



FOURTH SUPPLEMENT
TO
The London Gazette
Of TUESDAY, the 4th of JULY, 1944
Published by Authority

Registered as a newspaper

FRIDAY, 7 JULY, 1944

Air Ministry, 7th July, 1944.

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

Second Bar to Distinguished Service Order.

Acting Wing Commander James Edgar JOHNSON, D.S.O., D.F.C. (83267), R.A.F.V.R.

Since being awarded a Bar to the Distinguished Service Order, this officer has led large formations of aircraft in many and varied sorties. During these operations 34 enemy aircraft have been destroyed several of them by Wing Commander Johnson himself. He is a magnificent leader, whose unsurpassed skill and personal courage have inspired all. Wing Commander Johnson has destroyed at least 28 hostile aircraft.

Distinguished Service Order.

Acting Squadron Leader Robert Allan KIPP, D.F.C., (Can/J.4743), R.C.A.F., 418 (R.C.A.F.) Sqn.

This officer continues to display the highest standard of skill and gallantry in air operations. He has completed very many sorties and his careful planning, tactical ability and iron determination have brought him much success. In April, 1944, he led a section of aircraft on a sortie over enemy territory during which 4 enemy aircraft were shot down, 2 of them by Squadron Leader Kipp. On another occasion, one night in May, 1944, Squadron Leader Kipp destroyed 4 hostile aircraft in combat. His genius for leadership has always been apparent and his example has been most inspiring.

Acting Flight Lieutenant William MacDowall STEPHEN (Can/C.823), R.C.A.F., 427 (R.C.A.F.) Sqn.

One night in May, 1944, this officer captained an aircraft detailed to attack Aachen. When crossing the enemy coast, the aircraft was hit by fire from the ground defences. The starboard rudder and the elevator controls were so badly damaged that the aircraft became almost unmanageable. Undaunted Flight Lieutenant Stephen went on to the target and bombed it. He afterwards flew the damaged aircraft to this country. Although the tailwheel had been shot away and the brake pressure was nil Flight Lieutenant Stephen effected a safe landing. His perseverance in the face of great odds, together with his exceptional skill and resource set an example of a high order.

Pilot Officer Joseph Leroy WEBB (Can/J.19885), R.C.A.F., 432 (R.C.A.F.) Sqn.

One night in April, 1944, this officer was the pilot of an aircraft detailed to attack Montzen. It was his first sortie as captain. When crossing the enemy coast the aircraft was hit by anti-aircraft fire and several large holes were torn in the fuselage. Nevertheless, Pilot Officer Webb continued to the target. In the bombing run it was discovered that the hydraulic system had been damaged and the bomb doors could not be opened. Thereupon, he made another circuit of the target whilst his engineer worked to open the doors manually. On the second run in the bomber was attacked by a fighter. It was driven off however and a successful bombing attack was made. After leaving the target three more fighters were encountered. Two of them were successfully evaded but in the third fight Pilot Officer Webb's aircraft was hit by the enemy's bullets. One engine was put out of action, and damage was sustained to the port aileron and mainplane. Despite this, this intrepid pilot flew the aircraft back to an airfield in this country and executed a masterly landing. This officer displayed superb skill and exceptional devotion to duty and was largely responsible for the safe return of the aircraft and its crew. His conduct in the face of heavy odds was exemplary.

Bar to Distinguished Flying Cross.

Acting Wing Commander Richard Angelo MITCHELL, D.F.C. (62259), R.A.F.V.R., 605 Sqn.

This officer has completed a very large number of sorties and has destroyed three and assisted in the destruction of a fourth enemy aircraft at night; he has also executed several damaging attacks on locomotives. He is a keen and courageous fighter whose personal example and efficiency have been reflected in the fighting qualities of his flight which has won much success.

Flight Lieutenant Richard Herbert William CLARKSON, D.F.C. (68160), R.A.F.V.R., 692 Sqn.

This officer has completed a very large number of sorties and has set a fine example of skill, courage and devotion to duty. Recently Flight Lieutenant Clarkson took part in a mission in which most accurate and meticulous navigation was essential to the success of the mission, but despite fierce anti-aircraft fire and considerable searchlight activity, Flight Lieutenant Clarkson guided his pilot to the target with unerring skill and thus contributed materially to the success achieved.

