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CENTRAL CHANCERY OF THE ORDERS  
OF KNIGHTHOOD.

St. James's Palace, S.W.1.  
3rd July, 1945.

The KING has been graciously pleased to give orders for the following appointment to the Most Excellent Order of the British Empire, and the following awards of the George Medal and the British Empire Medal:—

*To be an Additional Officer of the Military Division of the Most Excellent Order of the British Empire:—*

Acting Squadron Leader Frederick Charles BATTEN (106782), R.A.F.V.R.

*Awarded the British Empire Medal (Military Division).*

1109300 Acting Flight Sergeant Harold BAXTER, R.A.F.V.R.

The demolition of a partially blasted German munition dump was in progress near San Severo airfield, Italy, when, in July, 1944, an explosion occurred, killing 7 airmen. Considerable quantities of shells, mines and bombs were scattered over an area of about 20 acres. Many of these missiles had been damaged by the force of the explosion and had become extremely sensitive and highly dangerous to handle. It was, however, necessary to proceed with the demolition owing to the proximity of San Severo airfield which was seriously endangered. The task was undertaken by Squadron Leader Batten, the Commanding Officer of No. 5136 (B/D) Squadron, assisted by Flight Sergeant Baxter and another non-commissioned officer. Work commenced on 17th August, 1944, and was completed on 18th August, resulting in the demolition of 7,550 88 m.m. shells, 1,140 40 m.m. shells, 2 H.E. Bombs of 250 kgs. and 6 Tellermine. The condition of many of these dangerous objects, of a varying and uncertain degree of sensitiveness, was such that detonation at the slightest touch was probable if they were improperly handled. There was also the added risk of possible spontaneous explosions. Squadron Leader Batten was largely responsible for the complete success of the operations and he showed courage and fine leadership in circumstances of great danger. Flight Sergeant Baxter showed similar courage in handling and examining dangerous missiles and he contributed much to the result.

*Awarded the George Medal.*

Acting Flight Lieutenant William Cross FITCH, D.F.C. (143764), R.A.F.V.R. (Since deceased.)

One night in February, 1945, a Mosquito aircraft crashed into some farm buildings at New York, Lincs, setting them on fire. Flight Lieutenant Fitch was one of the first to arrive at the scene of the crash and started searching the blazing buildings despite the fact that cannon and machine gun ammunition and signal cartridges were exploding. On hearing cries coming from a corner where the flames were fiercest, he went into the inferno, crawling over fallen masonry, and found the farmer inside, trapped by fallen brickwork and beams. He quickly freed him and commenced to carry him away before further assistance arrived. Unfortunately the farmer died in hospital some hours later. Flight Lieutenant Fitch showed complete disregard for his own safety and his gallant but unavailing efforts to save a civilian's life, in conditions of great danger, are worthy of the highest praise.

*Awarded the George Medal.*

1056093 Leading Aircraftman James Hughes ROBB, R.A.F.V.R.

*Awarded the British Empire Medal (Military Division).*

1523183 Leading Aircraftman George Edward BANNISTER, R.A.F.V.R.

1670252 Leading Aircraftman Horace FOX, R.A.F.V.R.

One night in November, 1944, an aircraft crashed on to the roof of a farm house adjoining an R.A.F. airfield, setting the house and the surrounding farm buildings on fire. Leading Aircraftmen Robb and Fox at once ran to the scene. Leading Aircraftman Robb entered the house by the front door, which had been broken open by a civilian, with whom he went up the partly wrecked staircase. They found a girl trying to help an elderly man, who was slightly injured, out of bed. Leading Aircraftman Robb and the civilian assisted the pair down the stairs into the open. On being informed that 2 old people were still upstairs, Leading Aircraftmen Robb and Fox and other helpers managed to get through the window of the bedroom by scaling up the outside wall of the house. They were driven back by smoke and fire, but after a hose had been played into the window, they were able

to re-enter the bedroom by means of a ladder which had been brought to the scene. After the rescuers had removed the rubble which had fallen on the victims from the burning roof and collapsed walls, the 2 old people were found. They were then lowered down the ladder to helpers on the ground. In the meantime the girl, who had been previously helped out of the house went into a blazing cow-shed in an endeavour to release the cattle. Leading Aircraftman Bannister had come upon the scene in the crash tender and, seeing her danger, he went into the shed and led her to safety, releasing some of the animals himself at the same time. Leading Aircraftman Bannister next entered the farm house, which was by now well alight, to attempt to rescue the other occupants. He groped his way up the partly demolished and obstructed stairs and, in spite of the smoke and flames, found a bed, but as the bed was covered with debris, he was unable to find anyone there. He then climbed back over the stairway into another bedroom, which he searched, also without success. As he left the room, the remains of the burning roof caved in. Leading Aircraftman Bannister then proceeded to help fight the fire with the crew of the crash tender. Leading Aircraftmen Bannister, Robb and Fox, by their courage, set a fine example to all those who were present at the incident.

