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## CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD.

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

26th May, 1944.

The KING has been graciously pleased to give orders for the following appointments to the Most Excellent Order of the British Empire, and for the following awards of the George Medal and the British Empire Medal:—

*To be an Additional Officer of the Military Division of the Most Excellent Order of the British Empire:—*

Acting Wing Commander Desmond James Scott, D.S.O., D.F.C. (N.Z.40779), Royal New Zealand Air Force.

In January, 1944, a Spitfire aircraft, which had been damaged by enemy action, crashed on an airfield and burst into flames. Wing Commander Scott, the Station Commander, immediately proceeded to the scene and ran straight to the cockpit, which was burning fiercely, to rescue the pilot who was severely injured with his clothing on fire. Despite the intense heat of the conflagration and exploding ammunition, Wing Commander Scott, after considerable difficulty, succeeded in extricating the pilot and carried him to a safe distance from the fire. Unfortunately the rescued airman died later. Wing Commander Scott displayed great gallantry and a complete disregard of his own safety. During the incident he sustained burns to his face and hands which would have been severe were it not for the foam which was sprayed over him from the fire tender.

*To be an Additional Officer of the Military Division of the Most Excellent Order of the British Empire:—*

Acting Squadron Leader Wilmot Reginald Pettit, D.F.C. (Can/J.15517), Royal Canadian Air Force.

*Awarded the British Empire Medal (Military Division):—*

944525 Leading Aircraftman Joseph Therwell Wray, Royal Air Force Volunteer Reserve.

One night in February, 1944, Squadron Leader Pettit was the officer in charge of night flying at a Royal Air Force Station when an aircraft, whilst attempting an emergency landing, overshot the end of the runway and overturned. The aircraft immediately caught fire. Squadron Leader Pettit rushed to the spot and, with the assistance of the fire party led by Leading Aircraftman Wray, quickly released two members of the crew who had been trapped in the fuselage. Squadron Leader Pettit then found that the rear gunner was seriously injured and trapped upside down in his turret. By this time the aircraft was burning furiously and the petrol tanks had started to explode. In spite of this and of the further

danger from exploding ammunition and pyrotechnics, Squadron Leader Pettit decided to attempt the extremely difficult task of removing the rear turret completely from the fuselage as all other attempts to reach the trapped gunner had failed. By strenuous efforts he was ultimately able to get into the turret while a party, headed by Leading Aircraftman Wray, wrenched at it from outside. Eventually the gunner was extricated alive and without any addition to the severe injuries which he had sustained in the crash. Squadron Leader Pettit's coolness, courage and initiative and Leading Aircraftman Wray's determination and devotion to duty in dangerous circumstances were of a very high order and were instrumental in saving the lives of three members of the crew of the aircraft.

*To be an Additional Member of the Military Division of the Most Excellent Order of the British Empire:—*

Flying Officer Charlie Eddy (N.Z.39003), Royal New Zealand Air Force.

One night in July, 1943, this officer was the pilot and captain of an aircraft which crashed when attempting an emergency landing and burst into flames immediately. He received concussion and injuries to his scalp and spine. Despite his injuries, Flying Officer Eddy remained in the aircraft and assisted the bomb aimer from the overturned second pilot's seat. After getting clear of the aircraft, Flying Officer Eddy, on learning that one member of the crew was absent, re-entered the blazing wreckage and assisted a medical officer in a vain attempt to extricate the mid-upper gunner who was trapped in his turret. It was not until the heat, fumes and smoke had made a continuance of rescue work impossible that Flying Officer Eddy was persuaded to abandon his efforts. His face was scorched whilst he was attempting to rescue the gunner and he collapsed immediately after finally leaving the aircraft. Flying Officer Eddy showed gallantry in dangerous circumstances and his unselfishness was instrumental in saving the bomb aimer's life.

*Awarded the George Medal.*

Flying Officer John MacLaren Galbraith (129258), Royal Air Force Volunteer Reserve.

