

FOURTH SUPPLEMENT

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CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD.

St. James's Palace, S.W.1, 27th October, 1944.

The KING has been graciously pleased to approve the following awards of the GEORGE CROSS, the George Medal and the British Empire Medal (Military Division) to the undermentioned:

Awarded The GEORGE CROSS.

Air Commodore Arthur Dwight Ross, O.B.E., Royal Canadian Air Force.

Awarded the George Medal.

Can/R.96959 Flight Sergeant Joseph Rene Marcel St. Germain, Royal Canadian Air Force. an/R.87217 Corporal Maurice Marquet, Can/R.87217 Corpora Canadian Air Force. Royal

Awarded the British Empire Medal (Military Division).

(Military Division).

Can/R.273581 Leading Aircraftman Melvin Muir McKenzie, Royal Canadian Air Force.

Can/R.188008 Leading Aircraftman Robert Rubin Wolfe, Royal Canadian Air Force.

One night in June, 1944, an aircraft, while attempting to land, crashed into another which was parked in the dispersal area and fully loaded with bombs. The former aircraft had broken into 3 parts and was burning furiously. Air Commodore Ross was at the airfield to attend the return of aircraft from operations and the interrogation dore Ross was at the airfield to attend the return of aircraft from operations and the interrogation of aircrews. Flight Sergeant St. Germain a bomb aimer, had just returned from an operational sortie and Corporal Marquet was in charge of the night ground crew, whilst leading Aircraftmen McKenzie and Wolfe were members of the crew of the crash tender. Air Commodore Ross with the assistance of Corporal Marquet, extricated the pilot who had sustained severe injuries. At that moment ten 500 lb. bombs in the second aircraft, moment ten 500 lb. bombs in the second aircraft, about & yards away, exploded, and this officer and airman were hurled to the ground. When the hail of debris had subsided, cries were heard from the rear turret of the crashed aircraft. Despite further explosions from bombs and petrol tanks which might have occurred, Air Commodore Ross which high lave occurred, Air Commodule Ross and Corporal Marquet returned to the blazing wreckage and endeavoured in vain to swing the turret to release the rear gunner. Although the port tail plane was blazing furiously, Air Commo-dore Ross hacked at the perspex with an axe and then handed the axe through the turret to the rear gunner who enlarged the aperture. Taking the axe again the air commodore, assisted now by Flight Sergeant St. Germain as well as by Corporal Marquet, finally broke the perspex steel frame

supports and extricated the rear gunner. Another 500 lb. bomb exploded which threw the 3 rescuers to the ground. Flight Sergeant St. Germain quickly rose and threw himself upon a victim in order to shield him from flying debris. Air Commodore Ross's arm was practically severed between the wrist and elbow by the second explosion. He calmly walked to the ambulance and an emergency amputation was performed on arrival at station sick quarters. Meanwhile, Corporal Marquet had inspected the surroundings,

Corporal Marquet had inspected the surroundings, and seeing petrol running down towards two nearby aircraft, directed their removal from the vicinity by tractor. Leading Aircraftmen McKenzie and Wolfe rendered valuable assistance in trying to bring the fire under control and they also helped to extricate the trapped rear gunner both being seriously injured by flying debris.

Air Commodore Ross showed fine leadership and great heroism in an action which resulted in the saving of the lives of the pilot and rear gunner. He was ably assisted by Flight Sergeant St. Germain and Corporal Marquet who both displayed courage of a high order. Valuable service was also rendered by Leading Aircraftmen McKenzie and Wolfe in circumstances of great danger.

danger.

Air Ministry, 27th October, 1944.

The KING has been graciously pleased to approve the following awards in recognition of gallantry dis-played in flying operations against the enemy:—

Distinguished Service Order.

Wing Commander Robert Vivian Lansdell Pattison, D.F.C. (34110), R.A.F., 100 Sqn.