*Awarded the British Empire Medal  
(Military Division).*

1331525 Flight Sergeant Philip Henry Thornton CLAY, D.F.M., R.A.F.V.R.

During the morning of 1st January, 1945, the airfield from which 130 Squadron was operating was attacked by enemy aircraft, resulting in an R.A.F. aircraft catching fire. Flight Sergeant Clay, with complete disregard for his own safety and whilst the airfield was still being attacked, taxied two other aircraft away thus saving them from certain destruction. Ammunition from the burning aircraft was exploding at the time. He then directed the fire tender crew in their fire fighting operations and, by his efforts, over 200 gallons of petrol were saved. Flight Sergeant Clay set a fine example of courage and devotion to duty.

1540329 Sergeant James DONE, R.A.F.V.R.

Sergeant Done was the rear gunner of a Wellington aircraft which crashed and caught fire whilst engaged on a cross-country flight one night in January, 1945. He was thrown in his turret some distance from the blazing aircraft. Although suffering from shock and lacerations of the head, he extricated himself with difficulty and hurried to the assistance of the other members of the crew. Despite the heat and the danger of exploding ammunition and flash bombs Sergeant Done managed to extricate the wireless operator and the mid-upper gunner but the intense fire made any efforts to rescue the remainder of the crew impossible. Sergeant Done made the wireless operator comfortable and then ran for nearly two miles down a cart track to obtain help, but the wireless operator died before medical aid arrived. Sergeant Done acted with courage and initiative, showing complete disregard for personal safety in going to the rescue of his comrades.

985314 Leading Aircraftman Alexander Gray HERON, R.A.F.

On 1st January, 1945, after enemy aircraft had attacked an airfield, Leading Aircraftman Heron observing an Anson aircraft on fire, proceeded at once to the scene with an extinguisher and played the foam into the flames. Very soon he noticed an airman inside the aircraft with his head on some burning parachutes. Leading Aircraftman Heron immediately dashed into the flames and dragged the severely burnt airman away from the aircraft. He then hailed a passing ambulance and had his comrade taken to sick quarters. The injured airman died the next day as the result of extensive burns and wounds he had received from enemy cannon fire. Leading Aircraftman Heron showed coolness and resourcefulness in his endeavour to fight the flames and a complete disregard for his personal safety in entering the aircraft to rescue his comrade, knowing that the fire might spread to the petrol tanks whilst he was engaged on his work of rescue.

1416276 Leading Aircraftman Eric Edwin Charles WEEKES, R.A.F.V.R.

In January, 1945, a crippled B.17 aircraft crashed into the hangars in which this airman was working and commenced to burn. Three members of the crew escaped from the aircraft and warned bystanders that there were ammunition and bombs on board. Leading Aircraftman Weekes, in spite of exploding ammunition rescued an unconscious member of the crew who was lying near the burning aircraft. He then returned and rescued another member who was lying unconscious inside the aircraft. Only when the fire gained hold beyond control and it was seen that the bomb load was liable to explode did this airman seek shelter. The bombs exploded two minutes later and razed the hangars to the ground. Leading Aircraftman Weekes set a high standard of bravery and devotion to duty.

1592504 Aircraftman 2nd Class Philip Richard Howard GILBANKS, R.A.F.V.R.

One evening in October, 1944, a Beaufighter aircraft crashed immediately after take-off and burst into flames. Aircraftman Gilbanks ran to the scene and entered the burning wreckage to rescue the pilot who was unconscious. He freed the pilot from his flying equipment and tore away obstructions. Then, with the aid of another airman who had arrived, he extricated the pilot and carried him to a place of safety. The pilot of the aircraft owes his life to the prompt action of Aircraftman Gilbanks in entering the blazing wreckage with complete disregard of his personal safety and knowing that the fuel tanks were liable to explode at any time. They did explode shortly after the pilot was dragged clear.

*Air Ministry, 3rd July, 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 Service Order.*

Acting Wing Commander Charles Vivian WINN, D.F.C. (40586), R.A.F., 141 Sqn.

*Bar to Distinguished Flying Cross.*

Flight Lieutenant Ray Amherst Winckworth SCOTT, D.F.C. (47501), R.A.F., 141 Sqn.