947962 Flight Sergeant Neil Donaldson Forbes, Royal Air Force Volunteer Reserve.

In January, 1944, this officer and airman were the pilot and flight engineer respectively of an aircraft which stalled and caught fire when attempting to land on return from an operational sortie. Although suffering from shock, cuts and bruises they both managed to get out of the wreckage. Realising that 3 members of the crew were missing they immediately re-entered the burning aircraft, which was carrying a full load

of bombs, in an endeavour to rescue their comrades. Flight Sergeant Forbes located the rear gunner who had sustained injuries and whose clothing was alight. After beating out the flames he assisted the gunner clear of the wreckage and then to safety. Flying Officer Galbraith found the navigator unconscious and lying in the wreckage of the nose of the aircraft. Assisted by Flight Sergeant Forbes, who had again returned to the aircraft, Flying Officer Galbraith freed the navigator and then passed him to another member of the crew who had been able to extricate himself when the crash occurred. One member of the crew still remained in the blazing wreckage. Flight Sergeant Forbes seized a fire extinguisher and managed to subdue and control the flames sufficiently to enable Flying Officer Galbraith to enter and search the tail of the aircraft. Unfortunately the remaining member of the crew was dead when found. Flying Officer Galbraith, although severely wounded on the chin, displayed high qualities of leadership, courage and unselfish heroism. Flight Sergeant Forbes also showed great bravery in circumstances of considerable danger.

1125669 Sergeant Conrad Cannan, Royal Air Force Volunteer Reserve.

This airman, who is employed in the Fire Section, has shown exceptional fortitude when performing exacting and dangerous work attending crashed aircraft. On a recent occasion he took charge of the crash tender when a Halifax aircraft, carrying one large H.E. bomb, failed to gain height when taking off and crashed in a ploughed field outside the airfield boundary. The bomb did not detonate on the impact but the aircraft burst into flames. The crash tender quickly reached the scene, followed by the ambulance. Three of the crew of seven had been thrown clear and were safe. Incendiary bombs started to detonate but Sergeant Cannan and two other airmen went into the fire area and helped to safety 2 of the crew who were trying to extricate themselves. Flames on their clothing were extinguished and the two rescued airmen were handed over to the staff of the ambulance. As one of the crew was still missing Sergeant Cannan returned to search the wreckage. Eventually he found the pilot, who had been thrown out of the bomber, partially hidden in a furrow in the field. He was stunned and Sergeant Cannan carried him 20 yards from the fire where he was assisted by a medical orderly. Sergeant Cannan displayed great courage, working in the full knowledge that a major explosion from the bomb might occur at any moment.

*Awarded the British Empire Medal  
(Military Division).*

N.Z.392047 Flight Sergeant Raymond Anthony Lindsay, Royal New Zealand Air Force.

One night in December, 1943, Flight Sergeant Lindsay was the navigator of an aircraft which crashed and caught fire when landing at base after an attack on Berlin. He was thrown 50 feet in front of the aircraft and, besides receiving severe burns to his face, sustained a broken arm and a broken ankle. Nevertheless his first thoughts were for his companions who were still in the burning aircraft. Despite his great pain, and in the face of fierce flames, this airman dragged himself back to the wreckage. Without hesitation, he then braved the intense heat and blazing petrol and aided the trapped and badly-injured bomb aimer and flight engineer to a place of safety. Even after the arrival of the ambulance Flight Sergeant Lindsay disdained treatment until his injured companions had been cared for. He displayed high courage and unselfish devotion to duty.

1052946 Sergeant Ernest Roberts, Royal Air Force Volunteer Reserve.

One night in February, 1944, Sergeant Roberts was the mid-upper gunner of an aircraft which crashed and burst into flames when reaching base after an operational flight. Although suffering from shock and a heavy blow on the chest, this airman immediately proceeded to extricate the rear gunner who had sustained a broken arm and was trapped in his turret. After freeing the air gunner, Sergeant Roberts attempted to enter the fuselage to rescue other members of the crew, knowing full well that the petrol tanks might

explode at any moment. There was also the risk of ammunition and pyrotechnics exploding. He was, however, compelled by the flames to abandon his efforts. He then found the flight engineer, who had been thrown clear and did what he could for him until the airman died. Sergeant Roberts, in his disregard of the risk of sustaining further injuries, showed great courage and devotion to duty in his attempt to rescue his companions.

