

determination. One night in August, 1943, he captained an aircraft detailed for an operation against Hamburg. During the flight, the aircraft was hit by shell-fire, fragments of which severed the rudder control shaft. In spite of this, Flight Lieutenant McCullough flew on to the target and bombed it, afterwards piloting the damaged aircraft to base. His superb skill and tenacity were undoubtedly responsible for the safe return of the bomber and its crew.

Flight Lieutenant John Arthur RAE (Can/J.15493), Royal Canadian Air Force, No. 416 (R.C.A.F.) Squadron.

This officer has completed 60 sorties and throughout has displayed skill and determination of a high order. He has taken part in many telling attacks on shipping, while in combat he has destroyed at least 2 enemy aircraft. His fine fighting qualities and excellent leadership have contributed materially to the high standard of operational efficiency of his flight.

Acting Flight Lieutenant Francis Major COLE (101022), Royal Air Force Volunteer Reserve.

This officer has completed many sorties, involving bombing operations, anti-submarine patrols and air/sea rescue flights. He has at all times displayed great skill and keenness, setting an encouraging example to all.

Flying Officer Lionel Albert CHENNEL (125429), Royal Air Force Volunteer Reserve.

This officer has completed many sorties and has displayed great skill and determination to achieve success. On one occasion, after bombing Rostock, his aircraft was severely damaged by anti-aircraft fire but, by a skilful and determined effort, Flying Officer Chennell flew it safely to base. More recently, this officer has completed numerous anti-submarine patrols and air/sea rescue sorties during which his keenness and devotion to duty have been outstanding.

Flying Officer Stanley WHITE (108528), Royal Air Force Volunteer Reserve, No. 228 Squadron.

In August, 1943, during a patrol over the Bay of Biscay, Flying Officer White executed an attack on a U-boat which was observed on the surface of the sea. In spite of anti-aircraft fire from the vessel, Flying Officer White made 2 runs over the vessel before releasing his depth charges which straddled it. He afterwards flew some 300 miles to base in bad weather and landed his aircraft safely.

Pilot Officer Arthur Gaston BRUNET (Can/J.17907) Royal Canadian Air Force, No. 137 Squadron.

This officer, who has completed many sorties both by day and night, is an extremely able and determined pilot. In the course of his activities, Pilot Officer Brunet has attacked numerous locomotives and rolling stock with success. In addition, he has attacked many barges and several E-boats with telling effect. He has set a highly commendable example.

Pilot Officer Edward HONE (51154), Royal Air Force.

Pilot Officer Hone is an air gunner of exceptional ability. He has participated in many bombing sorties, anti-submarine patrols and air/sea rescue operations. On one of the latter occasions, after the aircraft in which he was flying had been forced down on to the sea, Pilot Officer Hone displayed great powers of endurance during a trying period of 31 hours adrift in the dinghy. This officer has invariably displayed outstanding determination and devotion to duty.

#### *Distinguished Flying Cross.*

Flying Officer Basil Alfred WILLIAMS (Aus.416164), Royal Australian Air Force, No. 10 (R.A.A.F.) Squadron.

Flying Officer Reginald William Stuart GROSS (Aus.285147), Royal Australian Air Force, No. 10 (R.A.A.F.) Squadron.

#### *Distinguished Flying Medal.*

Aus.14611 Acting Sergeant William Cheseldon MOSER, Royal Australian Air Force No. 10 (R.A.A.F.) Squadron.

Aus.62956 Acting Sergeant Rhys Frederick OWEN, Royal Australian Air Force, No. 10 (R.A.A.F.) Squadron.

Flying Officer Gross and Sergeants Moser and Owen were navigator, armourer/air gunner and flight engineer respectively of an aircraft captained by Flying Officer Williams detailed for a flight in

August, 1943. Whilst over the Bay of Biscay the aircraft was attacked by 7 enemy aircraft. In the ensuing engagement, which lasted an hour, Flying Officer Williams fought with great skill and determination. The aircraft was repeatedly hit and when the inter-communication system was put out of action, Flying Officer Gross, though wounded, did everything he could to keep his captain informed of the enemy's tactics. The starboard main petrol tank was pierced and Sergeant Moser crawled into the mainplane and attempted to stop the leak. He afterwards manned the galley gun, relieving Sergeant Owen who had fought with great resolution and remained at his post although wounded in the knee by cannon fire, and assisted in frustrating many attacks. Flying Officer Williams succeeded in flying the damaged aircraft to base being greatly assisted by Flying Officer Gross whose navigation in difficult circumstances was of a high order. In the face of trying circumstances these members of aircraft crew displayed great courage, skill and determination.

#### *Distinguished Flying Medal.*

657775 Flight Sergeant Morall MacKenzie COLE, Royal Air Force, No. 50 Squadron.

One night in July, 1943, this airman piloted an aircraft engaged on an operation against Remscheid. Shortly after bombing the target the aircraft was hit by anti-aircraft fire whilst illuminated by the searchlights. Severe damage was sustained. The undercarriage dropped to the down position and the aircraft turned on its back, while all the petrol in one of the starboard tanks was lost. Flight Sergeant Cole regained control of the bomber but, almost immediately, one of the starboard engines caught fire and was put out of action. The aircraft became difficult to control and petrol was running low but by superb airmanship, Flight Sergeant Cole succeeded in reaching an airfield in this country. His coolness and courage in the face of a perilous situation were worthy of the highest praise.

Can./R.127907 Sergeant (now Pilot Officer) Wilfred Lloyd CANTER, Royal Canadian Air Force, No. 408 (R.C.A.F.) Squadron.

In an air operation Sergeant Canter displayed courage and tenacity of a high order.

#### *Air Ministry, 27th August, 1943.*

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

#### *Air Force Cross.*

Acting Wing Commander Richard Godfrey SEYS, D.F.C. (34130), Royal Air Force.

Squadron Leader Fowler Morgan GOBEIL (Can/C.121), Royal Canadian Air Force.

Flight Lieutenant William Sydney LONGHURST (42852), Royal Air Force.

These officers made the first tug-and-glider crossing of the North Atlantic from Canada to the United Kingdom, landing on 1st July, 1943. Wing Commander Seys and Squadron Leader Gobeil were pilot and co-pilot respectively of the glider and Flight Lieutenant Longhurst piloted the towing aircraft. Both aircraft carried useful loads, the cargo of the glider being nearly 1½ tons and including serum and vital aircraft spares. The flight involved landings in Newfoundland, Greenland (an exceptionally difficult one) and Iceland. Adverse weather was encountered at times and, as the glider could not ascend higher than 13,000 feet, the aircraft were frequently buffeted about and might have broken adrift but for the skilful flying of the glider pilots. They also showed great skill in overcoming the difficulties of flying in clouds.

Acting Flight Lieutenant Peter Stuart ISAACSON, D.F.C., D.F.M. (Aus.401068), Royal Australian Air Force.

Flight Lieutenant Isaacson was captain of the Lancaster aircraft which recently flew from England to Australia via the Pacific and subsequently carried out direct flights between Melbourne and New Zealand (both ways). This is the first occasion on which an aircraft has flown to Australia by this route and the direct flights between Melbourne and New Zealand are the first of their kind.

#### *Air Ministry, 27th August, 1943.*

The KING has granted unrestricted permission for the wearing of the undermentioned decorations conferred on the officers indicated, in recognition of