Flying Officer Peter HULETSKY, D.F.C. (Can/J.22196), R.C.A.F., 418 (R.C.A.F.) Sqn.

This officer continues to display the highest standard of skill and gallantry. Recently he has taken part in several sorties during which he has assisted in the destruction of 4 enemy aircraft.

Pilot Officer Earl William BOAL, D.F.C. (Can/J.85009), R.C.A.F., 418 (R.C.A.F.) Sqn.

Since being awarded the Distinguished Flying Cross this officer has taken part in numerous sorties during which he has assisted in the destruction of 9 enemy aircraft. He is an extremely efficient member of aircraft crew whose fearlessness and determination have set an inspiring example.

Distinguished Flying Cross.

Wing Commander David Oswald Farquhar LUMSDEN (33267), R.A.F., 144 Sqn.

In June, 1944, this officer led a formation of aircraft which attacked 3 enemy naval vessels. By his skilful leadership and exceptional determination, Wing Commander Lumsden played a good part in the success of a well conceived attack. He has completed many sorties and has set a fine example of devotion to duty.

Acting Squadron Leader William Brodie ANDERSON (Can/J.8924), R.C.A.F., 429 (R.C.A.F.) Sqn.

This officer has taken part in many attacks on targets in Germany and has invariably displayed a high degree of skill and gallantry. On a recent occasion, when returning from an operation against Karlsruhe, his aircraft was hit by anti-aircraft fire. Squadron Leader Anderson was injured about the eyes by flying splinters. Although temporarily blinded he piloted the aircraft clear of the target area. Later, the second pilot took over the controls, but Squadron Leader Anderson fully maintained his duties as captain throughout the remainder of the homeward flight. This officer is a most efficient flight commander whose leadership and devotion to duty have set a fine example.

Acting Squadron Leader Donald Percival JANDRELL (80355), R.A.F.V.R., 260 Sqn.

This officer has participated in many sorties including attacks on a variety of targets such as locomotives, trucks and shipping. Much of the success achieved during these operations can be attributed to the determined efforts of Squadron Leader Jandrell who is a skilful and daring leader. He has recently led formations of aircraft in operations which have resulted in the destruction of many mechanical vehicles and in the effective bombing of numerous gun positions. Squadron Leader Jandrell has set an example worthy of emulation.

Acting Squadron Leader Thomas McPHEE, D.F.M. (100603), R.A.F.V.R., 464 (R.A.A.F.) Sqn.

This officer has taken part in a large number of sorties and has displayed a high standard of leadership and skill throughout. His determination to press home his attacks has always been apparent and has won him much success. One evening in June, 1944, he played a prominent part in an operation against a concentration of locomotives which were attacked with good effect. This officer has at all times displayed outstanding devotion to duty.

Flight Lieutenant Arthur Charles CARTER (61006), R.A.F.V.R., 109 Sqn.

Flying Officer Ernest Walter GARRETT (Can/J.16299), R.C.A.F., 109 Sqn.

These officers were pilot and navigator respectively of an aircraft detailed to attack Leverkusen one night in June, 1944. When nearing the target the aircraft was hit by anti-aircraft fire which damaged the port tail plane. Just afterwards both the port engines were affected when another shell burst underneath the aircraft. Nevertheless, Flight Lieutenant Carter maintained a steady run and the target was successfully attacked. Almost immediately the aircraft was again hit. The elevator and aileron controls were severed. A measure of control was lost but Flight Lieutenant Carter succeeded in bringing the bomber level and a course was set for home. Soon after leaving the target one of the damaged engines caught fire and had to be put out of action. The aircraft gradually lost height but Flight Lieutenant Carter held resolutely to his course and finally reached an airfield. This officer displayed skill, gallantry and devotion to duty of a high order. Flying Officer Garrett also proved himself to be a valiant and

devoted member of aircraft crew. In the face of most harassing circumstances he navigated his aircraft with unerring skill and also rendered other assistance to his pilot in his endeavours to reach this country.