This officer has displayed exceptional skill and great gallantry. His leadership has been outstanding and has inspired the squadron he commands. Wing Commander Pattison has executed many sorties on which he has taken new crews whom he has imbued with great confidence. whom he has imbued with great confidence.

Acting Wing Commander Howard Allan Morrison, D.F.C. (Can/J.4898), R.C.A.F., 405 (R.C.A.F.)

In September, 1944, Wing Commander Morrison captained an aircraft detailed to attack Le Havre. Whilst over the target, heavy and accurate anti-aircraft fire was encountered. Undeterred this captain endeavoured to press home his attack. His aircraft was hit and sustained serious damage. aircraft became almost uncontrollable. A fire started and the fuselage became filled with smoke. The flames spread quickly and it was evident that the aircraft could not be saved. Displaying great coolness, Wing Commander Morrison ordered his crew to leave by parachute. He, himself, would not leave until he was satisfied that all his com-rades were clear. When he finally jumped the air-craft was down to a low altitude. This officer has invariably displayed the highest standard of courage and devotion to duty. He has completed very many sorties and, in his determination to complete his missions successfully, has often remained over the target for long periods.

Squadron Leader James Joseph O'Meara, D.F.C. (40844), R.A.F.O., 131 Sqn.
Squadron Leader O'Meara has completed a notable tour and throughout has displayed a high degree of skill and gallantry. His genius for leadership has been most evident and has contributed in a large way to the operational efficiency of the squadron he commands. He is a relentless fighter and has destroyed 12 enemy aircraft and damaged many more. damaged many more.

Acting Flight Lieutenant Robert Mather ETCHELLS (161599), R.A.F.V.R., 156 Sqn.
One night in August, 1944, Flight Lieutenant Etchells was captain of an aircraft in an attack on Kiel. Just as the bombs were released over the target, the aircraft was attacked and damaged by an enemy fighter. An angine was put of action an enemy fighter. An engine was put out of action, the rear turret was rendered unserviceable and the fuselage holed in many places. Nevertheless course was set for base. The enemy coast was safely crossed but shortly afterwards Flight Lieutenant Etchells was compelled to bring his aircraft down on to the sea. The crew got safely aboard the dinghy and some hours later they were sighted by a pilot of an aircraft who reported their position. During the next day and night they drifted until an airborne lifeboat was dropped safely to them. This was boarded and course was set for England. Before the English coast was reached the crew were picked up by a fishing vessel just as the position the rear turret was rendered unserviceable and the Before the English coast was reached the crew were picked up by a fishing vessel just as the position was becoming extremely serious. Throughout a most trying ordeal Flight Lieutenant Etchells displayed great leadership and courage and his excellent example helped greatly to maintain the morale of the crew.

Distinguished Service Order.

Acting Flight Lieutenant George Eric WHITELEY (135872), R.A.F.V.R., 172 Sqn.

Distinguished Flying Cross.

Warrant Officer Gordon Henry Bulley (Can/R. 124688), R.C.A.F., 172 Sqn.

Distinguished Flying Medal.

Distinguished Flying Medal.

1383877 Flight Sergeant John William Cecil Ford, R.A.F.V.R., 172 Sqn.

One night in August, 1944, Flight Lieutenant Whiteley was captain and pilot of an aircraft engaged on an anti-submarine patrol. Warrant. Officer Bulley and Flight Sergeant Ford were wireless operators/air in the aircraft. During the patrol, a fully-surfaced U. boat was seen and attacked immediately. Despite accurate fire from the submarine, Flight Lieutenant Whiteley unflinchingly continued his run in and released his depth charges as his aircraft passed over the vessel. The bomber sustained severe damage and crashed The bomber sustained severe damage and crashed into the sea. Only one dinghy was available as the aircraft sank immediately. Warrant Officer Bulley climbed through the astro hatch when some Bulley climbed through the astro hatch when some 15 to 20 feet below the surface. He swam round, flashing a torch until he found the rest of the crew and helped them into the dinghy. Then he remained in the water, tied to the dinghy, endeavouring to keep it head to sea. When the crew were picked up, this airman had been in the water for 15 hours. During this time Flight Sergeant Ford, who had been badly wounded, displayed great cheerfulness and was an inspiration to his companions. companions.

