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CENTRAL CHANCERY OF THE ORDERS OF
KNIGHTHOOD.

St. James's Palace, S.W.1,
22nd August, 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:—

Squadron Leader Ernest Reginald Brown (78224),
Royal Air Force Volunteer Reserve.

Awarded the British Empire Medal (Military Division):—

1444303 Corporal George Greenwood, Royal Air
Force Volunteer Reserve.

In February, 1944, a Mosquito aircraft crashed and caught fire when approaching to land. The pilot was killed instantly but the observer was alive and rescue parties tried in turn to extricate him from the blazing wreckage. Party after party failed and each attempt became more difficult owing to the increasing heat of the fire in the cockpit area of the wreckage. Eventually, Squadron Leader Brown, the Station medical officer, and Corporal Greenwood made a final and desperate effort as the situation had become critical because the supplies of foam were exhausted temporarily and the fire remained unchecked for some minutes. If their effort failed it was clear that immediate amputation of the observer's leg was the only way by which he could be released. Displaying extreme courage, Squadron Leader Brown and Corporal Greenwood withstood the intense heat of the flames and, by the skilful use of the tools at their disposal, succeeded in breaking away the wreckage which was trapping the observer's leg. They then removed the airman to the ambulance. While first aid was being rendered, Squadron Leader Brown returned to the wreckage to make certain that the pilot was not alive. This officer and airman displayed outstanding courage and determination.

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

Sister Miss Vera Kathleen Stone, (5683), Princess
Mary's Royal Air Force Nursing Service.

One night in April, 1944, Sister Stone was in her quarters when a Halifax aircraft crashed through 3 huts in which W.A.A.F. personnel were billeted. Although she had completed 12 hours continuous duty, Sister Stone was soon at the scene of the accident where she immediately took control of the situation and undoubtedly quelled

what might have been a serious panic. Small fires from lighted stoves began to spring up but in spite of these and the risk of falling debris, and ignoring the fact that the aircraft was lying beside one of the huts, Sister Stone extricated many of the wounded and administered aid to those in distress. Although the aircraft carried only smoke bombs this was not known at the time. After the arrival of the medical officers, Sister Stone went immediately to the operating theatre where she spent the rest of the night attending to the wounded; she reported for her normal duties at 8 the next morning. She displayed great efficiency and devotion to duty.

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

Warrant Officer, 1st Class, Andrew Cecil Mackinnon
Coats (95886V), South African Air Force.

Awarded the George Medal:—

Lieutenant Alexander Donald Brown (126464V),
South African Air Force.

59575V Flight Sergeant William Du Preez, South
African Air Force.

Awarded the British Empire Medal (Military Division):—

P.4890V Flight Sergeant Alan James Alfred
Templeman, South African Air Force.

326745V Acting Sergeant Joseph Russell Mitchell,
South African Air Force.

One day in April, 1944, during the loading of bombs into aircraft which were being prepared for an operational flight, one of the fully laden bombers exploded and was destroyed. Fire broke out and spread to an adjacent petrol dump. The blazing petrol endangered a dump of fragmentation bombs and most serious consequences would have followed if the refuelling bowser in the vicinity had caught fire. A second aircraft, with its full bomb load, also caught fire and, after blazing fiercely, exploded. The above-named officers and airmen rushed to the scene on hearing the first explosion. Although warned that the second aircraft was liable to explode at any moment, Lieutenant Brown and Flight Sergeant Du Preez went forward and carried a seriously injured airman to safety. Following this they returned and each drove away a petrol bowser just before the second explosion. Having summoned medical aid, Warrant Officer Coats climbed into a refuelling bowser and drove it to a safe distance. He then returned and was removing bombs from the aircraft dispersal area when the second explosion occurred causing injuries which necessitated his removal to hospital. Flight Sergeant Templeman tried unsuccessfully to start up the engine of a petrol bowser and then drove

to safety a 3 ton truck which had been parked between the petrol and bomb dumps. He afterwards returned and was rolling petrol drums to safety when the second explosion took place and he was removed to hospital on account of injuries sustained. Sergeant Mitchell searched for injured persons in the blazing wreckage and then assisted in removing explosive equipment from the area of the conflagration. The personnel concerned in this incident showed great courage and initiative and acted with entire disregard of personal safety.

