

fence and over a deep ditch to a small enclosure sufficiently far from the aircraft to be comparatively safe. Sergeant Wilson then set out across the ploughed fields in search of help while Flight Sergeant Moore, who was suffering intensely from burns, remained to encourage and sustain his injured crew.

Can./R.139022 Sergeant Clinton Landin Pudney, Royal Canadian Air Force.

While engaged on a local practice flight, the Halifax aircraft in which Sergeant Pudney was flying as mid-upper gunner struck high ground, crashed and burst into flames. Three members of the crew were killed and the others, with the exception of Sergeant Pudney, were too severely injured to extricate themselves from the burning wreckage. Though suffering from severe lacerations on his face, and in spite of loss of blood and shock, Sergeant Pudney entered the blazing aircraft several times and finally succeeded in bringing all his companions out. He then struggled over rough moorland for 2 miles to obtain help.

507533 Corporal Thomas William Chellev.

One morning in January, 1943, an aircraft crashed on taking off and caught fire. Corporal Chellev, the N.C.O. in charge of the fire tender, was quickly on the scene of the accident, but it was impossible to bring the tender to within 200 yards of the crash owing to the difficult terrain. With complete disregard for his own safety, Corporal Chellev entered the wreckage and extricated an injured airman. He succeeded in extricating 2 more bodies from the wreckage. Although the aircraft was burning fiercely and small arms ammunition was exploding, while two 25lb. unexploded bombs remained on the aircraft, Corporal Chellev continued to search for the fourth member of the crew. He finally located the body pinned beneath the propeller. With assistance he removed the engine and the propeller and then dragged the body clear. Corporal Chellev displayed high courage, with no thought for his own safety.

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD.

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

13th July, 1943.

The KING has been graciously pleased to approve the award of the British Empire Medal (Military Division) to:—

921207 Sergeant (now Pilot Officer) Henry Charles Sharpe, Royal Air Force Volunteer Reserve.

In October, 1942, Sergeant Sharpe was wireless operator of a Whitley aircraft which, owing to engine trouble, was forced to alight on the sea approximately 300 miles west of Lands End. Owing to the accurate bearing sent out by him the crew were quickly rescued. The captain and other members of the crew were shaken and dazed as a result of the forced descent, but this airman promptly launched and equipped the dinghy, later diving overboard and assisting 2 injured comrades into it. Sergeant Sharpe showed courage and resource and, on his own initiative, took charge of the crew until the captain recovered sufficiently to assume command.

Air Ministry, 13th July, 1943.

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.

Pilot Officer John McINTOSH (145837), Royal Air Force Volunteer Reserve, No. 207 Squadron.

This officer who has completed many sorties has invariably displayed outstanding determination and devotion to duty. This was amply demonstrated one night in June, 1943, when he captained an aircraft detailed to attack a target at Friedriehafen. Shortly after taking off, one of the engines of his aircraft failed. Despite this, he continued to the target which he successfully bombed and then flew on to North Africa according to plan. Pilot Officer McIntosh has always

endeavoured to press home his attacks regardless of the opposition. He has set an inspiring example.

Bar to Distinguished Flying Medal.

755612 Flight Sergeant Kenneth GREENE, D.F.M., Royal Air Force Volunteer Reserve, No. 9 Squadron.

One night in June, 1943, this wireless operator/air gunner displayed great initiative in dealing with an ignited incendiary bomb, while his aircraft was flying over the target area. Flight Sergeant Greene's prompt action averted a serious catastrophe and contributed materially to the safe return of his aircraft.

Distinguished Flying Medal.

Aus.412923 Flight Sergeant Francis William DIXON, Royal Australian Air Force, No. 467 (R.A.A.F.) Squadron.

1206170 Sergeant Abraham ROSEN, No. 467 (R.A.A.F.) Squadron.

These airmen were captain and flight engineer respectively of an aircraft detailed to attack Mulheim one night in June, 1943. When nearing the target area the bomber was hit by anti-aircraft fire while illuminated by searchlights. The fuselage, mainplanes and one engine were damaged. The windscreens on one side of the pilot's cabin was shattered and Sergeant Rosen was injured in the eye and in the face. Nevertheless, Flight Sergeant Dixon evaded the defences and successfully bombed the target, afterwards flying the damaged aircraft back to base. This airman displayed exceptional skill and great courage, setting an inspiring example. During the action, Sergeant Rosen, in spite of his painful injuries, executed his duties coolly and efficiently and refused to leave his post for attention until the bomber was clear of the enemy coast.

1318221 Sergeant Douglas Charles CAMERON, No. 158 Squadron.

1320144 Sergeant Alan Kenneth YOUNG, No. 158 Squadron.

Aus.413068 Sergeant George Burns YOUNG, Royal Australian Air Force, No. 158 Squadron.

One night in June, 1943, these airmen were captain, mid-upper and rear gunners respectively of an aircraft which attacked Mulheim. Shortly after bombing the target, the aircraft was illuminated by searchlights and subjected to heavy anti-aircraft fire. The bomber was repeatedly hit and sustained damage. Sergeant Young, the rear gunner, received facial injuries and, temporarily lost consciousness. He was given first aid by the mid-upper gunner and, on recovery, he coolly beat out the flames from some burning equipment with his gloves. Meanwhile, Sergeant Cameron skilfully evaded the defences and, displaying great determination, flew the damaged bomber to an airfield in this country. On this, their first operational flight, these airmen displayed courage and resource of a high order.

Can./R.62201 Sergeant George FALLOON, Royal Canadian Air Force, No. 158 Squadron.

One night in June, 1943, this airman was the flight engineer of an aircraft detailed to attack a target at Le Crucesot. During the operation, the aircraft was hit by anti-aircraft fire and fragments of shrapnel severed the petrol cock control cables and an oil pipe line which caused a considerable quantity of oil to flow into the fuselage. Sergeant Falloon was unable to operate the petrol cocks, or ascertain the source of the oil leak, without entering the wing. By means of an axe he made an aperture in the side of the fuselage and thus was able to crawl into the wing and fulfil his task. By his initiative and determination this airman contributed materially to the safe return of the aircraft.

Aus.403527 Sergeant Bernard MOON, Royal Australian Air Force, No. 37 Squadron.

As observer, this airman has participated in numerous sorties, including operations against targets in Sicily, Tripolitania, Pantellaria and Tunisia. On several occasions, in extremely adverse weather, his skilful navigation has contributed materially to the safe return of his aircraft. Sergeant Moon is an excellent bomb aimer and consistently obtains photographs which indicate his painstaking efforts. This airman has displayed great keenness and devotion to duty and has won the confidence of all with whom he has flown.