Distinguished Service Order.

Acting Flying Officer Thomas Wilson (182012), R.A.F.V.R., 622 Sqn.

Distinguished Flying Cross.

Flight Lieutenant Robert GILLIES

light Lieutenant Robert Irvine GILLIES (Aus.413568), R.A.A.F., 622 Sqn.

One night in August, 1944, these officers were pilot and navigator respectively of an aircraft detailed to attack Kiel. Whilst over the target area the aircraft sustained severe damage. The cabin roof was smashed and the engineer's compartment wrecked. All the electrical equipment

failed. Flying Officer Wilson was badly wounded. With his right arm useless and almost blinded by splinters, he retained control of the aircraft and headed for home. Throughout the homeward flight, Flight Lieutenant Gillies proved a tower of strength. Although deprived of the use of all his navigational equipment which had been wrecked he directed the course from memory and his ability undoubtedly played a large part in the safe return of the aircraft to this country. Flying Officer Wilson and Flight Lieutenant Gillies displayed the highest standard of gallantry and devotion to duty under most trying circumstances.

Bar to Distinguished Flying Cross.

Bar to Distinguished Flying Cross.

Acting Wing Commander David Foster Dennis, D.S.O., D.F.C. (64274), R.A.F.V.R., 21 Sqn.

Wing Commander Dennis has commanded his squadron with marked success. One night in August, he was detailed for a particularly hazardous attack on a transporter bridge across the Seine. The enemy defences in the area were extremely heavy. Disregarding the opposition this officer led his aircraft in to the attack scoring hits with his bombs. Wing Commander Dennis has completed very many sorties including numerous night attacks. His leadership, initiative and courage have been of a high order.

Acting Squadron Leader James Francis EDWARDS.

Acting Squadron Leader James Francis EDWARDS, D.F.C., D.F.M. (Can/J.16077), R.C.A.F., 274

This officer has successfully completed a very large number of operational flights and has destroyed 13 enemy aircraft. He is a keen and courageous pilot whose example and leadership have been most inspiring.

Acting Squadron Leader Brian Edmund WILMOT, D.F.C. (Can/J.23777), R.C.A.F., 415 (R.C.A.F.)

Sqn.

Since the award of the Distinguished Flying Cross, Squadron Leader Wilmot has completed numerous sorties against a variety of targets. On numerous sorties against a variety of targets. On a recent operation against Brunswick, although his aircraft was attacked and severely damaged by enemy night fighters, Squadron Leader Wilmot displayed great skill and determination in pressing home his attack and in bringing his damaged air-craft safely back to base. He has set a worthy example.

Flight Lieutenant Gilbert George Potier, D.F.C. (61244), R.A.F.V.R., 53 Sqn.

This officer has displayed a high degree of skill, leadership and devotion to duty. He has participated in a large number of sorties including numerous U-boat attacks and has inflicted much damage on the enemy. Flight Lieutenant Potier has set a fine example to all.

Bar to Distinguished Flying Cross.

Flight Lieutenant Reginald Arthur MILLER, D.F.C. (123201), R.A.F.V.R., 604 Sqn.

Distinguished Flying Cross.

Pilot Officer Peter CATCHPOLE (179137), R.A.F.V.R.,

10t Officer Peter CATCHPOLE (179137), R.A.F.V.R., 604 Sqn.

These officers have completed very many sorties in the role of pilot and observer respectively. They have displayed a high degree of skill and resolution and have destroyed 3 enemy aircraft at night. Pilot Officer Catchpole has also assisted in the destruction of another enemy aircraft.

Distinguished Flying Cross.

Acting Squadron Leader Richard Gordon Nicholas Pryor (102301), R.A.F.V.R., 148 Sqn.

