

Flying Officer Arthur Thomas Charles WILMOT-DEAR (151446), R.A.F.V.R., 58 Sqn.
 Flying Officer Victor Godfrey WATLING (164259), R.A.F.V.R., 58 Sqn.

As pilot and navigator/bomb aimer respectively these officers have completed numerous attacks on enemy shipping. They have displayed commendable skill and co-operation and throughout they have set a fine example of devotion to duty. One night in February, 1945, they successfully attacked an enemy merchantman. A few nights later they obtained yet another success against a medium sized enemy vessel which was heavily escorted. Flying Officers Wilmot-Dear and Watling have invariably displayed praiseworthy courage and resolution.

Lieutenant David Galt DENT (177022V), S.A.A.F., 12 (S.A.A.F.) Sqn.

This officer has displayed the highest standard of skill in air operations. Keen and courageous he has set a splendid example by his determination to complete his missions successfully. In March, 1945, Lieutenant Dent piloted one of a formation of aircraft detailed to attack the railway sidings at Conogliano. Over the target area considerable anti-aircraft fire and much fighter opposition were encountered. During the bombing run his aircraft was repeatedly hit by bullets from various fighters and by fire from the ground defences. Extensive damage was sustained. Despite this he completed his bombing run. The fighters kept up their attacks. Flight Lieutenant Dent manoeuvred well but his aircraft sustained more serious damage. When the enemy aircraft finally broke away, petrol and oil were pouring from damaged port tanks which had been hit. Nevertheless, Flight Lieutenant Dent was determined if possible to bring back the crippled aircraft. Eventually, he reached a landing ground and brought his aircraft down safely with masterly skill. This officer displayed outstanding coolness, courage and devotion to duty.

Acting Flying Officer Frederick Foster WRIGHT (Can/J.93453), R.C.A.F., 100 Sqn.

One night in March, 1945, this officer was the pilot and captain of an aircraft detailed to attack Kassel. Shortly after the bombs had been released, the aircraft sustained severe damage. The fuselage, mainplane, tail unit and the mid-upper and rear gun turrets were all affected. The elevators jammed and the aircraft dived out of control. Several thousand feet in height were lost before Flying Officer Wright succeeded in levelling out. With great difficulty he retained control and flew on to reach base where he landed the badly damaged aircraft safely. This officer displayed a high degree of courage and coolness in the face of great damage.

Pilot Officer Raymond Morris HAYS (Can/J.88928), R.C.A.F., 544 Sqn.

This officer was the pilot of an aircraft detailed for a reconnaissance covering the Leipzig area in March, 1945. Whilst over the target, two enemy fighters attempted to close in. Pilot Officer Hays took violent evading action. Much height was lost. At this stage another enemy aircraft joined the fight. Pilot Officer Hays manoeuvred with great skill and, although his aircraft was hit, he succeeded in evading the attackers. The starboard engine had been badly damaged but course was set for home. Later, on the return flight, the aircraft was attacked by another fighter. Pilot Officer Hays manoeuvred with superb skill. Although the aircraft sustained further damage and the navigator was wounded, this pilot succeeded in evading the fighter. He afterwards flew to a landing ground in allied territory. This officer, who has completed many sorties, has consistently shown courage and resolution.

Pilot Officer John Anthony WHITE (Can/J.45138), R.C.A.F., 159 Sqn.

In February, 1945, this officer was the navigator of an aircraft detailed to attack an enemy bridge. In the run in to the target the aircraft was met with intense and accurate anti-aircraft fire. The navigator's compartment was pierced and Pilot Officer White was wounded in the chest. Despite this, he remained at his post and played his part worthily in the attack on the target. Although in pain and suffering greatly from the loss of blood, Pilot Officer White insisted on fulfilling his duties. Although he fainted twice he recovered quickly

and continued to navigate the aircraft home. After a flight of several hours duration base was reached within a few minutes of the estimated time of arrival. This officer displayed outstanding courage, fortitude and determination.

Pilot Officer Maurice Joseph KELLY (Can/J.85024), R.C.A.F., 166 Sqn.

Pilot Officer Kelly has participated in numerous sorties and has proved himself to be an efficient and fearless captain. One night in March, 1945, he piloted an aircraft detailed to attack Kassel. On the outward flight, the starboard inner engine became defective. Despite this, Pilot Officer Kelly continued his mission. Before reaching the target, the port outer engine failed. Nevertheless, this pilot went on to attack the target, although forced to do so at a height considerably less than originally planned. He afterwards flew the aircraft back to base with one engine out of action completely and a second working only intermittently. His determination was in keeping with that which he has invariably shown.

Second Lieutenant Richard TURNER (543213V), S.A.A.F., 5 (S.A.A.F.) Sqn.

This officer has completed several sorties. Though young in experience he has quickly shown the attributes of a courageous and resolute pilot. In March, 1945, he took part in a low level attack on an enemy fuel dump. In the operation, he was hit in the chest by small arms ammunition. His collar bone and arm were broken. Although in much distress, this brave pilot flew his aircraft to base. Many of the vital actions for landing having to be performed with the left hand, Second Lieutenant Turner operated the flap mechanism by using his broken left arm as a lever, putting the weight of his body on the arm to depress the lever. He thus succeeded in landing safely. In the face of a trying situation he displayed courage and fortitude of a high order.

Distinguished Flying Cross.

Acting Flight Lieutenant Lawrence Edward MARSH (173337), R.A.F.V.R., 9 Sqn.

Distinguished Flying Medal.

1869817 Flight Sergeant Finlay Robert RICHES, R.A.F.V.R., 9 Sqn.

This officer and airman were pilot and rear gunner respectively in an aircraft which successfully attacked the submarine pens at Bergen in January, 1945. When crossing the enemy coast on the return flight, the aircraft was attacked by 5 fighters. After the first attack, which was made in formation, the fighters closed in, time and time again, singly and in pairs. Nevertheless, skilful manoeuvring by Flight Lieutenant Marsh and good shooting by Flight Sergeant Riches and his co-gunner prevented the attacks being pressed home. After the combat had been in progress for some time, the starboard outer engine of the bomber was hit. Smoke began to issue from it. Flight Lieutenant Marsh did not at first feather the propeller of the damaged engine but it burst into flames and he was compelled to do so. The mid-upper gun turret later became unserviceable. Despite this, Flight Sergeant Riches in the rear turret defended his aircraft well until the attackers finally broke away. Flight Lieutenant Marsh afterwards flew the damaged bomber to base and landed safely in spite of a burst tyre on one of the landing wheels. This officer and his air gunner, Flight Sergeant Riches, displayed noteworthy skill and courage in very trying circumstances.

Conspicuous Gallantry Medal (Flying).

1147696 Flight Sergeant John BETTANY, R.A.F.V.R., 625 Sqn.

This airman was the wireless operator in an aircraft detailed to attack Pforzheim one night in February, 1945. Soon after the target had been bombed the aircraft sustained serious damage. Several small fires commenced but Flight Sergeant Bettany, displaying great promptitude and bravery, dealt with most of them effectively. Some few minutes later, one of the starboard tanks exploded and set the starboard outer engine on fire. The pilot gave the order to abandon the aircraft. The intercommunication system was out of action so he requested Flight Sergeant Bettany to give the message verbally to the mid-upper and rear gunners. As he made his way along the fuselage,