

*Air Ministry,  
18th February, 1941.*

Acting Flying Officer Malcolm Hugh  
MACFARLANE (36244), No. 75 (N.Z.)  
Squadron.

### ROYAL AIR FORCE.

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

#### *Awarded the Distinguished Flying Cross.*

Acting Squadron Leader James Maitland Nicholson PIKE (33200), No. 203 Squadron.

During a period of four days in February, 1941, this officer carried out two low-flying attacks against enemy aerodromes. On the first occasion, as he arrived over the aerodrome, three enemy fighters were taking off to intercept him but Squadron Leader Pike immediately dived on to the leading aircraft which he put out of action. He then carried out low-flying attacks on other aircraft on the ground and, although engaged by another fighter which was finally disabled, succeeded in setting fire to four and damaging a further four of the enemy's aircraft. Although his own aircraft was severely damaged, Squadron Leader Pike flew it back to base and landed safely without injury to his crew. On the second occasion, he set fire to four enemy bombers, photographed the result and returned to base by night. During the past seven months, Squadron Leader Pike has also carried out 29 anti-submarine patrols and 24 convoy escort patrols. He has displayed great courage and devotion to duty throughout.

Flight Lieutenant Henry Gordon GODDARD (70252), Royal Air Force Volunteer Reserve, No. 219 Squadron.

This officer has been employed in night flying operations since December, 1939. One night in November, 1940, he destroyed a Junker's 88 after attacking it at point-blank range at a height of 20,000 feet. His determination to seek and destroy the enemy at night, often in adverse weather conditions, has been an inspiration to his fellow pilots.

Flying Officer Philip Stephen Baddesly ENSOR (41003), No. 23 Squadron.

This officer has participated in numerous engagements against the enemy, including three at night. He has at all times displayed great skill and keenness over a long period of operations and has contributed largely to the high standard of morale in his squadron.

Flying Officer Derek Alan WILLANS (41089), No. 23 Squadron.

This officer has completed forty-four operational flights by night, and four sorties to Northern France. One night in January, 1941, he displayed great courage in attacking an enemy aircraft over the aerodrome at Poix, continuing his attack down to 500 feet, although aware of the heavy anti-aircraft defences at this aerodrome. He has displayed great coolness and zeal in the performance of difficult and dangerous duties.

One night in January, 1941, this officer was the captain of an aircraft detailed to attack a target at Hanover, in extremely adverse weather. Soon after taking off the wireless set became inoperative, but Flying Officer MacFarlane decided to continue. He successfully bombed his target and returned safely to his base without wireless aid, although visibility was poor and the cloud base was at less than 500 feet. On a previous mission he carried out a forced landing in the dark with only one engine, little damage being caused to his aircraft and none to his crew. Flying Officer MacFarlane has at all times displayed the utmost coolness, courage and devotion to duty.

Pilot Officer Reginald Alan COLLIS (44067), No. 47 Squadron.

This officer has carried out 19 long and arduous raids into enemy territory, both by day and night, with consistent success. On one occasion he carried out an important mission with complete success. He has displayed great gallantry, courage and determination.

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The Minister of Transport, on 12th February, 1941, made The Railway Companies (Accounts and Returns) Order (No. 3), 1941. (S.R.O. 1941, No. 184.)

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Notice is hereby given that the Minister of Agriculture and Fisheries, in exercise of the powers conferred upon him under Section 4 (3) of the Land Drainage Act, 1930, proposes to make an Order confirming a Scheme submitted to him by the River Great Ouse Catchment Board, under Section 4 (1) (b) of the Act, making provision for the following matters:—

(1) The alteration and extension of the boundaries of the Stoke Ferry Drainage District.

(2) The abolition of the Stoke Ferry Drainage Commissioners.

(3) The constitution of the Stoke Ferry Drainage District as so altered and extended as an Internal Drainage District and of the Drainage Board therefor.

(4) The abrogation of the powers of the Commissioners of Sewers for the County of Norfolk within the said Stoke Ferry Internal Drainage District.

(5) Certain matters supplemental thereto or consequential thereon.

A copy of the draft Order has been deposited, together with a copy of the Scheme and of the map referred to therein, as amended, at the offices of the Clerk of the Catchment Board, Elmhurst, Brooklands Avenue, Cambridge, and also at the office of Mr. W. J. Hyner, Downham Market, Norfolk, for public inspection for a period of thirty-one days from the date of this notice and may be inspected during the ordinary hours of business.

Copies of the draft Order, without the map, may be obtained from the Ministry of Agricul-