1588527 Sergeant Thomas Vernon Shaw, Royal Air Force Volunteer Reserve.

One morning in February, 1944, Sergeant Shaw was the flight engineer of an aircraft which, when approaching to land after an operational sortie, crashed and immediately caught fire. Three members of the crew of the Lancaster managed to extricate themselves. Sergeant Shaw, who was suffering from shock and was badly shaken, was escaping through his window when he noticed that, although the propellers were broken off, the engines were still running. Disregarding his personal safety Sergeant Shaw made his way back into the burning bomber and succeeded in switching off the engines, thereby making any rescue work less dangerous. With the assistance of a medical officer, Sergeant Shaw then succeeded in extricating the bomb aimer who had been trapped in the fuselage. Another member of the crew (the mid-upper gunner), who was burned on the face and hands and blinded by blood, was making his way to the end of the aircraft which was burning. Sergeant Shaw re-entered the aircraft and, despite the intense heat, smoke and fumes, he succeeded in getting the mid-upper gunner to safety. Sergeant Shaw's unselfish and courageous actions undoubtedly contributed to a greater saving of life than would otherwise have been effected.

1179394 Corporal John Douglas Simmons, Royal Air Force Volunteer Reserve.

In July, 1943, a Whitley aircraft crashed into a Hampden in which an airman was working. Corporal Simmons immediately went to the rescue of the trapped airman whose clothing was on fire and, removing his own tunic, he smothered his colleague's burning clothing. He then raced to another aircraft some 20 yards away and removed it to safety just before the depth charges exploded in the Whitley and Hampden aircraft. On 21st December, 1943, regardless of personal danger, Corporal Simmons climbed into the cockpit of a Dakota aircraft which had crashed and had lost a propeller. The crew had left the Dakota but one of the engines was still running and smoke was pouring from it. Corporal Simmons switched off the engine, turned off all petrol cocks and so prevented a fire from breaking out. His prompt and courageous actions have thus saved an airman's life and prevented the probable destruction of 2 aircraft.

1151859 Corporal Frederick William Styles, Royal Air Force Volunteer Reserve.

One night in November, 1943, a Catalina aircraft crashed when alighting on the water and immediately submerged with the exception of its tail. Corporal Styles was duty coxswain of the control boat on the flare path and he at once proceeded to the scene. Diving overboard, he brought to safety 2 men who were afloat. Learning that 6 members of the crew were still in the aircraft, Corporal Styles opened the blisters and swam around inside the aircraft in an attempt to locate them. He was unable from the inside to penetrate to the front of the Catalina. After ascertaining that nobody was left in the tail, he swam round to the front and repeatedly dived in an attempt to enter the Catalina from its nose. After 20 minutes Corporal Styles was forced to abandon his attempts owing to the icy cold water. Returning to his launch, he took the aircraft in tow but the line parted and the Catalina ultimately sank. Corporal Styles displayed bravery in circumstances of great difficulty. On a previous occasion, in September, 1943, when on duty, this airman dived into the sea and rescued a 10 year old boy who had fallen into the water and had disappeared below the surface.

1518936 Leading Aircraftman Emile Hamilton TARRY, Royal Air Force Volunteer Reserve.

In January, 1944, during an enemy air attack, two bombs were dropped on a small explosives storage unit and one of the missiles hit a storehouse containing explosives. The senior N.C.O. was injured and dazed by falling debris. Air-

craftman Tarry, taking charge of subsequent proceedings, was instrumental in applying all available fire-fighting appliances and, later, in guiding the National Fire Service crew to the most advantageous positions from which to deal with the fire. Although fully aware of the dangerous nature of the contents of the storehouse Aircraftman Tarry, on more than one occasion, entered the building in order to direct operations more efficiently. Many of the weapons in the storehouse were split open and became ignited. Aircraftman Tarry's great powers of leadership, courage and initiative contributed materially to the saving of much of the valuable stores. He set an excellent example throughout.

