



THIRD SUPPLEMENT TO The London Gazette

Of TUESDAY, the 15th of MAY, 1945

Published by Authority

Registered as a newspaper

FRIDAY, 18 MAY, 1945

Air Ministry, 18th May, 1945.

The KING has been graciously pleased to approve the following awards in recognition of gallantry and devotion to duty in the execution of air operations:—

Distinguished Flying Cross.

Wing Commander Clifford Murray BLACK (Can/J. 3476), R.C.A.F., 426 (R.C.A.F.) Sqn.

This officer has completed numerous sorties against a variety of heavily defended targets and has invariably pressed home his attacks with great resolution. On one occasion, when attacking Bottrop, despite the failure of one engine, he completed a successful attack and also obtained a valuable photograph. Wing Commander Black has set a fine example to the squadron he commands, and his leadership and courage have been outstanding.

Acting Squadron Leader John Fulton ROBERTS (Can/J. 37731), R.C.A.F., 405 (R.C.A.F.) Sqn.

As navigator, this officer has participated in very many sorties against a variety of enemy targets. His example of keenness and devotion to duty has been of a high order throughout. On one occasion in March, 1945, his navigational aids became unserviceable en route to the target. Displaying outstanding initiative and resourcefulness, Squadron Leader Roberts successfully navigated the aircraft to the target and back to this country with his usual accuracy.

Flight Lieutenant Joseph Roland LAPORTE (Can/J. 6958), R.C.A.F., 425 (R.C.A.F.) Sqn.

One night in March, 1945, this officer was detailed to attack Chemnitz. Before reaching the French coast, the distant reading compass became unserviceable and a little later, the starboard engine failed. Undeterred, this officer continued to the target which was bombed most effectively. On the return journey, the aircraft came under fire from the ground defences and sustained several hits. In spite of this, Flight Lieutenant Laporte flew back to base and landed safely. This officer, who has completed many sorties, has invariably displayed a high degree of skill and resolution.

Flight Lieutenant Donald Elwood SILLERS (Can/J. 26991), R.C.A.F., 424 (R.C.A.F.) Sqn.

This officer has at all times proved a most reliable captain of aircraft and has displayed commendable courage and skill. One night in February, 1945, he was detailed to attack Duisburg. Immediately after the bombing run his aircraft was attacked and severely damaged by an enemy fighter. One engine was rendered unserviceable and much technical equipment was put out of action. Displaying great coolness and excellent airmanship, Flight Lieutenant Sillers succeeded in evading the fighter and afterwards brought his damaged aircraft safely back to base.

Flight Lieutenant Sillers has completed many sorties and his devotion to duty has been of a high standard.

Acting Flight Lieutenant Joseph Antoine BRASSARD (Can/J. 35310), R.C.A.F., 425 (R.C.A.F.) Sqn.

Flight Lieutenant Brassard has completed many sorties against a variety of strongly defended targets. Throughout his tour of operational duty he has displayed skill and leadership of a high standard. One night in March, 1945, he was detailed to attack Chemnitz. On the outward flight the port inner engine became troublesome but Flight Lieutenant Brassard continued his mission. When over enemy territory the hydraulic and intercommunication systems became unserviceable. Later, the aircraft was hit by anti-aircraft fire. In spite of this, Flight Lieutenant Brassard was determined, if possible, to reach the target. After skilfully evading a fighter he went on to execute a good bombing attack and secure a photograph. In completing his mission successfully, this officer displayed high qualities of skill and tenacity. He set a very fine example.

Acting Flight Lieutenant Kenneth Orvil POWELL (Can/J. 36290), R.C.A.F., 429 (R.C.A.F.) Sqn.

Flight Lieutenant Powell is a skilful and resourceful pilot who has completed many sorties against the enemy, including numerous difficult mine-laying missions, requiring a high degree of accuracy. In March, 1945, this officer was detailed for a night attack on Cologne. Early on the outward flight one of his engines became unserviceable. Nevertheless, he continued to the target which he successfully attacked. On the return journey, a second engine failed. Despite this, Flight Lieutenant Powell succeeded in flying the aircraft back to base, where he executed a masterly landing. The keenness, efficiency and devotion to duty shown by this officer have been exceptional.