Acting Flight Lieutenant Dennis Harker PHILLIPS (134102), R.A.F.V.R., 102 Sqn.

This officer has completed a notable tour of operations during which he has attacked such targets as Berlin, Frankfurt, Munich and Kassel. He has invariably displayed a high degree of skill and courage and his determination to make every sortie a success has won much praise.

Flying Officer Trevor Tressler SMART (151288), R.A.F.V.R., 207 Sqn.

One night in May, 1944, this officer piloted an aircraft detailed to attack a target in Northern France. Whilst over the target his aircraft sustained severe damage. In spite of this, Flying Officer Smart maintained his bombing run and executed his attack. The aircraft was now becoming well nigh uncontrollable but, although he ordered his crew to don their parachutes, this resolute pilot decided to attempt to reach home. Twice, when crossing the English Channel, the aircraft went into spiral dives but, by skilful manipulation of the engine throttles, Flying Officer Smart recovered control. Finally, he effected a safe landing at an airfield near the coast. An inspection of the aircraft then revealed that the tip of the port wing and parts of the port aileron, rudder and fin had been torn away; a part of the port tailplane was also missing. On this his fourth sortie, Flying Officer Smart displayed noteworthy skill, great courage and tenacity, setting a very fine example.

Flying Officer Clarence Martin BOLGER (Can/J.20055), R.C.A.F., 407 (R.C.A.F.) Sqn.

This officer was the pilot of an aircraft which engaged a U boat one morning in May, 1944. Despite heavy anti-aircraft fire, Flying Officer Bolger pressed home a most determined attack in which he made 4 runs over the target in order to ensure that his depth charges would be released with the most effect. This gallant and resolute captain has completed a large number of sorties and has displayed unfailing devotion to duty throughout.

Flying Officer William Ransom BREITHAUP (Can/J.17271), R.C.A.F., 239 Sqn.

Flying Officer James Alphonsus KENNEDY (148471), R.A.F.V.R., 239 Sqn.

As pilot and observer respectively these officers have completed numerous sorties. They have displayed a high degree of skill, excellent co-operation and a fine fighting spirit, qualities which have enabled them to destroy 4 enemy aircraft at night within a period of a few weeks. Their achievements have won much praise.

Flying Officer William Alexander Reid STEWART (Can/J.14796), R.C.A.F., 418 (R.C.A.F.) Sqn.

As observer, this officer has participated in very many sorties and has displayed a high standard of skill, courage and resolution, qualities which have contributed materially to the great success of several operations in which he has recently taken part. His example of keenness and devotion to duty has been most commendable.

Pilot Officer John Hislop BOLES (N.Z.421009), R.N.Z.A.F., 166 Sqn.

This officer has completed a large number of sorties and has displayed notable skill and resolution, qualities which were well in evidence on a recent sortie. His objective was a target in Germany but, when crossing the enemy coast, one engine became useless. It became difficult to maintain height but Pilot Officer Boles went on to the target which he successfully bombed at the second attempt. Later on his aircraft was attacked by a fighter. It was driven off, however, and Pilot Officer Boles afterwards flew the aircraft home. This officer has at all times displayed the greatest keenness and has set a fine example of devotion to duty.

Pilot Officer Robert Albert POTTS (Aus.415355), R.A.A.F., 75 (N.Z.) Sqn.

This officer has taken part in very many attacks on targets important to the enemy's war effort. He has displayed a high standard of ability and throughout his determination to complete his tasks successfully has merited high praise. On a recent occasion, Pilot Officer Potts piloted an aircraft

detailed to attack a target in the Ruhr. Although the rear turret became unserviceable early on the outward flight this did not deter Pilot Officer Potts from continuing to the strongly defended target which he successfully attacked. This officer set a fine example of devotion to duty.

Pilot Officer Ronald Clapham REINELT (I74583), R.A.F.V.R. 433 (R.C.A.F.) Sqn.

This officer has completed a large number of sorties, including attacks on such targets as Frankfurt, Mannheim and Berlin. On one occasion in March, 1944, his aircraft was extensively damaged in an encounter with a fighter. The starboard mainplane caught fire and the flames were only extinguished with much difficulty. Nevertheless, Pilot Officer Reinelt flew the damaged aircraft to an airfield in this country. His example of courage and resolution was most commendable.