1271437 Leading Aircraftman Sir Joseph Arthur Charles WEBB, Royal Air Force Volunteer Reserve.

One night in February, 1944, a Wellington aircraft, on returning from a cross country training flight, crashed in a thick spinney in the vicinity of an airfield. The crash tender, with Leading Aircraftman Webb as the leader of the crew, quickly arrived on the scene. The aircraft was burning from end to end. Leading Aircraftman Webb, having got the tender into operation, heard the rear gunner, who was trapped in his turret, calling for help. Ignoring the danger from exploding ammunition, Leading Aircraftman Webb stood in front of the guns, kicked in the panels between them and then smashed the perspex in an endeavour to extricate the airman who was trapped by his feet. Owing to the broken brushwood around Leading Aircraftman Webb it was impossible for anyone to approach near enough to render assistance. The air gunner went limp, but Leading Aircraftman Webb, by calling to him, encouraged him to rally himself sufficiently to release his feet. Both airmen eventually managed to roll clear. Leading Aircraftman Webb's disregard of danger and his courage and devotion to duty undoubtedly saved the gunner's life.

1155743 Aircraftman 1st Class Magnus Evan ANDERSON, Royal Air Force Volunteer Reserve.

In March, 1944, Aircraftman Anderson was a member of the crew of a High Speed Launch which was attacked from the air and set on fire; with the exception of Aircraftman Anderson all the motor boat's crew were injured by gunfire. Aircraftman Anderson launched the Carley float unaided, dragged the 1st coxswain to the side and then succeeded in lifting him into it. By this time the launch was burning furiously from stem to stern and ammunition was exploding; there was also the grave danger of the fuel tanks exploding. Nevertheless, Aircraftman Anderson went into the wireless cabin, wheelhouse and bridge to ascertain if anyone remained who was alive. One member of the crew, who was in the wheelhouse had sustained a shattered arm and leg and, although conscious, was unable to move. Aircraftman Anderson was responsible for saving this airman's life. It was not until he had ensured that no further members of the crew were alive that Aircraftman Anderson got into the Carley float. Then, showing presence of mind, he pulled away from the launch to avoid the spread of burning petrol. Throughout, this airman displayed great courage and devotion to duty.

#### CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD.

St. James's Palace, S.W.1.  
26th May, 1944.

The KING has been graciously pleased, on the advice of His Majesty's Canadian Ministers, to approve the award of the British Empire Medal (Military Division) to the undermentioned:—

NZ.4210033 Leading Aircraftman Peter George Petersen, Royal New Zealand Air Force.

Air Ministry, 26th May, 1944.

The KING has been graciously pleased to approve the following awards in recognition of gallantry displayed in flying operations against the enemy:—

#### Bar to Distinguished Flying Cross.

Acting Squadron Leader George Joseph BLACK, D.F.C. (120164), Royal Air Force Volunteer Reserve, No. 250 Squadron.

This officer has taken part in many sorties since being awarded the Distinguished Flying Cross and

has displayed great skill and dash throughout. In April, 1944, he led the squadron on a reconnaissance during which an airfield in the Rieti area was attacked. In spite of light anti-aircraft fire the attack was well pressed home and eleven aircraft on the ground were set on fire. Squadron Leader Black's gallant and skilful leadership played a good part in the success achieved.

#### Bar to Distinguished Flying Cross.

Flight Lieutenant Ernest Albert HOLDAWAY, D.F.C. (N.Z.405761), Royal New Zealand Air Force, No. 139 Squadron.

#### Distinguished Flying Cross.

Flying Officer David Alun LLOYD, D.F.M. (128538), Royal Air Force Volunteer Reserve, No. 139 Squadron.

As pilot and navigator respectively these officers have completed a large number of sorties, including attacks on such well defended targets as Berlin, Hamburg and centres in the Ruhr area. They have invariably displayed great skill, courage and resolution, qualities which were well in evidence during a recent sortie against the German capital. Whilst over the North Sea a severe storm was encountered but Flight Lieutenant Holdaway flew through it and on to the enemy coast. Whilst over the target the aircraft was hit by shrapnel and one engine was rendered useless. Nevertheless, Flying Officer Holdaway flew the damaged aircraft to a home-based airfield. On the return flight, Flying Officer Lloyd, although deprived of the use of some of his instruments, navigated the aircraft with his usual skill and initiative. This is the second occasion within recent weeks in which they completed their mission with one engine out of action. Their achievements have been worthy of much praise.