Squadron Leader Pryor has flown on many operational sorties and has displayed a high degree of courage and efficiency. In August, 1944, he was detailed to undertake a difficult sortie. In spite of considerable searchight activity and anti-aircraft fire, Squadron Leader Pryor executed his task with success. His coolness and courage in the face of such danger set a fine example.

face of such danger set a nne example.

Flight Lieutenant Peter Antony Bates (111258), R.A.F.V.R., 141 Sqn.

Pilot Officer William Guy Cadman (179139), R.A.F.V.R., 141 Sqn.

As pilot and observer respectively these officers have completed numerous sorties on their second tour of operations. They have at all times displayed a high degree of skill and keenness, setting an excellent example. They have destroyed 3 enemy aircraft.

Flight Lieutenant John Rosher Stirling Halford (102147), R.A.F.V.R., 274 Sqn.
Flight Lieutenant Halford is an energetic and fearless leader who has completed a very large number of operations with gallantry and determination. Among his successes is the destruction of 4 enemy aircraft.

Flight Lieutenant Walter Reginald Smith (44685), R.A.F., 76 Sqn.

As air gunner and more recently as captain of aircraft, Flight Lieutenant Smith has participated in very many sorties, involving attacks on heavily defended targets in Germany, Italy and Poland. Throughout he has displayed great gallantry and skill, and his determination to complete his thissions successfully has set a splendid example. missions successfully has set a splendid example.

ight Lieutenant Alexander McKay Sinclair STEEDMAN (123469), R.A.F.V.R., 241 Sqn. This officer has completed many reconnaissance

This officer has completed many reconnaissance sorties over Central Italy and Yugoslavia. On numerous occasions he has flown across heavily defended enemy harbours and has brought back accurate and valuable information of enemy shipping activity. On one occasion he was largely responsible for the destruction or setting on fire of 16 vehicles of an enemy convoy. Flight Lieutenant Steedman has displayed exceptional keenness and determination and he has set a fine example to his squadron. example to his squadron.

Flight Lieutenant John Clarke Surman (64929), R.A.F.V.R., 604 Sqn.
Pilot Officer Clarence Edwin Weston (178927), R.A.F.V.R., 604 Sqn.
These officers have set a fine example of determination and devotion to duty. Their keenness to engage the enemy has been a great feature throughout their tour. They have destroyed 5 enemy aircraft at night.

Acting Flight Lieutenant Robert Webb KIMPTON

(Aus.415335), R.A.A.F., 455 (R.A.A.F.) Sqn.

This officer is a capable and courageous pilot. He has taken part in very many anti-shipping sorties during which several enemy vessels of varying types have been severely damaged. The coolness, initiative and balanced judgment of Flight Lieutenant Kimpton have been most commendable.

Flying Officer William Pembroke Bell (N.Z.421006), R.N.Z.A.F., 620 Sqn.

One night in August, 1944, this officer captained One night in August, 1944, this officer captained an aircraft engaged on an operational mission. When close to the enemy coast his aircraft was hit by anti-aircraft fire and the rear gunner was wounded. A little later one of the engines became defective. While over the sea two more engines became useless. This pilot was compelled to bring his aircraft down on to the sea, a task he accomplished with great skill. The crew got safely aboard the dinghy from which they were rescued by a launch, one and a half hours later. In trying by a launch, one and a half hours later. In trying circumstances this officer displayed courage and leadership of a high degree.

Flying Officer Donald Ralph CAMPBELL (Can/J. 24406), R.C.A.F., 196 Sqn.
This officer has completed numerous sorties and has invariably displayed a high degree of courage and devotion to duty. On one occasion, in August, and devotion to duty. On one occasion, in August, 1944, en route to the target, engine trouble developed. Nevertheless, he went on to reach the target. Whilst over the sea on the homeward flight the propeller of the defective engine flew off. It fouled a second engine, rendering it useless. The aircraft could no longer be flown but Flying Officer Campbell brought it down safely on to the sea. He displayed resolution characteristic of that which he has shown throughout his tour of duty. he has shown throughout his tour of duty.