Pilot Officer Alister Keith SAUNDERS (N.Z.403992), R.N.Z.A.F. 277 Sqn.

In air/sea rescue operations this officer has displayed great courage and determination and has been responsible for rescuing many members of aircraft crew from the sea. On a recent occasion he was detailed to search for a pilot who had come down in the sea. Pilot Officer Saunders found him in very heavy seas, being supported only by his safety jacket. Pilot Officer Saunders brought his aircraft down on to the water safely and with difficulty succeeded in getting his comrade aboard. He was unable to take off again, however, owing to the heavy running seas. Nevertheless, for the next hour he taxied towards the coast. On the way the aircraft was severely buffeted and sustained damage. Further progress became impossible but, just before the aircraft began to sink, its occupants were taken aboard a vessel which had been ordered to their assistance. Pilot Officer Saunders' resolution and devotion to duty were typical of that which he has shown in the execution of all his tasks.

Pilot Officer Ronald Edgar WALKER (I71855), R.A.F.V.R., 57 Sqn.

This officer was the pilot of an aircraft detailed to attack Tours one night in May, 1944. Whilst over the target area the aircraft was attacked by a Junkers 88. One engine was rendered useless, the rudder and airframe were damaged; the rear turret was also rendered unserviceable and its gunner was injured. In spite of this Pilot Officer Walker pressed home his bombing attack and afterwards flew the damaged aircraft to base. His courage and determination were most commendable.

Pilot Officer Frederick Albert William Johnson WILSON (Can/J.85676), R.C.A.F. 441 (R.C.A.F.) Sqn.

Pilot Officer Wilson is a determined and gallant fighter. He has participated in a very large number of varied sorties during which he has destroyed 6 enemy aircraft. This officer has rendered much loyal and devoted service.

Warrant Officer Raymond John HENDERSON (Aus. 409700), R.A.A.F. 210 Sqn.

Warrant Officer Henderson has completed much operational flying and has proved himself to be a most dependable and efficient member of aircraft crew. Recently he was the front gunner in an aircraft which attacked a U-boat. In the fight he displayed great coolness and resolution. Withholding his fire until the submarine was in close range, Warrant Officer Henderson then raked the conning tower with his bullets. His accurate fire completely silenced the U-boat's guns and enabled his pilot to press home a successful attack. He set a fine example of courage and devotion to duty.

Distinguished Flying Cross.

Flying Officer Harry Frederick Ernest SMITH (Can/J.14627), R.C.A.F., 419 (R.C.A.F.) Sqn.

Distinguished Flying Medal.

1270593 Flight Sergeant Thomas John BRIGHT, R.A.F.V.R., 419 (R.C.A.F.) Sqn.

In air operations this officer and airman have displayed courage, fortitude and devotion to duty of a high order

Distinguished Flying Cross.

Squadron Leader Brian Aubrey Sisson (37894), R.A.F.O., 59 Sqn.

Distinguished Flying Medal.

568520 Flight Sergeant Nathaniel William BEAMES, R.A.F.V.R., 59 Sqn.

This officer and airman were pilot and flight engineer respectively in an aircraft which engaged a U-boat in May, 1944. The submarine was first sighted in company with another armed ship. In spite of heavy opposing fire from both vessels, Squadron Leader Sisson pressed home his attack on the under water craft with great determination. In the action, Flight Sergeant Beames manned a machine gun in the nose of the aircraft and, as his pilot approached to the attack, he sprayed the conning-tower of the U-boat with withering fire. The skill, courage and resolution shown by these members of aircraft crew were worthy of much praise.

Conspicuous Gallantry Medal (Flying).

1210365 Sergeant Fielder Bennett DEW, R.A.F.V.R., 78 Sqn.

Distinguished Flying Medal.

Can/R.159115 Flight Sergeant Kenneth Lawrence LONG, R.C.A.F., 78 Sqn.