#### Bar to Distinguished Flying Cross.

Acting Flight Lieutenant Henry Dixie CHURCHILL, D.F.C. (124782), Royal Air Force Volunteer Reserve, No. 156 Squadron.

#### Distinguished Flying Medal.

1094376 Flight Sergeant George MEER, Royal Air Force Volunteer Reserve, No. 156 Squadron.

This officer and airman were pilot and flight engineer respectively of an aircraft which attacked Karlsruhe one night in April, 1944. Soon after the bombs had been released, the aircraft sustained damage to both wings, the flaps and one of the petrol tanks from which a considerable amount of the contents was lost and a fire started close to the rear turret. Flight Lieutenant Churchill had great difficulty in maintaining control of the aircraft. Nevertheless, he continued to give directions for fighting the fire, a task which Flight Sergeant Meer gallantly attempted. The flames increased in intensity but, although distressed by petrol fumes and deprived of the full use of oxygen, Flight Sergeant Meer worked unrelentingly and finally succeeded in putting out the fire. After a hazardous flight, Flight Lieutenant Churchill eventually landed the badly damaged bomber at an airfield in England. He displayed skill, determination and devotion to duty beyond praise. Flight Sergeant Meer also proved himself to be a most dependable member of aircraft crew. His coolness and bravery in a trying situation set a fine example.

#### Distinguished Flying Cross.

Acting Squadron Leader Peter Arden HUGHES (33410), Royal Air Force, No. 489 (N.Z.) Squadron.

This officer has completed very many sorties, including several successful attacks on shipping. In May, 1944, he flew the leading aircraft of a formation which attacked a large and heavily defended convoy off the Dutch coast. In the fight, Squadron Leader Hughes pressed home his attack with great skill and obtained a hit on a medium sized vessel which caught fire. His leadership was of a high order throughout and contributed materially to the success of this well executed operation. This officer has invariably set a fine example of courage and devotion to duty.

Acting Squadron Leader Robert Allan KIRK (Can/J.4743), Royal Canadian Air Force, No. 418 (R.C.A.F.) Squadron.

This officer has completed numerous sorties, most of them at night. He is a skilful and tenacious pilot, whose determination to complete

his missions successfully has been most commendable. On a recent occasion, Squadron Leader Kipp flew one of a small formation of aircraft detailed for a mission far into enemy occupied territory. Success was achieved and, by his careful planning and audacious tactics, Squadron Leader Kipp played a prominent part in the results obtained. He has destroyed 3 enemy aircraft, 2 of them in one sortie at night.

Acting Squadron Leader John William Ernest TYLER (111498), Royal Air Force Volunteer Reserve, No. 434 (R.C.A.F.) Squadron.

This officer has completed very many sorties during which he has successfully attacked a variety of targets important to the enemy's war effort. He is a gallant and determined captain whose example has inspired all.

Captain Thomas Reginald James TAYLOR (103704V), South African Air Force, No. 93 Squadron.

In April, 1944, Captain Taylor led a small formation of aircraft in an engagement against 14 enemy fighters. In the fight four enemy aircraft were shot down, two of them by Captain Taylor. On a previous occasion this officer flew the leading aircraft of a formation which engaged a large force of bombers escorted by fighters. Three of the bombers were shot down and the remainder were forced to jettison their bombs and turn for home. In both these operations, Captain Taylor displayed high powers of leadership, great courage and determination. This officer has always shown the greatest keenness to engage the enemy and has destroyed 3 hostile aircraft.

Acting Flight Lieutenant Grover Arnold BERRY (Can/J.23390), Royal Canadian Air Force, No. 61 Squadron.

