

leaving Berlin, the rear gunner of the aircraft was discovered partly unconscious from the lack of oxygen. Pilot Officers Capon and Surtees went to his assistance but, in his semi-comatose state he resisted strongly. It was not until half-an-hour had elapsed that they were able to extricate him. They themselves were in much distress and suffering from the intense cold. Nevertheless, Pilot Officer Capon managed to get his stricken comrade to a position from where he could be given oxygen from a supply point. Meanwhile, Pilot Officer Surtees manned the rear turret where he remained throughout the remainder of the flight. These officers displayed great fortitude and set a fine example of determination and devotion to duty.

Pilot Officer Francis Joseph DEVINE (Can/J.86985), R.C.A.F., 433 (R.C.A.F.) Sqn.

Pilot Officer Devine has completed very many sorties against heavily defended targets in Germany. In July, 1944, he was pilot of an aircraft detailed to attack Hamburg. En route an engine became unserviceable. Despite intensive anti-aircraft fire and enemy fighter opposition this officer continued to the target and made a successful attack. Pilot Officer Devine has at all times displayed fearlessness, determination and devotion to duty.

Pilot Officer Kenneth Maurice EVANS (178561), R.A.F.V.R., 429 (R.C.A.F.) Sqn.

This officer has completed a tour of operational duty during which very many strongly defended targets in Germany have been attacked. He has displayed a high standard of navigational ability throughout and has proved himself to be a most reliable member of aircraft crew. One night in July, 1944, when returning from Hamburg, his aircraft was hit by anti-aircraft fire and sustained extensive damage. Pilot Officer Evans was badly wounded in the leg. Although in much distress he insisted on fulfilling his duties after receiving first aid. Although much of his equipment had been destroyed, Pilot Officer Evans navigated the aircraft home with his usual skill. This officer displayed great courage, fortitude and devotion to duty.

Pilot Officer Donald JACKSON (179221), R.A.F.V.R., 428 (R.C.A.F.) Sqn.

As flight engineer, Pilot Officer Jackson has participated in a large number of sorties, including attacks on such targets as Kiel, Stuttgart and Leipzig; he has also taken part in many mine-laying missions. He has proved himself to be a highly skilled and resolute member of aircraft crew and his conduct has at all times been exemplary.

Pilot Officer Malcolm Neil McLEAN (Can/J.86725), R.C.A.F., 429 (R.C.A.F.) Sqn.

This officer has displayed the highest standard of skill and courage in air operation. As air gunner he has participated in a large number of sorties, many of them against targets important to the enemy's war effort. One night in July, 1944, on the return flight from Hamburg, his aircraft was hit by anti-aircraft fire and sustained much damage. Pilot Officer McLean was wounded in the back and the leg. Although in much pain and suffering from loss of blood he remained in his turret ready to defend his aircraft against any further interference. His courage, endurance and devotion to duty set a fine example.

Pilot Officer Samuel Ethelbert MacLEOD MILLIKEN (Can/J.86842), R.C.A.F., 425 (R.C.A.F.) Sqn.

This officer has completed a tour of operational duty during which he has successfully attacked very many enemy targets. He has invariably displayed a high standard of gallantry and determination, setting a fine example to his crew. On one occasion, Pilot Officer Milliken was detailed to attack Karlsruhe. Very early on the outward flight, the distant reading compass became unserviceable. Some other necessary equipment also became useless. Despite this, Pilot Officer Milliken continued his mission. When over enemy territory icing conditions were encountered and shortly before reaching the target the air speed indicator became unserviceable. Even so, this determined pilot executed a successful attack in the face of considerable fire from the ground defences. He afterwards flew to base where he effected a safe landing, although deprived of the effective use of the brakes on touching down. His resolution on this occasion was typical of that which he has shown throughout his tour,

Pilot Officer Harry RUMBLE (174239), R.A.F.V.R., 433 (R.C.A.F.) Sqn

Pilot Officer Rumble has taken part in a large number of sorties as navigator, many of which have been over strongly defended areas in Germany. His skill, co-operation and devotion to duty have contributed materially to the successful completion of these sorties. On one occasion when detailed to attack Karlsruhe his aircraft was attacked and severely damaged by anti-aircraft fire. Much of his navigational equipment was rendered useless but Pilot Officer Rumble navigated the aircraft home with unerring skill. He has proved himself to be a most devoted member of aircraft crew.