1323439 Sergeant Ladislaus Corbishley BROWNE, R.A.F.V.R., 78 Sqn.

These airmen were flight engineer, pilot and wireless operator (air) of an aircraft detailed to attack Bourg Leopold one night in May, 1944. When nearing the enemy coast, on the homeward flight, the aircraft was attacked by a fighter and sustained considerable damage. Two engines were put out of action and extensive fires started in the fuselage. The bomber temporarily went out of control. At this moment it was struck by bullets from another enemy aircraft. Sergeant Dew was badly wounded in the foot, the thigh and arm; Sergeant Browne also sustained severe wounds in the arm and thigh. The situation was critical but although Sergeant Long ordered his crew to prepare to abandon aircraft, he attempted to regain control. He succeeded in so doing. Meanwhile, Sergeant Dew, in spite of considerable suffering and weakness through loss of blood, fought the fires and his efforts were successful; he also succeeded in re-starting one of the damaged engines. By now he was unable to move about. Nevertheless, throughout the remainder of the homeward flight he directed other of his comrades in the necessary engineering tasks. Sergeant Browne also proved himself to be a devoted member of aircraft crew for, injured as he was, and suffering acutely, he insisted on remaining by his wireless apparatus to assist his pilot on his course. Eventually, Flight Sergeant Long reached an airfield in this country and made a safe landing. In the face of a trying ordeal, these airmen displayed high courage, great skill and endurance. Their example ranks high.

Distinguished Flying Medal.

1316514 Flight Sergeant Sidney George COOLE, R.A.F.V.R., 166 Sqn.

1594276 Sergeant Raymond SCARGILL, R.A.F.V.R., No. 166 Sqn.

These airmen were pilot and mid-upper gunner respectively of an aircraft detailed to attack Aachen one night in May, 1944. The target was successfully attacked but when crossing the enemy coast en route for home, the aircraft was engaged by a fighter. The rear gunner was wounded and his turret was disabled but he gave the necessary evading directions to his pilot, Flight Sergeant Coole, who manoeuvred to a position from which Sergeant Scargill was able to bring his guns into action. With a well placed burst of fire he struck the attacker with a stream of bullets, causing it to fall to the ground out of control. In the fight the bomber had sustained damage. The ammunition tracks had set alight and were blazing furiously. Sergeant Scargill promptly left his turret and assisted in quelling the flames. As the task was accomplished he collapsed owing to the choking fumes and from the lack of oxygen.

Meanwhile, Flight Sergeant Coole held to his homeward course and, in spite of much difficulty

succeeded in reaching an airfield. In most harassing circumstances these airmen displayed notable skill, high courage and outstanding devotion to duty.

1388280 Flight Sergeant Herbert John FRIEND, R.A.F.V.R., 514 Sqn.
1368303 Sergeant John Cameron WILSON, R.A.F.V.R., 514 Sqn.

As air bomber and wireless operator respectively, these airmen have participated in many attacks on strongly defended targets in Germany. They have proved themselves to be highly efficient and resolute members of aircraft crew and have played a worthy part in the successes obtained. In spite of more than one trying experience they have maintained a high standard of keenness and their example has been worthy of great praise.

1258143 Sergeant Leslie Ewart REYNOLDS, R.A.F.V.R., 156 Sqn.

This airman was the mid-upper gunner of an aircraft detailed to attack a target in the Ruhr area. After leaving the target area, the aircraft was attacked by two enemy fighters, much damage was sustained, whilst Sergeant Reynolds was wounded in the neck and face by splinters. Nevertheless, he continued to man his guns and greatly assisted in driving off the attackers. Although weak from the loss of blood and suffering from the lack of oxygen and severe shock, this valiant airman refused to leave his turret until this country was reached. This airman displayed unbeatable courage and determination throughout. On three other occasions he has defended his aircraft with great skill against enemy fighters.

Air Ministry, 7th July, 1944.

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

Distinguished Service Order.

Wing Commander.

Roderick Hugh McCONNELL, D.F.C. (33268), R.A.F. 235 Sqn.

Acting Wing Commanders.

John Swire DINSDALE, D.F.C. (40999), R.A.F.O. 489 (R.N.Z.A.F.) Sqn.
Nelson Bruce HARVEY (43123), R.A.F. 39 Sqn.

Acting Squadron Leader.