Flying Officer William Harvey Chappell (158578), R.A.F.V.R., 190 Sqn.

Flying Officer Chappell has set a fine example of keenness, courage and devotion to duty. Early in his operational career he was injured when forced his operational career he was injured when forced to land his badly damaged aircraft in adverse circumstances. On his recovery he resumed operational flying with undiminished keenness and since has completed very many sorties. He has shown the greatest determination in pressing home his attacks and has won much success.

Flying Officer Colin Edwin Cock (Aus.415510), R.A.A.F., 455 (R.A.A.F.), Sqn.

Flying Officer Cock has participated in a large number of sorties including many attacks on enemy convoys. He is a skilful and courageous pilot who has successfully accomplished his opera-

tional sorties regardless of heavy enemy opposition and adverse weather.

Officer Rodney Flying DRYLAND (162837),

R.A.F.V.R., 3 Sqn.
Flying Officer Dryland has completed a large number of sorties against a wide variety of targets including many attacks against a wide variety of targets including many attacks against strongly defended enemy shipping convoys. He has at all times pressed home his attacks with great determination and his courage and enthusiasm have been an inspiration to all. This officer has destroyed 18 flying bombs, five of which he destroyed in one day.

day.

Flying Officer William James Grey (156649), R.A.F.V.R., 125 Sqn.

Flying Officer Andrew Joseph Millar (159700), R.A.F.V.R., 125 Sqn

As pilot and observer respectively these officers have completed a highly successful operational tour during which their keenness, reliability and efficiency have set a very fine example. They have destroyed 3 enemy aircraft, all of which they shot down in one sortie at night.

Flying Officer Leslie William Harding (143293), R.A.F.V.R., 166 Sqn.
One night in August, 1944, Flying Officer Harding, as air bomber, was detailed to attack Stettin. The target was successfully bombed and course was set for base. When crossing the enemy coast the aircraft was attacked and severely damaged by an enemy fighter. The tear turret was coast the aircraft was attacked and severely damaged by an enemy fighter. The rear turret was shattered and a fire started in the fuselage. Dense smoke and fumes filled the fuselage but Flying Officer Harding successfully attacked the flames with an extinguisher. For the remainder of the return journey he tended the rear gunner who had received serious injuries, and also rendered great assistance to his captain. The coolness, initiative and courage of this officer is worthy of high praise. high praise.

Flying Officer Albert Edward Maloney (147223), R.A.F.V.R., 620 Sqn.

This officer, as captain of aircraft, has bombed many targets in Germany, often in the face of heavy opposition. His skill and coolness have been exceptional and his example has proved a rare source of inspiration to all with whom he has flower. During the airborne operations in conflown. During the airborne operations in con-nection with the invasion of Northern France, Flying Officer Maloney flew with much distinction.

Flying Officer Maloney flew with much distinction. Flying Officer Arthur Menaul (Can/J.13695), R.C.A.F., 404 (R.C.A.F.), Sqn.
Flying Officer John Tomes (Can/J.25199), R.C.A.F., 404 (R.C.A.F.) Sqn.

As pilot and navigator respectively, these officers have completed a very large number of sorties and have displayed great skill, courage and cooperation. In September, 1944, they participated in an attack on an enemy shipping convoy off Kristiansand. During the attack the starboard propeller and the pilot's windscreen were damaged by anti-aircraft fire. Despite this the attack was pressed home. In the action, Flying Officer Menaul had been hit, a fact unrealised until the turn for home was made. Flying Officer Tomes promptly rendered efficient first aid and afterwards gave valuable assistance to his pilot in his endeavours to teach base. After bringing his aircraft down safely, Flying Officer Menaul collapsed. He had displayed great courage and fortitude. Flying Officer Tomes also proved himself a valiant member of aircraft crew, setting a fine example of coolness and determination. and determination.

and determination.