Pilot Officer William Robertson STEWART (Can/J.87334), R.C.A.F., 429 (R.C.A.F.) Sqn.

Pilot Officer William Harold WARDELL (Can/J.87565), R.C.A.F., 429 (R.C.A.F.) Sqn.

These officers have completed many sorties over enemy territory as pilot and wireless operator respectively. In July, 1944, when returning from an operation over Hamburg, their aircraft was hit and damaged by anti-aircraft fire. The aileron control was rendered unserviceable. The wireless apparatus was damaged. Some navigational equipment was destroyed, whilst the inter-communication system was rendered useless. Although in much pain and suffering from the loss of blood, Pilot Officer Stewart continued at the controls and set course for home. Meanwhile, Pilot Officer Wardell set to work to repair his wireless apparatus. Having succeeded, he was able to obtain bearings which helped greatly in determining the aircraft's position. He afterwards did everything within his power to assist his pilot to reach England. Finally, Pilot Officer Stewart reached an airfield where he effected a safe landing in spite of difficulties. These officers displayed great courage, determination and devotion to duty in the face of a trying situation.

Pilot Officer Norman Leonard ULPH (171622), R.A.F.V.R., 428 (R.C.A.F.) Sqn.

This officer has taken part in a large number of sorties as navigator against targets in Germany and France. He has also participated in numerous mine-laying missions. His coolness and efficiency under hazardous circumstances have set a fine example to his crew and he has contributed in no small way to the successes achieved.

Pilot Officer William Henry WRIGHT (Can/J.86486), R.C.A.F., 433 (R.C.A.F.) Sqn.

This officer has completed a large number of sorties including attacks against Berlin, Essen, Frankfurt, Stuttgart and Nuremberg. On one occasion he was captain of an aircraft detailed to attack Berlin. When in the target area the aircraft was attacked four times by a Focke Wulf 190. Pilot Officer Wright, displaying great skill and coolness successfully evaded the enemy and pressed home his attack. This officer has at all times shown exceptional qualities of leadership and skill and has set a fine example to his crew.

Warrant Officer Ronald Cedric CAMPBELL (Can/R.104882), R.C.A.F., 184 Sqn.

Warrant Officer Campbell has participated in a large number of sorties involving attacks on a variety of targets. He is a keen and resolute leader, whose determined work has won much praise. On 2 recent occasions, Warrant Officer Campbell flew with great distinction in successful attacks on enemy armoured battle vehicles.

Warrant Officer Francis Arthur HARRISON (Can/R.148282), R.C.A.F., 428 (R.C.A.F.) Sqn.

As rear gunner Warrant Officer Harrison has completed numerous sorties, involving several mine-laying missions and attacks on railway sidings and other heavily defended positions. Recently he was detailed for an operation in the Caen area. On the return flight his aircraft was engaged by a fighter but Warrant Officer Harrison drove it off. A little later another fighter closed in. Warrant Officer Harrison opened fire to good effect and the enemy aircraft burst into flames and fell to the ground where it exploded. This airman has invariably displayed great coolness and courage in action.

Warrant Officer (1st class) Walter Gordon KIRKWOOD (Can/R.121850), R.C.A.F., 409 (R.C.A.F.) Sqn.

Warrant Officer (2nd class) Colin Neil MATHESON (Can/R.152802), R.C.A.F., 409 (R.C.A.F.) Sqn.

As pilot and observer respectively, these officers have completed many night fighter sorties. They