

Sergeant Baker left them in the shelter of an overhanging crag. Then, with a corporal, by great determination and persistence, he reached an American camp where he was able to obtain assistance. Sergeant Baker eventually reached his Unit in an exhausted state. On both occasions he showed great devotion to duty and splendid courage.

1615722 Sergeant Leslie Arthur POTTER, Royal Air Force Volunteer Reserve.

On the 16th March, 1945, a Lancaster aircraft crashed near Blyton airfield, fire breaking out immediately in the wing tanks and fuselage and enveloping the cockpit. Sergeant Potter, the Flight Engineer, escaped from the port side window and assisted Flight Sergeant Scott, the pupil pilot, who was injured, to leave by the same window. The cockpit was now burning furiously. Sergeant Potter, despite his injuries which included damage to a knee and severe cuts and burns on the face and hands, crossed to the other side of the aircraft, entered a window and, by a great effort, rescued the screened pilot and engineer, who were both unconscious. This necessitated two trips into the burning aircraft before the rescued men could be dragged to safety. By his cool, courageous conduct and complete disregard for his own personal safety Sergeant Potter undoubtedly saved three of the members of this aircraft from a perilous situation.

1164461 Sergeant Lionel Bertram VOLLER, Royal Air Force Volunteer Reserve.

Sergeant Voller was dropped in Greece by parachute in May, 1943, and was in charge of the W/T communications of West Macedonia until November, 1944. He developed a great sense of responsibility and his technical and organising ability was well illustrated by the fact that his station handled a volume of traffic unsurpassed by any other station in the field in Greece. At one period Sergeant Voller worked in the open under repeated enemy pressure. His initiative and ability are above the average and he has proved himself to be an outstanding W/T operator.

1064881 Sergeant Walter George SHAW, Royal Air Force Volunteer Reserve.

816092 Corporal George Herbert EDGAR, Royal Air Force Volunteer Reserve.

On 2nd April, 1945, a Typhoon aircraft developed engine trouble and the pilot was approaching the runway in an attempt to make a forced landing. The aircraft (with a 500 lb. incendiary bomb attached to each mainplane and with the air intake on fire) crashed into a clearing of felled trees and immediately caught fire, burning rapidly. Sergeant Shaw and Corporal Edgar were working about 150 yards from the accident and, although realising the possibility of the bombs exploding, they ran to the scene of the accident. By this time the 20 m.m. cannon shells were exploding in all directions but, undaunted, they extricated the pilot who was in a dazed condition and incapable of coherent thought or action. The pilot then had to be carried over the felled trees to safety, whilst there was the possibility of the bombs exploding at any minute. This difficult feat was successfully accomplished. The quick action, coolness and gallantry of Sergeant Shaw and Corporal Edgar undoubtedly saved the pilot's life.

1448758 Corporal James Esmond BROWNE, Royal Air Force Volunteer Reserve.

On the morning of 24th April, 1945, an aircraft, carrying a full bomb load, crashed and burst into flames immediately after taking off. Corporal Browne, who was in charge of the fire party, immediately ordered the fire tender to proceed to the scene of the crash which was only 100 yards from the W.A.A.F. site and a number of civilian houses. On arrival he unhesitatingly commenced to spray foam on the fiercely burning wreckage although he knew that the bombs were liable to explode at any moment. Very soon a 500 lb. bomb exploded, throwing the fire party off their feet and stopping the pump. Corporal Browne at once re-started the pump and was continuing to attack the fire when a second bomb exploded and scattered the blazing wreckage over a wide area. The fire party was undeterred, however, and under the cool and determined direction of Corporal Browne, continued their efforts to bring the fire under control, refusing to withdraw to safety until ordered to do so by their Station Commander. This occurred just before a further

two bombs exploded. The standard of discipline and the devotion to duty shown by Corporal Browne, in difficult and dangerous circumstances, were of the highest order, and he set an excellent example to all.

1194699 Corporal James SPENCER, Royal Air Force Volunteer Reserve.

1639530 Leading Aircraftman Frederick Thomas BIRCH, Royal Air Force Volunteer Reserve.

On the 13th April, 1945, these airmen were on duty at an Aviation Fuel and Ammunition Park at Weeze, when it was reported that a soldier in an adjoining minefield had been injured by a mine. They both proceeded to the scene and, on arrival, found that two mines had exploded, practically severing the foot of the soldier. Despite the great risk involved, these airmen endeavoured to reach the injured man by crawling towards him across an old door found nearby. Being unable to cover the whole distance in this manner, they took the further risk of walking through the mined area with a stretcher. On reaching the injured man, Leading Aircraftman Birch rendered first aid after which he and Corporal Spencer lifted the soldier on to the stretcher and removed him to the ambulance which was waiting nearby. In entering the minefield, knowing full well the danger involved, Corporal Spencer and Leading Aircraftman Birch showed a high degree of courage and devotion to duty.

1459403 Corporal Frederick George Herbert WOOLVEN, Royal Air Force Volunteer Reserve.

On the night of the 25th March, 1945, a Mosquito aircraft crashed on taking off and burst into flames. Corporal Woolven, although off duty at the time and therefore without protective clothing, was near the crash and was first on the scene. He immediately entered the flames and attempted to rescue the pilot and navigator who were both trapped in the blazing wreckage. Cannon and machine gun ammunition was exploding and there was the added danger of the petrol tanks, flares and practice bombs exploding. Corporal Woolven quickly extricated the pilot who was unfortunately dead. Then, with the assistance of the Medical Officer and the Crash Party and with a crane, he attempted to release the navigator. In order to do this it was necessary to remove the burning tail unit of the aircraft which was resting across the cockpit. During the operation, Corporal Woolven was hit in the head and partially stunned by an exploding cannon shell case, but he refused to relax his rescue efforts until the navigator's body had been recovered. Throughout the rescue, although only wearing a pair of leather gloves as protective clothing, Corporal Woolven displayed great bravery and complete disregard for his personal safety.

1059633 Leading Aircraftman Dennis WHITAKER, Royal Air Force Volunteer Reserve.

On the 16th April, 1945, Leading Aircraftman Whitaker was a member of the crew of a high speed launch engaged in attempting the rescue of personnel from a burning oil tanker. Ammunition was continuously exploding on the tanker and the sea in the immediate vicinity was ablaze with burning petrol, except for a confined space round the bows of the tanker. Nevertheless, this airman made unceasing efforts to get a lifeline to reach the crew, and eventually, with complete disregard for his own safety, he entered the water himself to help to achieve this. As a result of his efforts, one seaman was saved. The cool courage and devotion to duty of Leading Aircraftman Whitaker set a fine example to his fellow crew members.

1903044 Aircraftman 1st Class Terence SULLIVAN, Royal Air Force Volunteer Reserve.

1675967 Aircraftman 1st Class George Albert WATKINSON, Royal Air Force Volunteer Reserve.

On the 18th April, 1945, a Hamilcar glider crashed on the airfield at Bentwaters. A 15 cwt. vehicle, with petrol tanks filled, which was being carried in the glider, caught fire and the two occupants of the vehicle were trapped inside and surrounded by flames. Aircraftmen Sullivan and Watkinson, members of the crash tender crew, immediately on arrival at the crash and before the hoses had been brought into action, ran straight to the fiercely burning vehicle to rescue its occupants. They ignored the danger of becoming entrapped in a general conflagration of the glider and strove valiantly to release the trapped men. They managed to get both occupants half out of