Lionel Albert MALINS, D.F.C. (101019), R.A.F.V.R. 260 Sqn.

Bar to Distinguished Flying Cross.

Acting Squadron Leader.

John Michael Vowles CARPENTER, D.F.C. (42191), R.A.F.O. 72 Sqn.

Distinguished Flying Cross.

Acting Squadron Leaders.

David Towers DOWNER (79156), R.A.F.V.R. 279 Sqn.
Harold Hardwicke Clarke HOLDERNESS, A.F.C. (74351), R.A.F.V.R. 502 Sqn.
Richard Kenneth Howard JOHNSON (102084), R.A.F.V.R. 272 Sqn.
Allen Henry MAWER (117404), R.A.F.V.R. 624 Sqn.
Ruthven Lowry WADE (33524), R.A.F. 153 Sqn.

Flight Lieutenants.

Basil John BLACKBURN (115106), R.A.F.V.R. 72 Sqn.
Arthur Farrer BOYD (123097), R.A.F.V.R. 415 (R.C.A.F.) Sqn.
Leonard Henry CHERRY (114723), R.A.F.V.R. 250 Sqn.
Henry Gerald CULLEN (120494), R.A.F.V.R. 144 Sqn.
David EVANS (47511), R.A.F. 502 Sqn.
Raymond Vincent HEARN (102547), R.A.F.V.R. 250 Sqn.
Burton Roy KENWRIGHT (122960), R.A.F.V.R. 542 Sqn.

Acting Flight Lieutenants.

Ernest GOOCH (143717), R.A.F.V.R., 55 Sqn.
William Alistair ROSS MACDONALD (120166), R.A.F.V.R., 145 Sqn.

George Joseph MATTHEWS (124226), R.A.F.V.R., 603 Sqn.

Robert PLENDERLEITH (139411), R.A.F.V.R., 253 Sqn.

Flying Officers.

Patrick Joseph GALLAGHER (161727), R.A.F.V.R., 36 Sqn.
Ernest Henry GUEST (124762), R.A.F.V.R., 148 Sqn.
Herbert LORD (53673), R.A.F., 224 Sqn.
Thomas Alfred NEWMAN (146646), R.A.F.V.R., 55 Sqn.
Vernon Bartlett WHITE (169740), R.A.F.V.R., 542 Sqn.

Pilot Officers.

John Thomson FOY (172932), R.A.F.V.R., 120 Sqn.
Walter Alfred John HOCK (171409), R.A.F.V.R., 39 Sqn.
Herbert Bartlett TATHAM (54439), R.A.F., 254 Sqn.

Warrant Officers.

Cyril FORTUNE (638213), R.A.F., 148 Sqn.
William Thomas SERLE (928367), R.A.F.V.R., 223 Sqn.
Ronald Charles TURTON (1267015), R.A.F.V.R., 236 Sqn.

Distinguished Flying Medal.

Flight Sergeants.

1437911 James Edmund BIRCH, R.A.F.V.R., 70 Sqn.
1314503 Walter James DOE, R.A.F.V.R., 114 Sqn.
1578105 Maurice HENSTOCK, R.A.F.V.R., 153 Sqn.
1573629 John McNAB, R.A.F.V.R., 142 Sqn.

Sergeant.

1589610 Ronald Albert NORCROSS, R.A.F.V.R., 37 Sqn.

ROYAL AUSTRALIAN AIR FORCE.

Bar to Distinguished Flying Cross.

Acting Squadron Leader.

Murray Percival NASH, D.F.C. (Aus.400101), 3 (R.A.A.F.) Sqn.

Acting Flight Lieutenant.

Jack Carlisle DOYLE, D.F.C. (Aus.404604), 3 (R.A.A.F.) Sqn.

Distinguished Flying Cross.

Flight Lieutenant.

John BEATSON (Aus.412340), 249 Sqn.

Flying Officer.

Lewis Dean STANTON (Aus.417127), 37 Sqn.

Pilot Officer.

Kelvin Martin HAYES (Aus.413080), 250 Sqn.

ROYAL CANADIAN AIR FORCE.

Bar to Distinguished Flying Cross.

Acting Flight Lieutenant.