This officer has displayed great courage and determination in his attacks on the enemy and his achievements have been most commendable. On one occasion, in an attack on Berlin, his aircraft sustained severe damage in an encounter with a fighter. One engine was put out of action, the elevators were damaged, both the turrets were put out of action and two of the petrol tanks were pierced by shrapnel. In spite of this Flying Officer Berry flew the aircraft home. More recently, on the outward flight to Aachen one engine became defective and later failed completely but Flight Lieutenant Berry continued to the target and executed a successful attack. He set a fine example of determination and devotion to duty.

Acting Flight Lieutenant George Gordon EMPEY (Can/J.16917), Royal Canadian Air Force, No. 115 Squadron.

This officer has participated in a large number of sorties against a wide range of targets in Germany. He is a wireless operator of high merit and has proved himself to be a courageous and resolute member of aircraft crew. During a sortie in March, 1944, his aircraft was extensively damaged when attacked by fighters. The intercommunication system was rendered useless but although working under great difficulties, Flight Lieutenant Empey skilfully effected repairs. His coolness and resource proved most inspiring.

Acting Flight Lieutenant Ewen John Campbell GUTHRIE (N.Z.417052), Royal New Zealand Air Force, No. 199 Squadron.

Throughout his operational career this officer has displayed a high standard of courage, determination and devotion to duty. He has completed a large number of sorties, many of them necessitating a high degree of ability and resolution and the successes achieved are an excellent tribute to his fine qualities. His example has been worthy of the highest praise.

Flying Officer Benjamin BENT (52078), Royal Air Force, No. 25 Squadron.

This officer is an observer of high merit. He has participated in a very large number of sorties and throughout has displayed notable keenness and devotion to duty. He has assisted in the destruction of 5 enemy aircraft at night.

Flying Officer Desmond CURTIS (127996), Royal Air Force Volunteer Reserve, No. 248 Squadron.

As navigator, this officer has participated in very many sorties and has proved himself to be a highly efficient member of aircraft crew. In March, 1944, he took part in destructive attacks on a tanker. Four days later he was the navi-

gator of the leading aircraft of a formation which attacked a convoy and probably sank a U-boat. Another two days afterwards, Flying Officer Curtis was again the leading navigator of a bomber force which attacked a large convoy. During the operation a U-boat was hit and damaged. In these operations this officer displayed a high standard of navigational ability which contributed materially to the successes obtained.

Flying Officer Barclay William Gaunt FELGATE (156831), Royal Air Force Volunteer Reserve, No. 166 Squadron.

One night in May, 1944, this officer was the rear gunner of an aircraft detailed to attack a target in Northern France. When approaching the target, Flying Officer Felgate sighted an enemy fighter closing in. He promptly gave his pilot clear and concise evading directions and then brought his guns to bear with telling effect. His second burst of fire struck the enemy aircraft which caught fire and fell to the ground. Flying Officer Felgate defended his aircraft with much skill. This officer has taken part in a number of sorties and has proved himself to be an alert and confident member of aircraft crew.

Flying Officer Joseph Patrick FINNESSY (128592), Royal Air Force Volunteer Reserve, No. 172 Squadron.

In March, 1944, this officer captained an aircraft which attacked a U-boat with damaging effect. In spite of accurate anti-aircraft fire the operation was pressed home with great determination and reflects the greatest credit on the skill shown by this officer. Flying Officer Finnessy has completed very many sorties and has displayed devotion to duty of a high order.

Flying Officer Tom FLETCHER, D.F.M. (158251), Royal Air Force Volunteer Reserve, No. 249 Squadron.

Since being awarded a Bar to the Distinguished Flying Medal, Flying Officer Fletcher has undertaken many air/sea rescue sorties. He has displayed a high degree of skill, courage and determination and has at all times set a fine example of devotion to duty.

Flying Officer William Geoffrey HASLAM (130325), Royal Air Force Volunteer Reserve, No. 25 Squadron.

As observer, this officer has taken part in a very large number of sorties and has displayed a high standard of skill and resolution. He has assisted in the destruction of 6 enemy aircraft at night, 3 of which were destroyed in one sortie. He is a most keen and devoted member of aircraft crew.

Flying Officer Victor Lewis JACKSON (55072), Royal Air Force, No. 150 Squadron.