Nying Officer Norman Ernest Streight (Can/J.27638), R.C.A.F., 425 (R.C.A.F.) Sqn.

This officer has completed many successful sorties and has invariably displayed a high standard of skill and determination, qualities which were well illustrated one night in July, 1944, when eletailed to attack a target. Soon after the takeoff, one engine became defective. The propeller was feathered and Flying Officer Streight continued to the target which he reached at the estimated time, and executed his attack. He afterwards flew the aircraft safely to base. His ability and determination to press home his attacks have been most commendable.

Flying Officer John Nicholson Thompson (54311), R.A.F., 415 (R.C.A.F.) Sqn.

Now on his second tour of operational duty, this officer has taken part in many sorties as air gunner. He has attacked a wide variety of targets and has at all times displayed exceptional

skill and fortitude under fire. On a recent sortie, his aircraft was attacked and badly damaged by enemy night fighters. Although suffering from lack of oxygen the supply of which had been damaged, he resolutely gave his pilot skilful evasive instructions and continued to engage the enemy with the one remaining serviceable gun. His efficiency and determination are highly commendable. commendable.

Captain William Edward SENN (47585V.), S.A.A.F.,

aptain William Edward Senn (47585V.), S.A.A.F., 31 (S.A.A.F.) Sqn.

One night in August, 1944, Captain Senn was detailed for a special operation. When he reached the area of his objective his aircraft was subjected to intense fire from the ground defences causing severe damage. Captain Senn was wounded in the left thigh and part of his equipment was damaged. The maps and charts were rendered useless so the return flight was made with the aid of a pre-flight plan and the use of wireless. This officer has completed many sorties and has at all times displayed exceptional courage and determination. and determination.

and determination.

Acting Flying Officer Ralph John Chilcott (Aus. 422135), R.A.A.F., 158 Sqn.

In July, 1944, Flying Officer Chilcott was captain of an aircraft detailed to attack a target in the Rhine. Whilst over the target heavy antiaircraft fire was encountered. The aircraft was repeatedly hit and sustained much damage. Nevertheless, Flying Officer Chilcott pressed home his attack and successfully completed his mission. This officer has completed very many sorties and has at all times displayed qualities of courage, determination and leadership.

Acting Flying Officer James Robert Current.

Acting Flying Officer James Robert Currie, R.A.F.V.R. (182131), 77 Sqn. Flying Officer Currie was captain of an air-craft detailed to attack Nordstern in September, raft detailed to attack Nordstern in September, 1944. When over the target the aircraft was repeatedly hit by anti-aircraft fire, but the mission was successfully completed. Much damage had been sustained. The fuselage was riddled, the compasses were rendered unserviceable and two petrol tanks were pierced. The port inner engine had been hit and one cylinder shot away. Despite this, course was set for home. Height was being gradually lost but Flying Officer Currie succeeded in reaching this country. Soon after crossing the coast the starboard outer propeller and reduction gear flew off. Flying Officer Currie managed to maintain height sufficiently for him to reach a nearby airfield, and he effected a safe landing. This officer displayed outstanding skill, great courage and tenacity in most difficult circumstances. circumstances.

Acting Flying Officer William Charles FREESTONE (175824), R.A.F.V.R., 44 Sqn.
Flying Officer Freestone has taken part in numerous sorties, many of which have been against difficult and dangerous targets. One night in August, 1944, he was detailed to lay mines in enemy waters. The accuracy and skill with which the mission was completed testifies to the splendid morale which this officer has instilled in his crew. Flying Officer Freestone has at all times pressed home his attacks with courage and determination despite intense opposition from enemy fighters and ground defences.

ground defences.

cting Flying Officer Neil Hayes Hudson (Aus.413137), R.A.A.F., 460 (R.A.A.F.) Sqn.

