the rear gunner was still in his turret and apparently unable to leave it. The turret was, in fact, immovable, since the hydraulic gear had been put out of action when the port engines failed, and the manual gear had been broken by the gunner in his attempts to escape.

Without hesitation, Pilot Officer Mynarski made his way through the flames in an endeavour to reach the rear turret and release

the gunner. Whilst so doing, his parachute and his clothing, up to the waist, were set on fire. All his efforts to move the turret and free the gunner were in vain. Eventually the rear gunner clearly indicated to him that there was nothing more he could do and that he should try to save his own life. Pilot Officer Mynarski reluctantly went back through the flames to the escape hatch. There, as a last gesture to the trapped gunner, he turned towards him, stood to attention in his flaming clothing and saluted, before he jumped out of the aircraft. Pilot Officer Mynarski's descent was seen by French people on the ground. Both his parachute and clothing were on fire. He was found eventually by the French, but was so severely burnt that he died from his injuries.

The rear gunner had a miraculous escape when the aircraft crashed. He subsequently testified that, had Pilot Officer Mynarski not attempted to save his comrade's life, he could have left the aircraft in safety and would, doubtless, have escaped death.

Pilot Officer Mynarski must have been fully aware that in trying to free the rear gunner he was almost certain to lose his own life. Despite this, with outstanding courage and complete disregard for his own safety, he went to the rescue. Willingly accepting the danger, Pilot Officer Mynarski lost his life by a most conspicuous act of heroism which called for valour of the highest order.

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1. The first part of the document discusses the importance of maintaining accurate records of all transactions and activities. It emphasizes the need for transparency and accountability in financial reporting.

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6. The sixth part of the document provides a list of references and a bibliography. It includes a list of all the sources used in the study and provides a detailed description of each source.

7. The seventh part of the document provides a list of appendices and a bibliography. It includes a list of all the appendices used in the study and provides a detailed description of each appendix.

8. The eighth part of the document provides a list of appendices and a bibliography. It includes a list of all the appendices used in the study and provides a detailed description of each appendix.