As pilot and navigator respectively, these officers participated in an attack, by a small formation of aircraft, against the airfield at Munich-Neubibberb. The operation, which had been carefully planned, was brilliantly executed. Hangars and other buildings on the airfield were set on fire and much other damage was caused. By their skill, gallantry and determination, Wing Commander Winn and Flight Lieutenant Scott played a good part in the success achieved. These officers have a fine record of achievement and have set a splendid example to all.

*Distinguished Service Order.*

Flying Officer Angus Chessell BELFORD (Aus.427891), R.A.A.F., 463 (R.A.A.F.) Sqn.

In March, 1945, this officer was pilot and captain of an aircraft detailed to attack an oil refinery at Bohlen. When over the target, the aircraft was hit by anti-aircraft fire. The starboard aileron was shot away, the rear spar was almost severed, while one of the petrol tanks was blown out of the wing. A large hole was torn in the fuselage. The elevators, rudders and fins were also hit. The aircraft rolled over to starboard out of control. Although Flying Officer Belford warned his crew to be ready to abandon, he remained at the controls. Much height was lost, but this resolute pilot finally succeeded in regaining a measure of control. He thereupon decided to try to fly the crippled aircraft home. Sometime later, he became aware that two members of his crew had been badly wounded. Flying Officer Belford then altered course for an airfield in allied territory where he made a successful landing under circumstances of great difficulty at the second attempt. On this sortie, Flying Officer Belford displayed the highest qualities of skill, superb captaincy and exceptional resolution. He has completed very many operational missions and throughout his devotion to duty has been unswerving.

*Bar to Distinguished Flying Cross.*

Acting Squadron Leader Ray Donald HEMPHILL, D.F.C. (Can/J.13447), R.C.A.F., 425 (R.C.A.F.) Sqn.

One night in April, 1945, this officer was the pilot in an aircraft detailed to attack Harburg-Rhenania. When nearing the target, the port inner engine and the electrical system became unserviceable. Despite loss of height Squadron Leader Hemphill continued his mission and eventually bombed his objective. On the return journey the hydraulic system and brakes became useless. The port outer engine commenced to give trouble and the aircraft was continually losing height. Nevertheless, displaying great skill and determination, Squadron Leader Hemphill flew to an emergency airfield in England where he executed a successful landing. Squadron Leader Hemphill has completed a large number of sorties and has invariably shown a high degree of courage, coupled with great skill and devotion to duty.

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

This officer was the pilot of an aircraft detailed to attack Hagen one night in March, 1945. The target was successfully attacked but, whilst photographs of the bombing were being taken, the aircraft was hit several times by anti-aircraft fire. A little later, the bomber was engaged by 2 enemy fighters. The enemy came in with guns blazing. Flight Lieutenant Laporte's aircraft was struck by a stream of bullets. Considerable damage was sustained. The starboard engine burst into flames. A fire commenced in the fuselage but it was extinguished by a member of the crew. Unfortunately, the flames in the burning engine could not be controlled. It became imperative to abandon the aircraft. Flight Lieutenant Laporte gave the necessary order. Ammunition was exploding intermittently as his comrades jumped. In these harassing moments, Flight Lieutenant Laporte, who had been struck by a bullet which passed through both his elbows, displayed great coolness, remaining at the controls until his crew members were clear. As he was preparing to leave an explosion occurred. Flight Lieutenant Laporte was thrown to the floor. He got clear of the debris, however, and jumped to safety. This officer set a magnificent example of courage, coolness and resolution.

*Distinguished Flying Cross.*

Squadron Leader Alan John RADCLIFFE (Aus. 405138), R.A.A.F., 241 Sqn.

Squadron Leader Radcliffe has a fine record of operational flying. He has participated in a very large number of sorties involving attacks on a wide variety of targets ranging from the Western Desert in the earlier stages of the war to the fighting in Northern Italy. He is a highly skilled and resolute pilot whose keenness to engage the enemy has set a fine example to all. In April, 1945, Squadron Leader Radcliffe led a small formation of aircraft on a sortie during which a good number of enemy mechanical vehicles were destroyed and others severely damaged. In an attack on a similar target some days later, Squadron Leader Radcliffe's aircraft sustained damage. Soon after crossing our own lines, the aircraft caught fire. Nevertheless, Squadron Leader Radcliffe effected a masterly landing on a semi-completed landing ground. His example of courage and devotion to duty has won great praise.

Flying Officer Charles Bernard RACICOT (Can/J.92018), R.C.A.F., 425 (R.C.A.F.) Sqn.

