

Butler's vigilance and skill contributed to the success of his crew and the destruction of an enemy aircraft.

Flying Officer Roy William KENT (Can/J.25793), R.C.A.F., 419 (R.C.A.F.) Sqn.

In all his operations against the enemy Flying Officer Kent has shown great determination to attack his targets. One night in August, 1944, he was engaged on a mission to Acquet. Shortly after take-off the port outer engine failed and before crossing the English coast one of the starboard engines also failed. Nevertheless, Flying Officer Kent flew on to the target and completed his mission, afterwards returning to base where he executed a masterly landing in exceedingly difficult circumstances. Flying Officer Kent has displayed high courage, skill and determination.

Flying Officer William MacKAY (Can/J.39031), R.C.A.F., 433 (R.C.A.F.) Sqn.

This air-gunner has displayed exceptional skill and his accurate shooting has on more than one occasion, played a large part in the safe return of his aircraft to base. Flying Officer MacKay has contributed to the destruction of a Junkers 88.

Flying Officer Robert Cecil PENROSE (Can/J.24486), R.C.A.F., 427 (R.C.A.F.) Sqn.

This officer has completed many operational sorties and has proved himself an outstanding captain of aircraft, displaying coolness and skill under fire. On one occasion his aircraft was attacked seven times by enemy fighters. One enemy fighter was shot down and Flying Officer Penrose successfully evaded all attacks. The completion of all his operational flights was due to the initiative, resourcefulness and skilful airmanship of this officer.

Flying Officer John Francis TEES (Can/J.85134), R.C.A.F., 419 (R.C.A.F.) Sqn.

Flying Officer Tees has completed successfully many day and night operations against the enemy. In August, 1944, when en route to St. Lou d'Esserent in daylight, his aircraft was hit by anti-aircraft fire, and although both starboard engines were put out of action, the airframe damaged and the port tyre holed, Flying Officer Tees continued and successfully completed his mission. On the return journey he managed to revive the starboard inner engine and eventually made a skilful landing in very poor visibility without causing further damage to his aircraft. Flying Officer Tees displayed great skill and determination.

Flying Officer John WAGMAN (Can/J.35150), R.C.A.F., No. 434 (R.C.A.F.) Sqn.

One night in August, 1944, Flying Officer Wagman was detailed to attack Kiel and on reaching enemy territory his aircraft was engaged by anti-aircraft fire which penetrated the petrol tanks and caused a serious loss of fuel. Nevertheless, Flying Officer Wagman successfully completed his mission but was forced to bring his aircraft down on to the sea 40 miles from the English coast. This he achieved with great skill despite the failure of his landing light, and adverse weather. In hazardous circumstances this officer displayed great skill, courage and devotion to duty.

Acting Flying Officer Charles Ronald CHORLEY (176563), R.A.F.V.R., 622 Sqn.

One night in April, 1944, after a successful attack on Laon, Flying Officer Chorley's aircraft was hit by rocket fire and sustained extensive damage to the wing structure, rendering the hydraulic system, brakes, gyro compass, port elevator and both gun turrets unserviceable. The homeward journey was continued under the most difficult conditions, which were rendered even more hazardous by the port engine losing power. Undaunted, this resourceful pilot finally reached base, and despite undercarriage failure, made a masterly crash landing without injury to his crew. Flying Officer Chorley has contributed very largely to the outstanding success of his squadron and his sustained endeavour and devotion to duty are worthy of the highest praise.

Acting Flying Officer John Edward COWELL (Aus. 421007), R.A.A.F., 15 Sqn.

One night in April, 1944, Flying Officer Cowell was captain of an aircraft which attacked Cologne. Shortly after leaving the target the port outer engine caught fire and had to be feathered. Soon afterwards the bomber was attacked by an enemy

fighter but the attacker was driven off by the fire of the forward guns. Before the coast was reached 3 further enemy aircraft intercepted the bomber but by skilful handling of his aircraft, despite the unserviceability of the rear gun turret and flying on only 3 engines Flying Officer Cowell was able to avoid damage to his aircraft. He is a keen and fearless captain who has completed many successful bombing operations.

Pilot Officer Howard Dunstan EGLI (Can/J.85133), R.C.A.F., 427 (R.C.A.F.) Sqn.

One night in July, 1944, he was detailed to attack Stuttgart and while over the target the aircraft was hit by anti-aircraft fire and sustained much damage. The undercarriage dropped causing a lessening of airspeed and increasing the fuel consumption to such an extent that there was insufficient petrol to enable the aircraft to reach the English coast. Upon reaching the French coast Pilot Officer Egli ordered his crew to escape by parachute and held the aircraft steady under intense anti-aircraft fire during this operation. Pilot Officer Egli then crash landed the bomber. Owing to this officer's skill and courage he extricated his crew from a perilous situation.

Pilot Officer Joseph Gerard Maurice LANDRY (Can/J.86683), R.C.A.F., 425 (R.C.A.F.) Sqn.

Warrant Officer First Class (now Pilot Officer) Albert Vincent Joseph BOYER (Can/R.151123), R.C.A.F., 425 (R.C.A.F.) Sqn.

In June, 1944, Pilot Officer Landry was detailed to make a daylight attack on Boulogne, and Warrant Officer Boyer acted as his navigator. Soon after setting course it was discovered that the aircraft would not attain the prescribed height for the attack, but it was decided to continue the mission. The target was obscured by cloud and no marker was visible. In the midst of an intense barrage of anti-aircraft fire the attack was successfully completed, but the aircraft was badly damaged. Nevertheless with dogged determination Pilot Officer Landry made the entire return journey beneath cloud base. In this, he was ably assisted by Warrant Officer Boyer, who by his outstanding skill and efficiency navigated the aircraft by map reading. Both these officers have shown a fine fighting spirit and distinguished themselves by their courage, leadership and devotion to duty.

Pilot Officer Francis Joseph MCGOVERN (174339), R.A.F.V.R., 426 (R.C.A.F.) Sqn.

Pilot Officer McGovern has completed many operational sorties and one night while on route to Leipzig his aircraft was attacked seven times by fighters. During one attack Pilot Officer McGovern was badly wounded. After four months in hospital he returned to duty and completed another successful tour during which his dogged determination and skill have been an outstanding example to his crew.

Pilot Officer Howard Schlueter SMITH (Can/J.87910), R.C.A.F., 427 (R.C.A.F.) Sqn.

This air gunner has completed many operational sorties and his work has been excellent. He is credited with the damaging of a Junkers 88 and the destruction of a Messerschmitt 210. His devotion to duty and coolness in the face of enemy action has been an inspiration to his crew and squadron.

Warrant Officer Second Class (now Pilot Officer) John Arthur RYAN (Can/R.156114), R.C.A.F., 425 (R.C.A.F.) Sqn.

Warrant Officer Ryan is an outstanding pilot who has consistently displayed superb captaincy and airmanship. One night in August, 1944, he was detailed to attack Foret-de-Nieppe in France. During the outward flight two engines became defective and Warrant Officer Ryan was compelled to jettison some of his equipment and to set course for an emergency airfield. Before the landing ground was reached, the starboard outer propeller flew off and damaged the starboard inner engine. Under difficult and hazardous circumstances this airman effected a masterly landing without causing injury to his crew or further damage to his aircraft.

Warrant Officer Ralph WALKER (1435348), R.A.F.V.R., 455 (R.A.A.F.) Sqn.

Warrant Officer Walker has completed many operational and reconnaissance flights since joining No. 455 Squadron. In May, 1944, he participated in an attack on a convoy of 19 enemy ships off the Dutch coast. In the face of severe and