One night in August, 1944, this officer was pilot of an aircraft detailed to attack Stettin. When over the target area his aircraft collided with another unidentified aircraft and sustained serious damage. An engine was put out of action, whilst another was vibrating badly and giving little power. Both port and starboard fins were damaged and the rear turret was rendered unserviceable. The aircraft fell out of control and lost a great deal of height. However, Flying Officer Hudson regained control and displaying great courage and determination continued on to bomb his objective. Course was set for base and after a difficult and Course was set for base and after a difficult and hazardous flight of several hours an excellent landing was made at an emergency airfield. Flying Officer Hudson has completed many sorties and he has at all times displayed fine captaincy and strength of purpose strength of purpose.

Acting Flying Officer Welland Thomas Jennings (Can/J.85173), R.C.A.F., 90 Sqn.
One night in September, 1944, this officer was pilot of an aircraft detailed for a mine-laying

operation. When more than 200 miles from the target the aircraft came under anti-aircraft fire and was hit. The starboard mainplane, aileron and flap were damaged, making the aircraft difficult to control. Some airspeed was lost. Nevertheless Flying Officer Jennings flew on to the target to complete his task and afterwards returned to base where he made a safe landing under difficult conditions. His determination was typical of that which he has shown throughout his tour. which he has shown throughout his tour.

Acting Flying Officer Russell Edward Johnson (Can/J.87545), 158 Sqn.

One night in June, 1944, Flying Officer Johnson was detailed to attack the railway sidings at Versailles. When nearing the target the aircraft that the land has a reason of the start Versailles. When nearing the target the aircraft was attacked by an enemy fighter. Before the enemy aircraft could be evaded much damage was sustained. The fuselage was riddled by cannon fire. The elevator and rudder controls were damaged. The rear turret was shattered and the gunner was killed. In spite of this, Flying Officer Johnson went on to the target which he attacked successfully and afterwards flew his damaged aircraft safely home. Throughout his operational tour Flying Officer Johnson has consistently displayed courage and determination and his leadership has been an inspiration to all. ship has been an inspiration to all.

Pilot Officer Herbert Andrew FAWCETT (Can/J.86875), R.C.A.F., 139 Sqn.

One night in September, 1944, Pilot Officer Fawcett was detailed to attack Berlin. During the bombing run the aircraft was illuminated by searchlights and subjected to heavy anti-aircraft fire. Despite this, Pilot Officer Fawcett maintained a steady run. His aircraft was hit, however, and sustained much damage. The hydraulic system was put out of action and the port engine rendered useless. Nevertheless, this pilot turned for home and eventually flew his damaged aircraft to an airfield in this country and effected a safe landing with the undercarriage retracted. This officer has completed very many sorties, 14 of them against the German capital. He has invariably displayed outstanding courage and devotion to duty.

Pilot Officer Stanley Bruce McKillor (Can/J.85711), R.C.A.F., 415 (R.C.A.F.) Sqn.

Pilot Officer McKillop has participated in very many sorties as navigator against strongly defended enemy targets. He has at all times displayed a high degree of skill and determination and his ability to guide his pilot to the target without fail has contributed largely to the successes achieved. On one occasion his aircraft was attacked by enemy night fighters. In the ensuing combat the aircraft was damaged and the navigational aids were rendered useless. Nevertheless this officer skilfully guided the aircraft to the this officer skilfully guided the aircraft to the target and back to base. The calmness and reliability of this officer in the face of the enemy have been an inspiration to the crews with whom

Acting Warrant Officer Mark Azouz (1398796), R.A.F.V.R., 196 Sqn.
One night in August, 1944, this Warrant Officer was detailed for an operation over the Brest Peninsula. In the run-in to the target the aircraft was hit by anti-aircraft fire. The propeller and reduction gear of the starboard outer engine were shot away. The citestar ward detailed the starboard outer engine were shot away. The ailerons were damaged and other parts of the aircraft were struck by fragments of shell. Despite this, Warrant Officer Azouz successfully completed his mission and returned safely to base. This pilot has set a fine example of gallantry and devotion to duty.

