

Flight Lieutenant Patrick Arthur DOREHILL, D.F.C. (80207), R.A.F.V.R., No. 44 Sqn.

This officer has completed a second tour of operations during which he has attacked Berlin on 7 occasions. He has displayed outstanding skill, courage and devotion to duty and his determination to press home his attacks has won him much success. His record has been most impressive.

*Distinguished Service Order.*

Flight Lieutenant Harry McPherson JOHNSTON (117127), R.A.F.V.R., No. 635 Sqn.

*Distinguished Flying Cross.*

Pilot Officer Roland Thomas PADDEN (176113), R.A.F.V.R., No. 635 Sqn.

*Distinguished Flying Medal.*

1321135 Flight Sergeant John Hugh LEDGERWOOD, R.A.F.V.R., No. 635 Sqn.

One night in June, 1944, the above personnel were captain, wireless operator and rear gunner respectively of an aircraft detailed to attack an important railway siding at Nantes. Owing to adverse weather and the presence of heavy cloud over the target, it was found on breaking cloud, that the aircraft was in an unfavourable position for attack. Despite danger from the powerful defences, Flight Lieutenant Johnston manoeuvred for a position from which a good bombing run could be started. While orbiting the target with this end in view the aircraft was illuminated by searchlights and engaged by anti-aircraft fire. Severe damage was sustained and fire broke out in the rear of the bomber, which fell into a steep dive and became extremely difficult to control. Flight Sergeant Ledgerwood reported that his parachute had been damaged by fire. The captain was still exerting all his strength in his efforts to control the aircraft, when the rear turret fell off. The fire, still raging in the rear, was brought under control by the courage and tenacity of Flight Sergeant Ledgerwood who, though suffering from severe burns, extinguished it unaided. Flight Lieutenant Johnston then decided, in spite of the precarious condition of the bomber, to try to reach this country. With the assistance of the wireless operator, Pilot Officer Padden, he managed to bring the aircraft more or less under control and, after two hours of endeavour, reached an airfield in England. Throughout the return flight, Pilot Officer Padden rendered most valuable aid in the navigation of the aircraft and greatly assisted his captain in making a safe landing.

*Bar to Distinguished Flying Cross.*

Flight Lieutenant Geoffrey Edgecombe BENNETT, D.F.C. (103517), R.A.F.V.R., 96 Sqn.

This officer continues to display the highest standard of skill, keenness and determination and has assisted in the destruction of a further 3 enemy aircraft at night. He is a first class observer whose excellent work in the training of other members of the squadron has been attended with good results.

Acting Flight Lieutenant William Frederick Elyston THOMAS, D.F.C. (132627), R.A.F.V.R., 151 Sqn.

As observer this officer has participated in a large number of sorties. He has displayed exceptional skill and co-operation and has assisted in the destruction of 9 enemy aircraft. His keenness and devotion to duty have been most commendable.

Flying Officer Francis Emslie HOGG, D.F.C. (N.Z.391383), R.N.Z.A.F., 605 Sqn.

Since being awarded the Distinguished Flying Cross this officer has completed a large number of sorties, many of them far into enemy territory and often in adverse weather. He is an observer of high merit and has played a worthy part in the successes obtained in attacks on a variety of targets, including railway installations and locomotives. Flying Officer Hogg has set an excellent example of determination and devotion to duty.

*Distinguished Flying Cross.*

Air Commodore John Nelson BOOTHMAN, C.B., A.F.C.

This officer has displayed the highest standard of skill, resolution and devotion to duty. In the early days of the war he undertook many sorties as pilot of aircraft. He participated in the initial attack against German naval vessels at Kiel and subsequently in numerous bombing missions

against industrial targets. Air Commodore Boothman has completed many notable reconnaissances and his successes are a splendid tribute to his high skill and endurance. This officer has always displayed the greatest keenness for air operations and has only been prevented from participating in them more frequently by the pressure of his normal duties. He has set an example in keeping with the best traditions of the Royal Air Force.

Acting Wing Commander Arthur Dennis MITCHELL, A.F.C. (33373), R.A.F., 226 Sqn.

Flying Officer Douglas Gerald FARQUHAR (139615), R.A.F.V.R., 226 Sqn.

These officers were pilot and navigator respectively of an aircraft detailed to attack a target in Normandy recently. When approaching the target, their aircraft was heavily attacked by anti-aircraft fire, but despite this a successful attack was made. The excellent results achieved were due mainly to the fine leadership of Wing Commander Mitchell and the navigational skill, and bombing accuracy of Flying Officer Farquhar. Their courage and determination in the face of heavy enemy opposition were most praiseworthy.

Acting Squadron Leader Thomas Eric ISON (40915), R.A.F.O., No. 156 Sqn.

In June, 1944, Squadron Leader Ison was captain of an aircraft engaged in an attack on an airfield at Le Mans. Weather was adverse and much cloud was encountered. Despite this handicap, Squadron Leader Ison descended below the cloud when approaching the target and thus secured the success of the attack. Two nights previously he had taken part in a similar attack on railway sidings at Versailles. On that occasion, though his aircraft was damaged by anti-aircraft fire, he also fulfilled his duties with skill and efficiency. He has completed many sorties always displaying skill, courage and determination.

Acting Squadron Leader Claude MERRICK (83256), R.A.F.V.R., 295 Sqn.

Warrant Officer Robert Edward FARROW (1268885), R.A.F.V.R., 295 Sqn.

This officer and warrant officer were pilot and navigator respectively of an aircraft detailed to drop a force of paratroops in Northern France on the night of 5th June, 1944. The rôle of the paratroops engaged was that of preparing and lighting a landing zone for the use of airborne forces which formed a spearhead of the Allied invasion of the German fortress of Europe. On the successful completion of this vital mission depended the success of later parachute and glider landings in the Caen area. In spite of bad weather en route to the target, Squadron Leader Merrick and Warrant Officer Farrow executed their mission faultlessly. These members of aircraft crew have completed very many sorties and their efforts throughout have been featured by praiseworthy courage and determination.

Flight Lieutenant Geoffrey William ATKINS (112515), R.A.F.V.R., 464 Sqn.

This officer is now on his second tour of operations. He has participated in a large number of sorties, including many attacks on shipping, in one of which a medium-sized ship was destroyed. His technical skill and great enthusiasm for operational flying make Flight Lieutenant Atkins an invaluable officer to his squadron.

Flight Lieutenant Oliver Wissler KINGDON (120149), R.A.F.V.R., 295 Sqn.

Flight Lieutenant Kenneth William RICHARDSON (119897), R.A.F.V.R., 295 Sqn.

On the night of 5th June, 1944, Flight Lieutenants Kingdon and Richardson were pilot and navigator respectively of an aircraft detailed for an operation which necessitated the dropping of paratroops to prepare a landing zone for the use of airborne forces forming a spearhead of the Allied invasion of German fortress in Europe. That these officers completed their vital task so successfully is a fine testimony to their great skill, resolution and devotion to duty. They have completed many sorties and have invariably displayed a high degree of gallantry.

Flight Lieutenant Noel Dudley MACKERTICH (122152), R.A.F.V.R., 277 Sqn.

Flight Lieutenant Mackertich is a most resolute, courageous and skilful pilot. He has completed a large number of sorties, involving air/sea rescue operations and his devotion to duty has been outstanding.