One night in April, 1944, this officer piloted an aircraft detailed to attack a target in Northern Italy. Whilst over the target area the aircraft sustained damage. Smoke and oil immediately commenced to pour from one of the engines. Nevertheless, the bombing run was completed and course was set for home. The aileron control rod had been badly bent and it was only possibly to retain control of the aircraft after the rudder bar had been firmly tied down. In the face of great difficulty, Flying Officer Jackson reached an airfield. When coming in to land the second engine failed, but Flying Officer Jackson effected a masterly landing. He displayed skill, coolness and courage throughout.

Flying Officer Ronald Henry PHILLIPS (145674), Royal Air Force Volunteer Reserve, No. 115 Squadron.

As flight engineer, this officer has completed numerous sorties on his second tour of operations. On one occasion, whilst over Berlin, Flying Officer Phillips was wounded in the arm. Although in great pain he gave his captain every assistance in extinguishing a fire in one of the engines. His action was typical of the determination and devotion to duty he has invariably displayed.

Pilot Officer Douglas Arnold WADSWORTH (159050), Royal Air Force Volunteer Reserve, No. 619 Squadron.

This officer has attacked many targets in Germany, including Berlin, Frankfurt, Munich and other such strongly defended objectives. He has

invariably pressed home his attacks with great determination and his successes are a good tribute to his skill and accuracy. He has set a fine example of keenness and devotion to duty and has devoted much energy in the training of other members of the squadron.

*Conspicuous Gallantry Medal (Flying).*

Warrant Officer Wilfred George BICKLEY (530493), Royal Air Force, No. 617 Squadron.

As air gunner, Warrant Officer Bickley has completed a very large number of sorties, many of them calling for a high degree of courage and resolution. His appreciation of the responsibilities entrusted to him and his determination to achieve success have been a notable feature of his service. His great gallantry and fine fighting qualities have set an example in keeping with the best traditions of the Royal Air Force.

*Distinguished Flying Medal.*

1481880 Flight Sergeant Kenneth Law SUMNER, Royal Air Force Volunteer Reserve, No. 44 Squadron.

This officer has taken part in a large number of successful sorties including 7 attacks on Berlin. In April, 1944, he was the bomb aimer in an aircraft detailed to attack Schweinfurt. Long before the target was reached the aircraft was hit by anti-aircraft fire. Flight Sergeant Sumner was hit in the hand and arm by fragments of shrapnel but coolly informed his captain that his injuries were not serious and insisted on fulfilling his duties. When the target area was reached he directed the bombing run with skill and successfully attacked the objective. Only when the enemy coast had been crossed on the homeward flight would he allow anyone to attend to his injuries. His actions throughout were characteristic of the determination and devotion to duty he has shown throughout his tour.

1397521 Sergeant Frederick (Henry) JOY, Royal Air Force Volunteer Reserve, No. 619 Squadron.

1592172 Sergeant Jack Harrison MALBY, Royal Air Force Volunteer Reserve, No. 619 Squadron.

As rear and mid-upper gunners respectively these airmen have taken part in very many attacks against well-defended targets in Germany. They have displayed a high standard of determination and devotion to duty and, on more than one occasion, their good shooting and excellent co-operation have frustrated enemy fighters. Their example has been most commendable.

*Air Ministry, 26th May, 1944.*

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

*Distinguished Service Order.*

Acting Wing Commander Rowland David GEORGE, O.B.E. (75777), Royal Air Force Volunteer Reserve.

Wing Commander George, the senior movements staff officer, was responsible for the smooth and efficient working of the supply system from the beaches to the airfields during the assault landings at Salerno. He landed with the first assault troops on the beaches in the early morning of 10th September, 1943. Thereafter, he was under fire, both on the beaches and whilst travelling between the various supply dumps and airfields, until the enemy had been forced to retreat sufficiently to allow the airfields to be occupied by units of the Tactical Air Force. Wing Commander George was wounded when his tented camp was hit by 2 enemy bombs; he did not, however, allow this to interfere with his personal supervision of the work of unloading and distributing the urgently required supplies. Throughout the operation Wing Commander George displayed great gallantry and his example and coolness whilst under fire were an inspiration to those under his command and contributed largely to the success of the operation.

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