Flying Officer Henry Hugh COWAN (Can/J. 85095), R.C.A.F., 424 (R.C.A.F.) Sqn.

This officer has participated in numerous sorties against the enemy and has on all occasions pressed home his attacks. In March, 1945, he was detailed to attack Dortmund. On the outward journey one engine became unserviceable but he continued to the target and made a successful attack in the face of intense anti-aircraft fire. He afterwards flew safely to base. This officer has set a fine example of devotion to duty and his determination to make every sortie a success has won great praise.

Flying Officer John Lister MOULD (Can/J. 86694), R.C.A.F., 424 (R.C.A.F.) Sqn.

This officer has participated in a number of operational missions and has quickly shown the qualities of an efficient and determined captain. This was amply demonstrated one night in March,

1945, when detailed to attack Hagen. En route to the target, the port inner engine became unserviceable. Although some height was lost and the airspeed was affected, Flying Officer Mould continued to the target which he attacked in the face of considerable anti-aircraft fire. Throughout he displayed fine airmanship and set a fine example of devotion to duty.

Flying Officer Jack Ormsby STEWART (Can/J.38861), R.C.A.F., 434 (R.C.A.F.) Sqn.

As captain of aircraft, this officer has set a fine example of keenness and devotion to duty. On his first operational sortie in March, 1945, he was detailed to attack Essen. Shortly after taking off, one engine became unserviceable. Despite the loss of some height, Flying Officer Stewart continued to the target, executed a successful attack and afterwards flew safely to base. His determination was most commendable.

Pilot Officer Howard Douglas MILLSON (Can/J.92854), R.C.A.F., 433 (R.C.A.F.) Sqn.

As air gunner, Pilot Officer Millson has taken part in very many sorties. He has proved himself to be a most efficient and vigilant member of aircraft crew, whose example of coolness in the face of the enemy has been highly commendable. One night in March, 1945, he was the mid-upper gunner in an aircraft detailed to attack Hagen. On the return flight the aircraft was attacked by a fighter. After giving the necessary combat manoeuvre to his pilot, Pilot Officer Millson opened fire. His bullets struck the attacker which burst into flames and dived towards the ground where, on impact, the enemy aircraft exploded. By his good judgment and excellent shooting, this air gunner contributed materially to the safe return of his aircraft.

Distinguished Flying Cross.

Acting Flying Officer Gilbert Barrett HAMPSON (184183), R.A.F.V.R., 156 Sqn.

Conspicuous Gallantry Medal (Flying).

961648 Sergeant Dennis Ronald BOWERS, R.A.F.V.R., 156 Sqn.

Distinguished Flying Medal.

1589153 Flight Sergeant John Rouffignac MANN, R.A.F.V.R., 156 Sqn.

1233251 Flight Sergeant Francis Geoffrey REYNOLDS, R.A.F.V.R., 156 Sqn.

Sergeant Bowers and Flight Sergeants Mann and Reynolds were flight engineer, rear gunner and second navigator respectively in an aircraft piloted by Flying Officer Hampson detailed to attack Harpenerweg in March, 1945. When nearing the target the aircraft was hit by anti-aircraft fire. Sergeant Bowers was severely wounded in the leg. In spite of this he remained at his post. Almost immediately, another shell burst underneath the aircraft and caused extensive damage. The bomb bay was wrecked. A fire started and the fuselage became filled with smoke. The aircraft began to lose height and it seemed as though it would have to be abandoned, but Flying Officer Hampson succeeded in regaining control. Just then, the aircraft was again hit. Sergeant Bowers sustained further injury. His leg was almost severed. Whilst Flying Officer Hampson was taking evasive action, Flight Sergeants Mann and Reynolds went to the assistance of their badly wounded comrade to whom first aid was given. Afterwards, they did everything possible to assist their pilot and captain in his endeavour to fly the crippled aircraft home. Grievously wounded as he was, Sergeant Bowers also was fully determined to be of assistance. After dragging himself nearer to his instrument panel he kept his pilot advised of the fuel position and gave directions regarding the changing of the respective fuel tanks. Finally, Flying Officer Hampson reached an airfield. The bomb doors were open. The hydraulic gear and the

