

ensure success, Group Captain Wray deliberately descended to a low altitude, in the face of fierce opposing fire, to bomb his objective. His gallantry and exceptional leadership have set a most inspiring example.

Acting Flight Lieutenant Donald William Alfred STONES, D.F.C. (42276).

Since being awarded the Distinguished Flying Cross, this officer has destroyed at least 6 enemy aircraft besides damaging many more. By his exceptional ability and complete disregard of danger, Flight Lieutenant Stones has set an example worthy of the highest praise.

Flying Officer Maurice Arthur SMITH, D.F.C. (88658), Royal Air Force Volunteer Reserve, No. 83 Squadron.

On 12th February, 1942, this officer was the captain of an aircraft which participated in an attack on German battleships at sea. When nearing the objectives, his aircraft was attacked by 3 enemy fighters. The rear gunner was wounded in the hand and chest but he opened fire on one of the attackers, causing it to dive away. It was then shot down by the front gunner. Although another of the fighters was shot down, Flying Officer Smith's aircraft had sustained much damage. The starboard wing was pierced by a cannon shell, the starboard rudder shot away in shreds and other damage was sustained. Nevertheless, by a fine display of airmanship, Flying Officer Smith succeeded in flying the aircraft safely back to this country where he made a safe landing. In the face of difficult circumstances, this officer displayed great skill and courage.

Pilot Officer Robert McFARLANE, D.F.C. (111222), Royal Air Force Volunteer Reserve, No. 83 Squadron.

On 12th February, 1942, this officer was the captain of an aircraft which participated in an attack on the German warships at sea. When approaching the battleships at an altitude of 500 feet, his aircraft was attacked by 2 enemy fighters whose pilots made 3 separate attacks. The hydraulic system was rendered unserviceable and the bomb doors could not be opened. Unaware of the damage sustained, Pilot Officer McFarlane skilfully evaded his attackers and made his run over the battleships. His aircraft was thereupon subjected to a fierce barrage and sustained further damage. The port and starboard rudders were pierced in innumerable places and large gaps were torn in the fuselage by shell-fire. Meanwhile, the elevator cables had been damaged and were only holding by 2 strands of wire. Nevertheless, Pilot Officer McFarlane flew the aircraft back to this country and finally made a safe landing. Throughout, this officer showed great skill, courage and determination.

*Distinguished Flying Cross.*

Acting Wing Commander Donald Osborne FINLAY (36031).

From September, 1940, to August, 1941, Wing Commander Finlay was the commanding officer of No. 41 Squadron. He participated in many sorties during which he destroyed at least 3 enemy aircraft in combat. On one sortie, he attacked a German ship,

leaving it a mass of flames. During the period his squadron destroyed 66 enemy aircraft. Since joining his present unit, Wing Commander Finlay has participated in several sorties. On 3rd March, 1942, he destroyed a Messerschmitt 109 following a courageous head-on attack, thus bringing his victories to 4. This officer has always shown great keenness and he has set a splendid example to all.

Acting Squadron Leader John Champion CARVER (72396), Royal Air Force Volunteer Reserve, No. 118 Squadron.

This officer has carried out numerous operational flights of a varied character, including an attack on the German battleships at sea on 12th February, 1942. On 13th March, 1942, during a patrol, his aircraft sustained damage from the fire of a Junkers 88 and Squadron Leader Carver was forced to leave the aircraft by parachute. Whilst so doing, he struck his face against the hood and was stunned; thus, when entering the water following his descent, he was still harnessed to his parachute. With some difficulty he disentangled himself from the shrouds and then succeeded in inflating his dinghy and clambering safely aboard. Unperturbed by the hazards which confronted him, Squadron Leader Carver decided to paddle his way to the English coast a distance of some 70 miles. Excepting for unforeseen circumstances, he estimated that the task could be accomplished within 3 days. Although his 2 compasses had been rendered unserviceable through immersion, Squadron Leader Carver checked his course and position in daylight by the sun and at night by the stars. In this way he maintained his correct course and estimated rate of travel. During the journey, he adopted a strict rationing of his supplies and quenched his thirst by drinking, at regular intervals, small quantities of rain water which collected in the apron of his dinghy. At about 0130 hours on the 16th March, Squadron Leader Carver had reached a point 7 miles from the English coast where, after being afloat for 57 hours in wintry conditions, he was rescued by one of His Majesty's ships whose attention he had attracted by blowing his whistle. Throughout, this officer's conduct and actions, in a situation which demanded a high degree of fortitude, courage and determination, were worthy of the highest traditions of the Service.

Flight Lieutenant Ronald John Sinclair WOOTTON (42088), No. 69 Squadron.

Flight Lieutenant Wootton has completed a large number of operational flights in the Middle East. His reconnaissance work has been executed with exceptional skill and gallantry and has produced most valuable results. Throughout a long period, he has shown great devotion to duty.

Acting Flight Lieutenant Anthony Richard Henry BARTON (30104), Royal Air Force Volunteer Reserve, No. 124 Squadron.

This officer has proved himself to be a keen and courageous pilot. He fought with great distinction in the Battle of Britain and destroyed 5 enemy aircraft before he himself