

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.

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