

Proby. Tempy. Sub-Lieuts. (Sp.) to be Tempy. Sub-Lieuts. (Sp.):—

A. W. Rowan. 17th Mar. 1940.
H. J. Hawkins. 11th Mar. 1940.
C. W. Nixon. 23rd Oct. 1939.
E. J. Gillitt. 1st Oct. 1939.
M. E. Degerdon. 5th Nov. 1939.
T. R. H. Cochrane.
L. A. Tuttiett.

10th Oct. 1939.

J. Tough. 31st Mar. 1940.

To be Tempy. Sub-Lieut. (A):—

R. C. Clarke. 14th Jan. 1940.

Actg. Tempy. Sub-Lieut. N. Rogers to be Tempy. Sub-Lieut. 24th Mar. 1940.

To be Tempy. Sub-Lieut.:—

D. M. N. Davidson. 18th Apr. 1940.

Proby. Sub-Lieuts. to be Sub-Lieuts. with seny. as stated:—

G. A. Guthrie. 24th May 1939.

J. L. Eberle. 6th June 1939.

Actg. Sub-Lieut. A. F. Ferguson to be Sub-Lieut. 11th Apr. 1940

To be Tempy. Paymr. Sub-Lieuts. with seny. as stated:—

H. F. Penn. 21st Jan. 1940.

E. J. Thomas. 11th Mar. 1940.

O. S. Peddar.

H. S. Worthington-Edridge.
5th Apr. 1940.

Proby, Chaplms. to be Chaplms. with seny. as stated:—

Rev. J. A. C. Shaw. 15th May 1939.

Rev. R. H. Gilding, A.L.C.D. 3rd June 1939.

Admiralty, 23rd July, 1940.

R.M.

The undermentioned to be Tempy. 2nd Lieuts.:—

Henry James Thomas. 20th July 1940.

George Guy Lamond.

Daniel George Melville.

19th July 1940.

The undermentioned Tempy. 2nd Lieuts. to be Actg. Tempy. Lieuts.:—

C. Goulding.

S. O. Kenrick.

K. P. Parish.

E. T. Gilbert.

17th July 1940.

Maj. (Actg. Lieut.-Col.) F. W. Dewhurst relinquishes actg. rank of Lieut.-Col. 23rd July 1940.

Admiralty, 24th July, 1940.

R.M.

Tempy. Lieut. N. H. M. Giffard to be Actg. Tempy. Capt. 20th July 1940.

Admiralty, 25th July, 1940.

R.M.

Proby. Lieut. H. J. Powell is confirmed in the rank of Lieut. with seny. of 1st Feb. 1940.

*Air Ministry,
30th July, 1940.*

ROYAL AIR FORCE.

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

Awarded the Distinguished Flying Cross.

Acting Flight Lieutenant John Hunter COGHLAN (37719).

This officer has been a flight commander in his squadron on most of the recent patrols and has led the squadron on some occasions. At all times he has shown the greatest initiative and courage and has personally destroyed at least six enemy aircraft.

Flying Officer Anthony Douglas FORSTER (90290), Auxiliary Air Force.

This officer has displayed great courage and devotion to duty in participating in all patrols recently undertaken by his squadron, during which he has destroyed at least two enemy aircraft. Previously he has been engaged in intensive flying operations in France, where he destroyed four enemy aircraft.

Flying Officer William Henry RHODES-MOORHOUSE (90140), Auxiliary Air Force.

This officer has been engaged on operational flying since November, 1939. During this period he has destroyed five enemy aircraft and has displayed great courage and devotion to duty.

Pilot Officer Jack Royston HAMAR (70898)—since deceased.

This officer has participated in all operational and most of the patrol flights undertaken by his squadron. He has shown coolness and courage of a high order, and has personally destroyed six enemy aircraft.

Pilot Officer David Albert Alton ROMANS (42265).

Pilot Officer Romans was navigator and bomb aimer in an aircraft engaged in a recent bombing attack on Eschwege aerodrome. During the attack, the aircraft was hit by a shell from the ground defences, and the pilot was rendered unconscious. Pilot Officer Romans, realising that the aircraft was flying in an erratic manner, and receiving no communication from the pilot, proceeded to the pilot's cockpit, and sitting on the unconscious pilot's knees, gained control of the aircraft. He continued to fly it under these conditions until the injured pilot was removed some twenty-minutes later by the remainder of the crew. This officer performed a fine feat of airmanship and showed great presence of mind in gaining control of the aircraft under such difficult conditions, especially as it was flying at a dangerously low altitude and subjected to intense and accurate anti-aircraft fire. He further succeeded in flying the aircraft safely back to its base, which necessitated accurate navigation, without assistance.