Alfred John Delaune RUTLEDGE, D.F.C. (Can./J.15160), 624 Sqn.

Distinguished Flying Cross.

Flight Lieutenants.

Richard Rosswell LIPSIT (Can./J.10601), 114 Sqn.
Thomas James MASTERS (Can./J.9463), 36 Sqn.

Acting Flight Lieutenant.

Robert Adrian GAUTHIER (Can./J.12450), 415 (R.C.A.F.) Sqn.

Flying Officers.

Ernest James KEEFE (Can./J.14117), 404 (R.C.A.F.) Sqn.
James Wilson MATHERS (Can./J.12570), 162 Sqn.
George OVENS (Can./J.15676), 502 Sqn.

Pilot Officer.

James Edgar Victor BANNING (Can./J.28388), 162 (R.C.A.F.) Sqn.

ROYAL NEW ZEALAND AIR FORCE.

Distinguished Service Order.

Acting Wing Commander.

Richard WEBB, D.F.C. (N.Z.391853).

*Distinguished Flying Cross.**Acting Flight Lieutenant.*

Leighton John MONTGOMERIE (N.Z.412377), 92 Sqn.

Warrant Officer.

Herbert Stanley McCULLUM (N.Z.41518), 18 Sqn.

*Distinguished Flying Medal.**Flight Sergeants.*

N.Z.415296 Eric Steele DOHERTY, 242 Sqn.

N.Z.42335 Hugh John MILLS, 53 Sqn.

N.Z.39343 Joseph Richard TURVEY, 70 Sqn.

SOUTH AFRICAN AIR FORCE.

*Distinguished Service Order.**Lieutenant Colonel.*

Willem Andries NEL, D.F.C. (47233V), 40 (S.A.A.F.) Sqn.

Major.

Kenneth Cunningham WHYTE, D.F.C. (103469V), 5 (S.A.A.F.) Sqn.

*Bar to Distinguished Flying Cross.**Major.*

Daniel Wilhelm MAREE (102199V), 40 (S.A.A.F.) Sqn.

*Distinguished Flying Cross.**Captain.*

Denis Aidan RUITER (103748V), 2 (S.A.A.F.) Sqn.

Acting Captain.

Victor Herbert George Alexander MARTIN (206277V), 2 (S.A.A.F.) Sqn.

The above awards are in recognition of gallantry and devotion to duty in the execution of air operations.

LONDON

PRINTED AND PUBLISHED BY HIS MAJESTY'S STATIONERY OFFICE
To be purchased directly from H.M. STATIONERY OFFICE at the following addresses:
York House, Kingsway, London, W.C.2; 13a Castle Street, Edinburgh 2;
39-41 King Street, Manchester 2; 1 St. Andrew's Crescent, Cardiff;
80 Chichester Street, Belfast;
or through any bookseller

1944

Price Sixpence net

S.O. Code No. 65-36598

CHAPTER I
 THE FOUNDING OF THE NATION
 The first European settlers in North America were the Pilgrims who arrived in 1620 on the Mayflower. They established the Plymouth Colony in Massachusetts. The Pilgrims were seeking religious freedom and a better life. They faced many hardships, but they persevered and their colony thrived. The Pilgrims' success inspired other settlers to come to North America.

CHAPTER II
 THE GROWTH OF THE COLONIES
 The colonies grew rapidly in the 17th and 18th centuries. More settlers arrived from Europe, and the colonies became more self-sufficient. They developed their own laws and governments. The colonies also became more involved in trade with Europe. The growth of the colonies led to tensions with Great Britain, which eventually resulted in the American Revolution.

CHAPTER III
 THE AMERICAN REVOLUTION
 The American Revolution began in 1775. The colonists fought for independence from Great Britain. They won the war in 1781 and signed the Declaration of Independence in 1776. The new nation was born. The Revolution was a turning point in American history. It established the United States as a free and democratic nation.

CHAPTER IV
 THE EARLY YEARS OF THE NATION
 The early years of the nation were marked by challenges and growth. The new government struggled to establish itself. There were conflicts between the states and the federal government. The nation also faced economic difficulties. Despite these challenges, the nation grew and prospered. The early years laid the foundation for the United States as we know it today.