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CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD.

St. James's Palace, S.W.1.

6th October, 1942.

The KING has been graciously pleased to give orders for the following appointment to the Most Excellent Order of the British Empire in recognition of distinguished service with the Royal Air Force:—

To be an Additional Officer of the Military Division of the said Most Excellent Order:—

Acting Squadron Leader Royce Clifford Wilkinson, D.F.M. (44125), Royal Air Force.

Air Ministry, 6th October, 1942.

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:—

Distinguished Flying Cross.

Acting Flight Lieutenant John Herbert KENNARD (40715), Reserve of Air Force Officers, No. 103 Squadron.

One night in September, 1942, Flight Lieutenant Kennard was captain of an aircraft detailed to attack Bremen. When about 15 miles from the target the bomber was attacked by an enemy fighter, the fire from which stunned the rear gunner and caused the bomber's aileron controls to jam. Displaying commendable courage and flying skill, Flight Lieutenant Kennard eventually evaded his attacker and flew on to his target which he bombed and photographed. While in the target area his aircraft was hit by fire from the ground defences which caused damage to the port fuel tanks. A serious amount of petrol was lost but despite this and the difficulty of controlling the aircraft, due to the jammed aileron, Flight Lieutenant Kennard reached this country and made a safe landing. His courage and determination to complete his allotted task were worthy of the highest praise.

Acting Flight Lieutenant Rene Charles KITCHEN (102130), Royal Air Force Volunteer Reserve, No. 65 (East India) Squadron.

This officer has displayed keenness, enthusiasm and fine judgment as a flight commander. He has participated in numerous operations over enemy territory and his fine example, when engaged in combat, has been an inspiration to others. He has destroyed 2 enemy aircraft and damaged others.

Distinguished Flying Cross.

Flying Officer Richard John BARNES (66005), Royal Air Force Volunteer Reserve, No. 50 Squadron.

Pilot Officer Richard Milhan HORSLEY (120849), Royal Air Force Volunteer Reserve, No. 50 Squadron.

Distinguished Flying Medal.

1376820 Sergeant Leslie Harold BAVEYSTOCK, No. 50 Squadron.

972986 Sergeant Allan McFadyen MILLS, No. 50 Squadron.

1386637 Sergeant Benjamin William NAYLOR, No. 50 Squadron.

These officers and airmen, as members of the crew of an aircraft, in the most hazardous circumstances, each displayed courage, determination and devotion to duty, in keeping with the highest traditions of the Royal Air Force.

Distinguished Flying Cross.

Lieutenant Robert Harry ROGERS (102299), South African Air Force, No. 208 Squadron.

In August, 1942, Lieutenant Rogers was detailed to make a reconnaissance of an area in which powerful opposition from enemy fighters was to be expected. When he had almost completed his task, he was engaged by 4 Messerschmitt 109's and in the ensuing combat, Lieutenant Rogers received serious injuries to his left hand and half of the throttle control in his aircraft was shot away. Displaying great courage and superb airmanship he succeeded in evading his attackers. He landed at base safely and rendered a valuable report.

Pilot Officer William Henry BAKER (108626), Royal Air Force Volunteer Reserve, No. 133 (Eagle) Squadron.

Pilot Officer Baker has been engaged in numerous operational sorties over enemy territory. Throughout he has displayed the greatest keenness and enthusiasm for operational work and his courage and determination have been an example of a high order. Pilot Officer Baker has destroyed 2 and probably destroyed 2 other enemy aircraft.

Pilot Officer Gordon Sydney JEFFREYS (101546), Royal Air Force Volunteer Reserve, No. 49 Squadron.

One night in September, 1942, Pilot Officer Jeffreys was the captain of an aircraft detailed to attack a target at Duisburg. After delivering his attack, but whilst still in the target area, Pilot Officer Jeffreys' aircraft was hit by anti-aircraft fire; one of the starboard engines was put out of action and the second pilot was severely wounded. Pilot Officer Jeffreys received injuries to his hands but he was able to control the aircraft and so continued the return journey. Whilst over the Dutch coast the other starboard engine failed and preparations were made to abandon the aircraft. On reaching the English coast the port inner engine started to fail and Pilot Officer Jeffreys ordered the crew, with the exception of the wireless operator, to abandon the aircraft. He then continued in search of an aerodrome, but when at a height of 1,000 feet