One night in March, 1945, this officer was detailed to attack Witten. On the bombing run his aircraft was illuminated in a cone of searchlights. Flying Officer Racicot flew clear, however, and resumed the bombing run. Immediately after the bombs had been released the aircraft was hit by enemy fire and sustained heavy damage. The engines on the starboard side were hit, the outer one being put out of action completely, while the inner engine caught fire; the propeller of the latter had to be feathered. Other damage sustained, very badly affected the controls. The aircraft began to lose height rapidly. Although Flying Officer Racicot gave the order to prepare to abandon the aircraft he remained at the controls and finally succeeded in levelling out. Shortly afterwards,

it became necessary to leave the aircraft by parachute. Flying Officer Racicot came down safely, but in enemy territory. He was captured. Within a few days he escaped and later came in contact with the liberating forces. This officer has completed numerous sorties and has displayed exceptional ability, skill and cool judgment. He has at all times been a source of great confidence to his crew.

*Distinguished Flying Cross.*

Flying Officer George Ernest REYNOLDS (Can/J. 35869), R.C.A.F., 424 (R.C.A.F.) Sqn.

*Distinguished Flying Medal.*

Can/R.269129 Flight Sergeant Alfred James HORNE, R.C.A.F., 424 (R.C.A.F.) Sqn.

This officer and airman were pilot and rear gunner respectively in an aircraft detailed for a mine laying mission in enemy waters. After leaving the target area, smoke began to filter into the rear turret. Presuming the trouble to be caused by a defect in the electrical circuit, Flight Sergeant Horne switched off his electrically heated flying suit. At this stage flames appeared from underneath the rear compartment. Flight Sergeant Horne immediately obtained an extinguisher with which he attempted to quell the flames. He had reported the position to his captain, Flying Officer Reynolds, who requested another member of the crew to assist in fighting the fire. The flames increased. The turret became enveloped causing ammunition in the guns to explode. Nevertheless, Flight Sergeant Horne worked strenuously and finally brought the fire under control. By now, Flying Officer Reynolds was nearing land. He therefore altered course for the nearest airfield where he brought down the badly damaged aircraft safely. Under harassing circumstances this pilot and captain displayed the greatest coolness and determination. Flight Sergeant Horne also proved himself to be a most valuable member of aircraft crew. His promptitude, courage and devotion to duty set a fine example.

*Air Ministry, 3rd July, 1945.*

The KING has been graciously pleased to approve the following award:—

*Military Medal.*

1349371 Leading Aircraftman Ian FIDDLES.

During three days in March, 1945, this airman displayed great courage and devotion to duty whilst in charge of wounded personnel who were under enemy fire in Burma. At great personal risk he removed the patients from an aircraft and took them to a place of safety. For two days they were attacked and ambushed by the Japanese forces but throughout this period Leading Aircraftman Fiddles attended the wounded with devotion and care and with complete disregard for his personal safety. For 48 hours he acted as stretcher bearer and refused to leave until his patients had been evacuated by aircraft. Leading Aircraftman Fiddles' gallantry on this occasion undoubtedly prevented further loss of life and was in keeping with the highest traditions of the Royal Air Force medical service.

*Air Ministry, 3rd July, 1945.*

The KING has granted unrestricted permission for the wearing of the undermentioned decorations conferred upon the personnel indicated in recognition of valuable services rendered in connection with the war:—

CONFERRED BY THE PRESIDENT OF THE UNITED STATES OF AMERICA.

*Distinguished Flying Cross.**Acting Wing Commanders.*

Antony Francis CARLISLE, D.F.C. (44818), R.A.F.  
Evan Dall MACKIE, D.S.O., D.F.C. (NZ.41520),  
R.N.Z.A.F.

*Acting Squadron Leader.*

Antony John REEVES, D.F.C. (60099), R.A.F.V.R.

*Flight Lieutenants.*

Walter Barnes ALLISON (139515), R.A.F.V.R.  
 Arthur Norman CROOKS, D.F.C. (135425),  
 R.A.F.V.R.  
 James Antony STEPHENS (Can/J.5970), R.C.A.F.  
 Duncan SWALE, D.F.C. (124996), R.A.F.V.R.

*Acting Flight Lieutenant.*

Frank Brewster LAWLESS (NZ.411417), R.N.Z.A.F.

*Flying Officers.*

Thomas BEARDSWORTH (176151), R.A.F.V.R.  
 George Noel SIMS, D.F.C. (185433), R.A.F.V.R.

*Air Medal.**Flight Lieutenants.*

Robert Frederick GILL, (Can/J.4900), R.C.A.F.  
 Douglas WARREN, D.F.C. (Can/J.9735), R.C.A.F.

*Flying Officer.*

Stanley BLACKBURN (187274), R.A.F.V.R.

*Pilot Officer.*

Bryan JEFFERY (195790), R.A.F.V.R.

*Warrant Officers.*

Alfred LEEMING (1451884), R.A.F.V.R.  
 Humphrey Hammond PRICE (1096430), R.A.F.V.R.

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