Distinguished Flying Cross.

arrant Officer John Ernest (Can/R.144254), R.C.A.F., 622 Sqn. FARQUHARSON

Conspicuous Gallantry Medal (Flying).

Conspicuous Gallantry Medal (Flying).

1600604 Flight Sergeant Anthony Clifford Cole, R.A.F.V.R., 622 Sqn.

In August, 1944, Warrant Officer Farquharson and Flight Sergeant Cole were navigator and wireless operator respectively of an aircraft detailed to attack Stettin. On the return flight the aircraft was intercepted and severely damaged by an enemy fighter. Although seriously wounded and in great pain, Warrant Officer Farquharson continued his navigational duties but was finally persuaded to be removed to a rest bed where he was given an injection of morphia. Meantime, Flight Sergeant Cole although injured in the thigh

a piece of shrapnel, concealed the seriousness by a piece of shraphel, concealed the seriousness of his wound and took over the task of navigating the aircraft back to base. The English coast was eventually crossed and a landing was made at the first available airfield. Weak from loss of blood Flight Sergeant Cole was on the verge of collapse and was removed to hospital. These airmen have completed many sorties and their gallantry and devotion to duty have been of a very high order.

Distinguished Flying Medal.

1575362 Flight Sergeant John George Boden, R.A.F.V.R., 115 Sqn.

This airman has proved himself to be a highly skilled pilot and a most resolute captain. He has completed many sorties against various targets, including Kiel. On this occasion he successfully bombed the target but his aircraft sustained damage which made it difficult to control. On the return flight his aircraft was attacked by a fighter. Flight flight his aircraft was attacked by a fighter. Flight Sergeant Boden skilfully out-manœuvred the attacker and afterwards flew safely to base.

1531284 Flight Sergeant Thomas Henry Cox, R.A.F.V.R., 620 Sqn. This airman has consistently displayed notable

This airman has consistently displayed notable keenness and skill as flight engineer and has proved himself to be a most dependable member of aircraft crew. On a recent occasion he took part in an attack on Hanover. Base was reached and the sortie almost completed when, just as the pilot was a bare 400 feet from touching down, the two starboard engines stopped. Displaying great promptitude, Flight Sergeant Cox succeeded in re-starting them although the petrol supply was practically exhausted. His resource enabled his pilot to land the aircraft safely. the aircraft safely.

N.Z.424504 Flight Sergeant Eldrid Duke O'CALLAGHAN, R.N.Z.A.F., 75 (N.Z.) Sqn. One night in August, 1944, during an attack on Russelsheim, Flight Sergeant O'Callaghan's aircraft was illuminated in a cone of searchlights and

heavily attacked by anti-aircraft fire. When taking violent evasive action both the ailerons snapped. In spite of this Flight Sergeant O'Callaghan flew back to base where he effected a masterly landing. By his skill and resourcefulness, Flight Sergeant O'Callaghan undoubtedly saved a valuable aircraft and its crew. He is a most keen and efficient captain captain.

Air Ministry, 27th October, 1944.

The KING has granted unrestricted permission for the wearing of the undermentioned decoration, con-ferred upon the officers indicated, in recognition of valuable services rendered in connection with the

CONFERRED BY THE PRESIDENT OF THE UNITED STATES OF AMERICA.

Distinguished Service Medal.

Air Vice-Marshal Robert Victor GODDARD, C.B., C.B.E., R.A.F.

Distinguished Flying Cross

Air Vice-Marshal Leslie Norman Hollinghurst, C.B., C.B.E., D.F.C., R.A.F.

Office of the Minister of Defence, Wellington, New Zealand, 27th October, 1944.

ROYAL NEW ZEALAND AIR FORCE.

The KING has been graciously pleased to approve the following award with effect from 9th October, 1944, in recognition of gallantry displayed in flying operations against the enemy in the South-West Pacific area:

Distinguished Flying Cross

Flight Lieutenant Ross Stuart McHardy (N.Z. 402882).

LONDON

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