

his section in attacks on the enemy's targets. Besides his good work in the air, Flight Lieutenant Whitham is a tireless worker on the ground and has proved a source of inspiration to all.

Flying Officer Murray Crichton Bell ANDERSON (44673).

In August, 1942, this officer was engaged on a reconnaissance over Hamburg. Whilst over the target area, his aircraft was subjected to much anti-aircraft fire but, despite this, he made several runs over the objective and accomplished his task. In spite of attacks by enemy fighters on the return flight he flew his aircraft safely back to base. This officer has performed much excellent work and has displayed courage, skill and devotion to duty.

Flying Officer George William Henry REYNOLDS (88205) Royal Air Force Volunteer Reserve.

In addition to his normal duties, this officer has completed numerous sorties in the Middle East against enemy reconnaissance aircraft flying at great altitudes. In one of these he engaged an enemy aeroplane and probably caused its destruction. On 4 previous occasions he has damaged enemy aircraft. Flying Officer Reynolds has displayed a high standard of skill and devotion to duty.

Flying Officer Donald Taylor SMITH (102564) Royal Air Force Volunteer Reserve, No. 226 Squadron.

On 19th August, 1942, this officer was the pilot of an aircraft detailed to lay a smoke screen along an area at Dieppe during the combined operations. In the face of intense opposition from the ground defences, Flying Officer Smith began his release run. When half-way over the target area, a shell shattered the windscreen, wounding him in the face, and a piece of perspex became embedded in his right eye. Despite this, he bravely pressed on and completed his task successfully. On the return flight, Flying Officer Smith's left eye also became affected by powdered perspex, causing him great discomfort but he eventually flew his aircraft back to this country and made a safe landing. Throughout, this officer displayed the highest qualities of courage and resolution.

Pilot Officer Harold Jack ARCHER (121212) Royal Air Force Volunteer Reserve, No. 88 Squadron.

In the combined operations on 19th August, 1942, Pilot Officer Archer was the air gunner of the leading aircraft of a formation of bombers detailed to attack a heavy battery position commanding the approaches to Dieppe harbour. When nearing the target, the formation was intercepted by a force of enemy fighters. In the ensuing engagement, Pilot Officer Archer maintained a running commentary of the progress of the combat and skilfully directed the defensive fire; with his own guns he probably destroyed a Focke Wulf 190. By his splendid fighting spirit and high skill, this officer rendered most valuable service.

Pilot Officer Leonard James LONGHURST (49544) No. 226 Squadron.

On the 19th August, 1942, this officer was air gunner in an aircraft detailed to attack gun positions during the combined operations at Dieppe. Intensive anti-aircraft fire was encountered, which caused the destruction of the foresight of his guns. Despite this, he continued firing. Later, when withdrawing from the target, his aircraft was engaged by a Focke Wulf 190. As he was unable to sight his guns accurately, Pilot Officer Longhurst coolly withheld his fire until the attacker was in close range; he then delivered a most effective burst at the enemy aircraft which broke away and when last seen, it was falling towards the sea with smoke pouring from it. This officer has invariably displayed skill, courage and resource in action.

Distinguished Flying Cross.

Pilot Officer George PEPPER (104585) Royal Air Force Volunteer Reserve, No. 29 Squadron.

Distinguished Flying Medal.

1430430 Sergeant Joseph Henry TOONE, No. 29 Squadron.

Pilot Officer Pepper, as pilot, and Sergeant Toone, as radio observer, have been together in many night fighting operations. In August, 1942, they destroyed a Junkers 88. Throughout their operations Pilot Officer Pepper and Sergeant Toone have invariably displayed perfect teamwork and initiative.

Distinguished Flying Medal.

1256685 Flight Sergeant Kingsley LAWRENCE MONAGHAN, No. 105 Squadron.

1180387 Sergeant Albert William DEAN, No. 105 Squadron.

In August, 1942, Flight Sergeant Monaghan and Sergeant Dean were pilot and navigator respectively of an aircraft detailed to attack a target in Germany in daylight. Despite an unsettling experience which occurred before reaching the enemy coast Sergeant Monaghan, assisted by the skilful and precise navigation of Sergeant Dean, reached the target area as planned. In the face of fierce opposing fire from the ground defences and in spite of the difficulties of approach, the target was bombed from an extremely low level. Throughout, both airmen displayed skill and courage of a high standard.

1104336 Sergeant John BEECROFT, No. 101 Squadron.
958800 Sergeant Henry Parker HANWELL, No. 101 Squadron.

Sergeants Beecroft and Hanwell, captain of aircraft and wireless operator/air gunner respectively, have displayed resolute courage and initiative throughout their operational flying. On one occasion, their example of fortitude in most harassing circumstances, was in keeping with the highest traditions of the service.

Can/R. 70877 Sergeant Clarence Garfield SCOTT, Royal Canadian Air Force, No. 418 (R.C.A.F.) Squadron.

This airman was the wireless operator/air gunner of an aircraft detailed to attack a selected target prior to a landing by our combined forces at Dieppe. The bombing task was successfully accomplished but, on the return flight, whilst some 3 miles out to sea from Dieppe the aircraft was attacked by a Focke Wulf 190. A burst of enemy fire raked the fuselage and set the starboard engine on fire. Sergeant Scott's gun seat was shot from under him but he fired a short burst at the attacker although he was unable to observe its effect. The pilot's cockpit became filled with smoke and fumes and the pilot himself was unable to see as he could not jettison the cockpit hood. The aircraft was forced down and, on impact with the water, it broke in two by the rear gunner's compartment. Sergeant Scott was thrown into the water without his dinghy. The front portion of the bomber turned over and sank. The pilot and observer were still inside but eventually both floated to the surface in an unconscious condition. Sergeant Scott immediately swam to the assistance of his pilot, inflated his safety jacket, removed his dinghy, inflated it and got the unconscious pilot safely aboard. Some 15 yards away, the observer was struggling with the shroud of his parachute which was around his neck and dragging his head under the water. Sergeant Scott swam to his aid and freed him, but was unable to inflate his dinghy as the fabric was torn. He therefore swam with the observer to the pilot's dinghy and managed to get him aboard. The dinghy was not large enough to hold 3 occupants but, with complete disregard for his own safety, Sergeant Scott, commenced swimming towards Dieppe. Fortunately, soon afterwards a friendly aircraft flew overhead. Anticipating that help would be forthcoming, he swam around and, about 50 minutes later both he and his comrades were rescued by a launch of the rescue service. In the face of extreme danger, this gallant airman displayed conspicuous courage and determination in his resolve to save his comrades, both of whom were injured and in great distress. Sergeant Scott also sustained a sprained ankle and a deep cut over the right eye.

Air Ministry, 18th September, 1942.

ROYAL AIR FORCE.

The KING has been graciously pleased to approve the following awards:—

Distinguished Service Order.

Acting Group Captain Eric William WHITLEY, D.F.C. (29195), Reserve of Air Force Officers.

Wing Commander Gilbert Ritchie HOWE (32248), No. 216 Squadron.