

2nd Lieut. (T./Lieut.) Frederick Charles Wilton.

A fine fighting airman, who has destroyed six enemy aeroplanes and driven down another out of control. He has taken part in a number of long-distance bombing raids, and is conspicuous for his determination to reach the objective as well as for his skill in successfully bombing the same.

Capt. Lionel Mostyn Woodhouse, M.C. (Essex Yeo.).

This officer displayed great gallantry during a heavy counter-attack by the enemy. Flying at 100 feet, he engaged the advancing troops, causing heavy casualties. His bold action contributed materially to the failure of this counter-attack. Having rendered this service, he continued his patrol, in which he was subjected to heavy fire and his machine was badly shot about.

(M.C. gazetted 25th August, 1917.)

Lieut. (Hon. Capt.) Archibald Buchanan Yuille (E. Lancs. R.).

One night during the recent operations when on patrol this officer observed an enemy aeroplane in the beams of a searchlight. Three of our "Camels" were engaging this machine, but not at sufficiently close range for decisive results. With great gallantry he dived between the nearest "Camel" and the enemy, thereby exposing himself to the fire of our tracers, and by skilful manoeuvre succeeded in getting under the tail of the enemy machine, where he opened fire at twenty-five yards. After three bursts the enemy machine caught fire and crashed. A fine performance, deserving the highest praise.

Capt. Geoffrey Sebastian Buck, M.C. (Lond. R.).

2nd Lieut. Arthur Kenneth Barter.

Captain Buck, with 2nd Lieutenant Barter as Observer, was Pilot of one of two machines detailed to bomb an important railway junction. Owing to most unfavourable weather conditions the other machine returned, but Captain Buck persevered, reached the objective, and made a most successful attack in face of intense anti-aircraft fire with numerous searchlights. On the return journey they were much hampered by a severe thunderstorm, which lasted for three-quarters of an hour, the machine being out of control owing to the lightning. In this critical situation Captain Buck remained cool and collected, and, displaying marked skill and judgment, succeeded in landing his machine safely. The success of this raid was largely due to the skill and efficiency displayed by 2nd Lieutenant Barter, who most ably co-operated with Captain Buck. During the past month these officers have carried out sixteen night bombing raids in a manner reflecting the greatest credit on them both. (Capt. Buck's M.C. gazetted 25th August, 1918.)

2nd Lieut. Thomas Archibald Dickinson.

2nd Lieut. Norman Frederick Frome.

These two officers performed most excellent service on a recent occasion. Flying at a very low altitude, they bombed a couple of bridges, and then attacked large bodies of

the enemy on the roads and in a town.

While thus engaged they were attacked by four enemy machines, which were driven off. Fire was then opened on them from two machine guns. Descending to a still lower altitude, the Observer, 2nd Lieutenant Frome, engaged these guns and drove off the detachments. 2nd Lieutenant Dickinson, the Pilot, then returned over the lines, and despite the fact that his machine had been badly shot about and his petrol tanks empty, landed in safety. The height throughout this fight was never more than 400 feet.

The coolness, courage and skill displayed by these two officers is deserving of the highest praise, and it is the more creditable as they had had no previous experience of active service flying.

Lt. (T./Capt.) Richard John Gammon.

2nd Lt. Percival Ewart Appleby.

Captain Gammon, with 2nd Lt. Appleby as Observer, was the leader of two formations (ten machines in all) on a recent raid. En route the formation was attacked by fifteen hostile aircraft; having driven these off, they reached the objective, which was successfully bombed. While thus engaged the formation was fiercely attacked by fifteen enemy machines, which continued the attack for some distance on the return journey, until they were driven off. Upon nearing our lines the formation was again assailed by seven machines; in the engagement that ensued one of these was destroyed and two driven down by Captain Gammon and his Observer, and, in addition, three others were destroyed by our other machines. The officer who led the whole of the combined formations of this raid speaks in the highest terms of Captain Gammon's leadership and skilful co-operation. 2nd Lt. Appleby was of the greatest assistance to Captain Gammon throughout, keeping him informed of the movements and manoeuvres of the hostile machines. This officer has taken part in numerous raids, displaying on all occasions great keenness and determination.

Lt. (T./Capt.) Norman Goudie.

2nd Lt. Robert McKinley Jamison, R. Ir. Rif.

Thrice on one date these officers carried out at extremely low altitudes and in face of intense rifle and machine-gun fire reconnaissances of an important road. During one of these reconnaissances, observing a party of the enemy holding our infantry, they dived on them and forced them to retire, and on another occasion they bombed a large party of the enemy, causing them to surrender to our infantry.

Lt. (T./Capt.) John Stevenson Stubbs (S. Lanc. R.).

2nd Lt. John Bernard Russell.

Captain Stubbs is a fine leader and a skilful tactician, who during the last few months, has led fifty-one reconnaissances and raids over enemy lines with marked success, frequently extricating his formation, when attacked by large numbers of scouts, by his coolness and judgment. One evening this officer, with Lt. Russell as Observer, in company with another machine, encountered ten enemy aeroplanes. Regard-