

*Distinguished Flying Cross.*

Acting Squadron Leader John Nicol STACEY (41217), No. 205 Squadron.

This officer has completed much operational flying, involving reconnaissances over the Atlantic, Indian oceans and the Mediterranean. He is a fearless captain, whose determination to achieve success has set a most inspiring example.

Acting Squadron Leader Alfred Herbert HARDING (41581), No. 221 Squadron.

This officer has completed 100 sorties, including operational flights both from this country and the Middle East. He has on several occasions located enemy convoys in Mediterranean waters and, by skilfully illuminating them, has enabled our torpedo carrying aircraft to inflict loss. During a shipping reconnaissance one night in December, 1942, his aircraft developed engine trouble. Despite this, Squadron Leader Harding flew it back to base, a distance of some 200 miles. He has at all times displayed outstanding determination and devotion to duty.

Acting Squadron Leader Robert Charles MACKAY (Aus.402527), Royal Australian Air Force, No. 69 Squadron.

This officer has completed numerous sorties. He has located many enemy convoys and, on several occasions, he has been instrumental in guiding other attacking forces to the target. Squadron Leader Mackay has always displayed outstanding devotion to duty and has rendered valuable service.

Acting Flight Lieutenant Thomas MAXWELL-HUDSON (87664), Royal Air Force Volunteer Reserve, No. 205 Squadron.

In December, 1942, this officer captained an aircraft engaged on a low level attack on an enemy objective. Despite heavy opposing fire, Flight Lieutenant Maxwell-Hudson pressed home his attack with great vigour but his aircraft was hit in many places by anti-aircraft fire. The aileron control was rendered useless and 1 of the engines was damaged. In subsequent evading tactics his aircraft struck the water but Flight Lieutenant Maxwell-Hudson retained control and escaped from the fire zone. On the return flight he flew his damaged aircraft through tropical storms but refrained from using his wireless apparatus so that other aircraft engaged should not be endangered. He eventually reached base with only a few gallons of petrol remaining in the tanks after flying a distance of 1,000 miles. He displayed great courage and devotion to duty throughout.

Flying Officer Brian Earl JOHNSTON (Can/J.15429), Royal Canadian Air Force, No. 70 Squadron.

As wireless operator/air gunner, this officer has participated in numerous sorties, including bombing attacks on targets both in Germany and the Middle East. He has at all times displayed courage and resource in the face of the enemy. On one occasion, over Tobruk, his navigator was badly wounded by enemy fire. Flying Officer Johnston promptly applied a tourniquet and, by carefully tending him throughout the return flight, probably saved his comrade's life. In September, 1942, the aircraft in which he was flying was hit by anti-aircraft fire and the pilot was forced to land it some 300 miles inside enemy territory. Throughout the following 29 days, Flying Officer Johnston displayed great leadership and, despite hazardous experiences, eventually led his comrades to safety. His great keenness and indomitable spirit have set an example worthy of high praise.

Flying Officer William James MARTIN (66574), Royal Air Force Volunteer Reserve, No. 69 Squadron.

This officer has taken part in many sorties involving patrols and attacks on enemy shipping in the Mediterranean. He has always displayed great courage and determination and has successfully attacked 2 ships. He has inspired his fellow pilots by the excellent example he has set.

Pilot Officer Grahame Wilby BATES (127168), Royal Air Force Volunteer Reserve, No. 223 Squadron.

This officer has completed a large number of operational flights. In the Western Desert he has taken part in many daylight bombing attacks on the enemy's airfields and retreating columns. Pilot Officer Bates is an extremely able section

leader whose keenness, determination and devotion to duty have set a fine example. He has destroyed 2 Junkers 52's.

Pilot Officer Ronald EDMOND (129960), Royal Air Force Volunteer Reserve, No. 223 Squadron.

This officer has participated in very many sorties, comprising attacks on airfields, harbours, lines of communication and troops. Throughout, he has displayed great courage and leadership. In November, 1942, whilst attacking the enemy, his aircraft was hit and damaged by anti-aircraft fire, which caused the engine to fail. Pilot Officer Edmond was forced to leave the formation while still some 50 miles within enemy territory. With great difficulty, he succeeded in flying his damaged aircraft to base where he effected a masterly landing. His skill and determination were responsible for the safe return of the aircraft and its crew.

Pilot Officer Brian Rouse, TERRY (128433), Royal Air Force Volunteer Reserve, No. 601 Squadron.

During the battle of Egypt this officer took part in an attack on the headquarters of a mechanised division. During the operation a fellow pilot was compelled to force-land his aircraft in the rear of the enemy's lines but in view of the enemy. Pilot Officer Terry immediately flew to his assistance and, although the area was strongly defended, he landed, picked up his comrade and took-off safely.

*Distinguished Flying Medal.*

745213 Flight Sergeant Geoffrey Egbert CORNES, No. 223 Squadron.

Since May, 1942, Flight Sergeant Cornes has taken part in a large number of operational sorties against enemy targets in the Western Desert. A considerable number of these flights were made without fighter escort and in many instances interception by hostile fighters occurred. In October, 1942, this airman flew one of a formation of aircraft detailed to attack an enemy landing ground near Daba. Flight Sergeant Cornes's aircraft was hit by anti-aircraft fire and the starboard engine rendered useless. He was forced to leave the formation and, escorted by a small number of fighters, eventually landed his badly damaged aircraft safely at base. Throughout Flight Sergeant Cornes has shown high courage, resourcefulness and ability as a section leader and an outstanding keenness to engage the enemy at every opportunity regardless of the opposition encountered.

1365211 Flight Sergeant Alexander Watson FARQUHARSON, No. 46 Squadron.

In December, 1942, Flight Sergeant Farquharson was the observer in one of a formation of aircraft detailed to make a low level attack on enemy shipping off the coast of Tripoli. Following the operation an attack was made by enemy fighters and Flight Sergeant Farquharson received a wound in the shoulder. A running fight continued for 20 minutes. The cool, explicit instructions for evasive action given by this airman enabled him to damage and probably destroy 1 of the attackers and at the same time greatly assisted his pilot in flying the aircraft safely back to base. At all times this airman has displayed keenness and a high order of devotion to duty.

536424 Acting Flight Sergeant Thomas Robert STRAKER, No. 205 Squadron.

One night in December, 1942, this airman was the flight engineer of an aircraft engaged on an operational flight. Whilst over the target area, the aircraft was hit by anti-aircraft fire, which caused 1 engine to fail and the wing tip float to drop. While his pilot was making great efforts to regain control, Flight Sergeant Straker, realising the great danger of the aircraft crashing in the sea, if the damaged float struck the water, succeeded in restoring the float to its position. By his promptitude he contributed materially to the safe return of the aircraft. This airman has completed many sorties and has always displayed great courage and devotion to duty.

1268367 Sergeant Maurice William BISHOP, No. 40 Squadron.

This airman has participated in many successful attacks on enemy shipping and on the installations at Tobruk, at a time when the area was very heavily defended. After being posted to Malta, he volunteered for further operational duty