flaps were unserviceable. Nevertheless, the undercarriage was lowered by means of the emergency system and Flying Officer Hampson brought the severely damaged aircraft safely down. This officer displayed the finest qualities of skill, courage and coolness. Flight Sergeants Mann and Reynolds gallantly supported their captain and their conduct throughout was exemplary. Sergeant Bowers, though grievously injured, set a magnificent example of courage, fortitude and devotion to duty. His example will long be remembered.

Distinguished Flying Cross.

Pilot Officer Roy Bentley VAN METRE (Can/J.89752), R.C.A.F., 405 (R.C.A.F.) Sqn.

Conspicuous Gallantry Medal (Flying).

Warrant Officer Angus ROBB (1550317), R.A.F.V.R., 405 (R.C.A.F.) Sqn.

Pilot Officer Van Metre and Warrant Officer Robb were wireless operator and mid-upper gunner respectively in an aircraft detailed to attack Dessau one night in March, 1945. Whilst over the target the aircraft was attacked by 3 enemy fighters. The first enemy aircraft to attack was shot down by the rear gunner. Warrant Officer Robb engaged the second fighter. Following a short but accurate burst of fire from his guns the enemy aircraft fell to the ground. The remaining fighter attacked with great persistence. The rear gun-turret of the bomber was badly hit and set on fire. The rear-gunner was trapped. Pilot Officer Van Metre and Warrant Officer Robb, displaying the greatest determination, immediately went to the assistance of their trapped comrade. By their joint efforts, these crew members finally extinguished the flames and extricated the rear-gunner from the gun turret. Pilot Officer Van Metre had severely burned his hands. In spite of much pain he returned to his post to work at his wireless apparatus throughout the return flight. Pilot Officer Van Metre and Warrant Officer Robb set a fine example of courage and resolution in very trying circumstances.

Distinguished Flying Medal.

Can/R.212937 Flight Sergeant (now Pilot Officer) Thomas ROMANCHUK, R.C.A.F., 408 (R.C.A.F.) Sqn.

Can/R.160137 Flight Sergeant Daniel SHUTKA, R.C.A.F., 408 (R.C.A.F.) Sqn.

As mid-upper and rear gunners respectively, these airmen have participated in very many sorties against enemy targets. They have at all times displayed the greatest keenness, coupled with a high degree of skill and co-operation. On one occasion, during an attack against Oberhausen, they were responsible for the destruction of two of four enemy fighters which engaged their aircraft during the operation. Cool, resolute and devoted, these airmen have proved themselves to be most valuable members of aircraft crew.

Can/U.199230 Flight Sergeant William Joseph Gerrard COZENS, R.C.A.F., 424 (R.C.A.F.) Sqn.

One night in February, 1945, this airman was captain of an aircraft detailed to attack Dortmund. During the bombing run the aircraft was hit by anti-aircraft fire and afterwards attacked by a fighter. Both starboard engines were damaged and had to be put out of action. The hydraulic system was affected and the bomb doors could not be closed. Although the aircraft began to lose height rapidly, Flight Sergeant Cozens set course for allied territory. On crossing our lines he gave the order to abandon aircraft. After several of the crew had left safely by parachute, the aircraft was too low to permit Flight Sergeant Cozens and his one remaining comrade to jump with safety. Nevertheless, he succeeded in effecting a masterly crash landing. This airman displayed skill, coolness and courage of a high order.

LONDON

PRINTED AND PUBLISHED BY HIS MAJESTY'S STATIONERY OFFICE

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1945

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S.O. Code No. 65-37084