

Admiralty, 1st January, 1940.

R.N.

Headmstr. Lieut.-Comdr. G. Lough, M.B.E.,
placed on Retd. List. 31st Dec. 1939.
Lieut. W. S. Bird placed on Retd. List. 31st
Dec. 1939.

Admiralty, 2nd January, 1940.

R.N.V.R.

J. A. Hobson, M.B., Ch.B., D.P.H., to be
Tempy. Surgn. Lieut. 1st Jan. 1940.

Air Ministry,

1st January, 1940.

ROYAL AIR FORCE.

The KING has been graciously pleased to approve of the undermentioned awards in recognition of gallantry displayed in flying operations against the enemy:—

Awarded the Distinguished Flying Cross.

(1) Squadron Leader (Acting Wing Commander) John Francis GRIFFITHS (24037).

During December, 1939, in spite of adverse weather and strong enemy opposition by anti-aircraft guns and enemy fighters, this officer led his squadron of 12 aircraft, and carried out a successful reconnaissance over strong naval enemy forces. The determination with which he pressed home this reconnaissance enabled him to bring back information of vital importance. In the course of this operation his formation accounted for no less than 5 enemy aircraft. By his personal example and thoroughness, he has been largely instrumental in maintaining his unit's high standard of efficiency.

(2) Squadron Leader Harry BROADHURST, A.F.C. (24035).

This officer was in command of the duty Squadron at an East coast aerodrome during November, 1939, when he was informed of an approaching enemy aircraft. He stated that the weather conditions were unfit for formation-flying and yet, despite the rain and clouds at ground-level, he took off alone, flying blind by means of instruments. Emerging above the cloud and endeavouring to clear an iced-up windscreen, he sighted the enemy aircraft. Squadron Leader Broadhurst attacked and caused it to turn on its side and dive vertically into cloud close to sea level. In following it down he narrowly escaped from crashing into the sea. On his return weather conditions had not improved, and it was only at the third attempt that he was able to regain his aerodrome.

(3) Pilot Officer Kenneth Neil GRAY (40342).

(4) Pilot Officer Frank Hugh LONG (36190).

Pilot Officer Gray and Pilot Officer Long were respectively Pilot and Navigator on a night reconnaissance flight over enemy territory during November, 1939. During the operations a snowstorm was encountered and

the aircraft became badly iced-up, in addition to being subjected to anti-aircraft fire. Nevertheless the reconnaissance flight was continued but it was not found possible to reach the objective as eventually weather conditions rendered the aircraft practically impossible to control, the upper surface of one wing and half that of the other wing having been stripped of fabric and one "flap" jammed down. The wireless apparatus also failed. The journey home involved a flight of 342 miles over the sea during very heavy rainstorms and it was mainly due to the skill, courage and splendid team work of Pilot Officer GRAY and Pilot Officer LONG that the aircraft and crew were brought safely back.

(5) Pilot Officer Selby Roger HENDERSON (40826).

During November, 1939, when pilot of a reconnaissance aircraft on duty over the North Sea, Pilot Officer Henderson encountered two large enemy flying boats. He engaged the leading boat with the utmost resolution; bursts were seen to enter the engines and after-part of the flying boat's hull, the enemy rear gunner was incapacitated and eventually the flying boat went down partially out of control. Pilot Officer Henderson then attacked the second enemy aircraft with equal determination and silenced its fire before exhausting all his ammunition.

Awarded the Distinguished Flying Medal.

(1) 563040 Corporal Alexander BICKERSTAFF.

During operations over enemy territory in December, 1939, this airman, as tail gunner, maintained a steady and accurate fire at all enemy aircraft that came within range. He himself shot down one Messerschmidt. This aircraft engaged the leader's aircraft at extremely close range. Corporal Bickerstaff quickly brought his guns to bear and directed a cool and accurate fire, his tracer being seen to pass directly through the pilot's position before the enemy aircraft burst into flames and crashed into the sea.

(2) 562595 Corporal Cedric Charles PETTIT.

During operations over enemy territory in December, 1939, this airman, when acting as tail gunner in the leading aircraft of the second section, engaged all enemy aircraft that came within range. He brought a well-directed cross fire to bear on aircraft attacking the leading formation, in addition to engaging the enemy during their attacks on another section. He remained absolutely steady throughout the action, his standard of fire discipline being of the highest order.

(3) 521256 Leading Aircraftman John James COPLEY.

Leading Aircraftman Copley was the tail air gunner in an aircraft taking part in a raid over enemy territory during December, 1939. When his aircraft became isolated from the formation and was attacked by an enemy fighter aircraft from astern he opened fire at a range of approximately 150-200 yards, subsequently getting in at least two bursts of 20 rounds each at point blank range, causing the aircraft to pull into a