



SECOND SUPPLEMENT
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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.

Flying Officer Alfred Roy HAINES (Can/J.8601), Royal Canadian Air Force, No. 102 Squadron.

In December, 1942, this officer was the navigator of an aircraft which attacked a target in the Ruhr. In hazardous circumstances he displayed courage, fortitude and resource of a high order.

Flying Officer James Atterby McCairns, M.M. (125754), Royal Air Force Volunteer Reserve, No. 161 Squadron.

This officer has completed many sorties, most of them of a hazardous nature. He is a courageous and determined pilot, who has set an example worthy of the highest praise.

Flying Officer Peter Erskine VAUGHAN-FOWLER (110008), Royal Air Force Volunteer Reserve, No. 161 Squadron.

In the course of a number of hazardous operational missions, Flying Officer Vaughan-Fowler has displayed unsurpassed skill, great courage and outstanding devotion to duty.

Distinguished Flying Cross.

Warrant Officer Henry Clarence HERBERT (Aus. 406036), Royal Australian Air Force, No. 105 Squadron.

Distinguished Flying Medal.

1320414 Sergeant George William JACQUES, No. 105 Squadron.

One afternoon in March, 1943, these airmen were pilot and navigator respectively of an aircraft detailed to attack railway communications in North-West Germany. Sergeant Jacques skilfully navigated the aircraft to the selected stretch of track where, almost immediately, Warrant Officer Herbert was enabled to attack a moving train, inflicting damage. A mile further ahead, he attacked another locomotive, causing disruption. A little later, yet a third train was bombed, the rear part being completely wrecked; some of the trucks were hurled down the railway embankment by the force of the explosion. Although the bomber was damaged by anti-aircraft fire, Warrant Officer Herbert flew it back to base. Both these members of aircraft crew have invariably displayed great skill, courage and resolution.

Distinguished Flying Medal.

N.Z.411948 Flight Sergeant Kenneth SMITH, Royal New Zealand Air Force, No. 149 Squadron.

Flight Sergeant Smith, who has completed 73 operational missions, has invariably displayed outstanding determination to make every sortie

a success. One night in January, 1943, he captained an aircraft detailed to attack Lorient. Shortly after taking-off, one compass and the starboard inner propeller exactor control became unserviceable while some time later, when crossing the Channel, the blind flying instruments, with the exception of the turn and bank indicator became useless. Heavy cloud prevailed along his route, necessitating much blind flying but, in spite of his difficulties, Flight Sergeant Smith reached his target, bombed it and safely accomplished the return flight. On another sortie, with a target in Germany as the objective, his aircraft was attacked by an enemy fighter on the outward flight. Two engines of the bomber were put out of action, and the aircraft went out of control. Flight Sergeant Smith regained control and, shortly afterwards, succeeded in re-starting one of the damaged engines. He skilfully flew the damaged bomber back to this country landing at the first available airfield. This airman is a courageous captain, whose example has been inspiring.

Aus.408896 Flight Sergeant David Edward WHITE, Royal Australian Air Force, No. 406 (R.A.A.F.) Squadron.

Aus.411207 Sergeant Francis Henry WARD, Royal Australian Air Force, No. 406 (R.A.A.F.) Squadron.

These airmen were pilot and bomb aimer respectively of an aircraft detailed to attack St. Nazaire one night in March, 1943. Shortly after crossing the French coast, on the outward flight, a Junkers 88 was encountered. In the ensuing combat, the bomber was damaged and temporarily went out of control, diving steeply. By a strenuous effort, Flight Sergeant White pulled out of the dive at 4,000 feet and, although the aircraft was difficult to control, continued to the target and bombed it. At the completion of the bombing run, whilst taking a photograph, Sergeant Ward discovered that one of the bombs had failed to release and could not be jettisoned. Sergeant Ward endeavoured to dislodge the bomb and, after half an hour of unrelaxed effort, succeeded in so doing. Afterwards, he went to the assistance of his pilot who was having great difficulty in controlling the damaged bomber. Displaying fine airmanship, Flight Sergeant White succeeded in flying it back to this country where he effected a safe landing in difficult circumstances. Both these members of aircraft crew displayed great skill, courage and resolution.

1107348 Sergeant Alexander James Wardell Robertson COUPAR, No. 199 Squadron.

Can/R.115419 Flight Sergeant Robert Burns CHARTERS, Royal Canadian Air Force, No. 199 Squadron.

One night in March, 1943, these airmen were captain and navigator respectively of an aircraft