

one night in May, 1941, he observed an enemy aircraft and closed in with great skill before ordering his air gunner to open fire. The aircraft which was still carrying a full load of bombs crashed to the ground and burst into flames. Squadron Leader Wolfe assumed command of the squadron in September, 1940, and since then he has undertaken numerous night operational flights. He has at all times displayed great courage and leadership.

Flight Lieutenant Bertie Rex O'Bryen HOARE (37858), No. 23 Squadron.

Since January, 1941, this officer has carried out many night operational missions. His bombing attacks have been delivered with great skill often in the face of severe opposition from ground defences, and, despite the hazardous nature of these sorties, he seldom returns without valuable information. Flight Lieutenant Hoare has destroyed at least two enemy aircraft and certainly damaged others. He has shown great enthusiasm and gallantry throughout.

Flying Officer Robert Frederick LEAVITT (42238).

In April, 1941, this officer was detailed to carry out an extensive reconnaissance off the Norwegian coast. He made a successful reconnaissance of two towns, but later his aircraft was hit by anti-aircraft fire and damaged. The aircraft immediately went into a spin but after losing height of about 5,000 feet, Flying Officer Leavitt regained control and, although the engine was running intermittently and the blind flying instruments were useless, he carried out a visual reconnaissance of a third town. In spite of the damage to his engine Flying Officer Leavitt succeeded in maintaining height above cloud in order that it might be possible to glide to land should the engine fail completely. He eventually succeeded in regaining his base returning with much valuable information. Flying Officer Leavitt was subsequently found to be suffering from concussion and an injured skull. He displayed great fortitude and devotion to duty throughout.

Pilot Officer Andrew Henry HUMPHREY (33543), No. 266 Squadron.

This officer has performed splendid work as a night fighter pilot. One night in May, 1941, he pursued an enemy bomber at a height of 20,000 feet and finally shot it down in the vicinity of an aerodrome off the Dutch or Belgian coast. Shortly afterwards, he observed another enemy aircraft taking off from the aerodrome and, diving down to 50 feet, he destroyed it. Although heavily attacked by the ground defences, Pilot Officer Humphrey succeeded in flying clear and later attacked an enemy fighter. He was compelled to break off this engagement after one attack as his ammunition was expended. Two nights previously, he destroyed an enemy bomber from close range. He has displayed great keenness on all occasions.

*Distinguished Flying Cross.*

Flight Lieutenant Edward Christopher DEANESLEY (90251), Auxiliary Air Force, No. 256 Squadron.

*Distinguished Flying Medal.*

N.Z. 40283 Sergeant William Jack SCOTT, Royal New Zealand Air Force, No. 256 Squadron.

Flight Lieutenant Deanesley and Sergeant Scott, as pilot and air gunner respectively, have achieved conspicuous success during recent night fighting operations. One night in April, 1941, a Heinkel 111 was encountered and destroyed and since then a further three enemy aircraft have been destroyed, of which two were shot down during the same patrol. During these operations both Flight Lieutenant Deanesley and Sergeant Scott have displayed great skill and determination.

*Distinguished Flying Medal.*

628391 Flight Sergeant Charles STANSFIELD, No. 149 Squadron.

One night in May, 1941, this airman was the first wireless operator of an aircraft detailed to carry out an attack against Berlin. Owing to unforeseen weather conditions the aircraft passed its objective by a considerable distance and was faced with the prospect of having insufficient petrol to complete the return flight part of which would have to be made over enemy territory in daylight. Sergeant Stansfield proceeded to give his captain and navigator the utmost aid by means of wireless communication. With great skill he made contact with his base and kept the authorities informed as to position, height, speed and state of fuel. The aircraft eventually landed safely in this country with completely empty petrol tanks. Sergeant Stansfield displayed exceptional skill and coolness under extremely difficult conditions and was largely responsible for the safe return of his aircraft.

518345 Flight Sergeant Gwilym Trevor WILLIAMS, No. 219 Squadron.

This airman has been employed with the squadron since May, 1940. He has completed many hours of operational night flying and his keenness and ability have been of great benefit in the training of others. He has assisted his pilot in the destruction of three enemy aircraft at night.

903071 Sergeant Sydney AUSTIN, No. 219 Squadron.

This airman has performed a large number of flying hours on night fighting operations during which he has assisted in the destruction of three enemy aircraft. He has displayed considerable ability and efficiency throughout.

519573 Sergeant James GILLIES, No. 91 Squadron.

In April, 1941, this airman, as pilot of an aircraft on a reconnaissance patrol, observed a Heinkel 115 seaplane being towed by an enemy tender of 800 tons near the coast off Gris Nez. He returned to base and reported the incident and later escorted a section of our fighters to the target. Despite poor visibility, he located the objective and participated in an attack which resulted in the destruction of the seaplane and inflicted great damage to the tender. Returning from this operation he engaged and shot down a Messerschmitt 109. Sergeant Gillies has displayed exceptional skill as a reconnaissance