

patrol. Flying at a height between 200 and 300 feet in exceptionally bad weather, and in face of intense hostile fire, Lieut. McGregor obtained most valuable information as to the position of our troops and those of the enemy. Owing to the heavy fire to which he was subjected his petrol tank was pierced, and he was compelled to descend in "No Man's Land." On regaining our lines he at once reported to the nearest battery, and as a result of the information he was able to give artillery fire was opened on enemy forces that were advancing to attack.

Lieut. George Douglas Machin.  
(FRANCE)

This officer sets a fine example of cool courage and devotion to duty to all balloon officers of his section. Subjected to heavy shell fire, with his balloon damaged by same, he has on several occasions remained in the air and continued his observations. Twice his balloon so damaged fell rapidly, landing him on the roof of a house the first time, and on the second occasion in a wood. On another occasion, forced to make a hurried descent, his parachute collided with that of his fellow observer, and he had a heavy shock on landing. Unshaken by such incidents, he retains his keenness and nerve.

Lieut. John Macleod Mackay (87th Can. Battn.).  
(FRANCE)

Since April this officer has carried out over 130 patrols, and has been conspicuous for his gallantry and devotion to duty, both in attacking ground targets and in aerial combats. In the latter he has accounted for two enemy machines.

Lieut. (A./Capt.) John Harry McNeaney.  
(FRANCE)

A gallant and courageous airman who has accounted for five enemy aeroplanes, displaying at all times marked skill and devotion to duty. On 28th September, in company with two other machines, he engaged about ten Fokkers; four of these were destroyed, two by Lieut. McNeaney.

Lt. (A./Capt.) Finlay McQuistan.  
(FRANCE)

By his example of determination and courage Capt. McQuistan has inspired the greatest confidence in the other pilots of his squadron. He has led over 30 squadron offensive patrols, and the success attained by his squadron during the past three months is largely due to his skilful leadership. This officer has destroyed or driven down out of control nine enemy machines.

2nd Lieut. Anthony Jacques Mantle, Sea Patrol.  
(ÆGEAN).

On 25th October, 1918, he led his flight for 2½ hours in a successful raid on Constantinople. His formation was attacked by hostile scouts on the journey, but by clever airmanship he succeeded in destroying two enemy machines without incurring loss to his flight. 2nd Lieut. Mantle rendered valuable services previously in the Adriatic, for which he was mentioned in despatches in the London Gazette of 1st January, 1919.

Lieut. Harold Stanley Ryott Maughan (Australian F.C.).  
(EGYPT).

On 19th October, whilst escorting bombing machines, Lieut. Maughan saw an aeroplane of another squadron go down in enemy territory; without hesitation he at once landed, rescued the pilot and observer, and brought them back to our lines, displaying cool courage and presence of mind deserving of high praise.

Maj. Reginald Stuart Maxwell, M.C.  
(FRANCE).

On 16th November, on a low bombing raid against a railway station, this officer led his whole squadron to within 100 feet over the objective, thus enabling them to drop their bombs with the greatest possible effect on the trains, transport, etc., in the station. After dropping these bombs he led the formation against troops, etc., crowded on a main road, causing great confusion and inflicting heavy casualties. His magnificent example inspires all who serve in his squadron.

(M.C. gazetted 1st January, 1917.)

Lieut. (A./Capt.) John Leam Middleton.  
(FRANCE).

This officer has flown about 220 hours over the enemy lines, and has, with great determination and disregard of personal danger, carried out numerous low-flying bombing patrols, inflicting heavy casualties on enemy troops, transport, guns, etc. He has, in addition, accounted for four enemy machines.

Capt. Bertie Arthur Millson, D.S.C.  
(FRANCE).

This officer has carried out 64 raids at night, displaying at all times great perseverance in reaching the objective and marked gallantry in attack, notably on the night of 3rd-4th October, when he twice raided an important railway junction, dropping his bombs with skill and precision from 800 feet, obtaining direct hits, and causing serious damage. On the night in question no other machine bombed from a height of less than 4,000 feet owing to the very heavy hostile fire.

(D.S.C. gazetted 17th April, 1918.)

Lieut. (A./Capt.) John Robert Milne.  
(SALONIKA)

As a flying officer and flight commander Capt. Milne has shown the greatest coolness and determination, and has invariably displayed qualities of leadership and command of a very high order.

2nd Lieut. Conrad Alan Moth.  
(FRANCE).

Lieut. Jewitt Rice Smith.  
(FRANCE)

On the night of 4th-5th November these officers started out to bomb a railway station, but after two hours they were compelled to return owing to engine trouble. Obtaining another machine they again set out, although from the weather chart they realised that there was every probability of a gale before morning. Reaching the objective they obtained three direct hits. On the return journey they met the storm and landed at the aerodrome in a 60-miles' per hour gale after a flight of six hours and