Awarded the George Medal:—

Flight Lieutenant William Edward Speirs (88579), Royal Air Force Volunteer Reserve.

In March, 1944, a party of airmen was fusing 500 lb. bombs. One or more of the bombs exploded, causing a number of casualties (3 of which were fatal) and rendering a large number of the remaining bombs dangerous. Flight Lieutenant Speirs, the Wing Armament Officer, was near the fusing area and had been severely shaken by blast but he immediately rushed to the scene and helped an injured man to safety. He then commenced to disperse the remaining bombs, although he knew that some of them might detonate at any moment. Having dispersed them he proceeded to make a detailed examination of each of the suspected bombs and, on his advice, the dump was declared closed for 24 hours. After this lapse of time, Flight Lieutenant Speirs again examined each bomb and recommended the further closure of the dump. Six hours later 4 more bombs exploded, and during the following 24 hours other bombs detonated. It then became essential to examine the remaining bombs as the woods in their vicinity were burning furiously. Flight Lieutenant Speirs undertook this examination and, as a result, an area was declared safe and the fire in the woods was dealt with, thereby saving a considerable number of trees from destruction. After a further period of waiting, this officer again examined all bombs in the area and on his decision that they were sufficiently safe, he supervised their demolition. Thirty bombs were rendered innocuous. This officer displayed high courage and leadership throughout.

Awarded the George Medal:—

991199 Leading Aircraftman James McKay McCabe, Royal Air Force Volunteer Reserve.

1177914 Leading Aircraftman Leonard Maynard Williams, Royal Air Force Volunteer Reserve.

One evening in February, 1944, these airmen displayed exceptional courage and devotion to duty when an aircraft, carrying a full bomb load, crashed and caught fire. Leading Aircraftman Williams, who was nearby, was one of the first to arrive at the scene of the accident, and, in spite of exploding ammunition and the danger of the bombs exploding, he succeeded in rescuing the rear gunner. Then, with the assistance of 2 others, he proceeded to take the gunner to safety; the first bomb exploded when they were only 50 yards away. Leading Aircraftman McCabe, a nursing orderly, arrived in the ambulance within 4 minutes of the aircraft crashing. The first bomb had exploded and, although fully aware that others were likely to detonate at any moment, he continued to the aircraft and located a member of the crew who was, unfortunately, dead. Leading Aircraftman McCabe helped to remove the body to a place of safety. When only 30 yards away from the aircraft, a second bomb exploded and no further rescues could be effected. These airmen displayed high courage and complete disregard of their personal safety.

Awarded the British Empire Medal

(Military Division):—

Aus./434299 Flight Sergeant Geoffrey Ray Whimpey, Royal Australian Air Force.

One night in May, 1944, Flight Sergeant Whimpey was the rear gunner of a Stirling aircraft which crashed and caught fire after stalling at an altitude of 300 feet. Five of the crew were killed but this airman was in his turret which was torn from the aircraft and flung some distance away from it. Flight Sergeant Whimpey was thrown out of the turret and, although he was uninjured, he suffered badly from shock. Despite this experience he was one of the first to enter the blazing wreckage and rendered most valuable ser-

vice in extricating other members of the crew. Throughout the rescue work there was considerable danger from exploding ammunition and the fuel tanks blew up with an explosion which shook buildings 2 miles distant. Flight Sergeant Whimpey continued to render assistance courageously until the medical officer ordered him to go to the ambulance.

Can/R.187991 Sergeant Richard Theodore Bunt, Royal Canadian Air Force.

Sergeant Bunt was the tail gunner in an aircraft which crashed and burst into flames during practice flying one night in March, 1944. He was thrown clear and stunned but did not suffer any serious injury or burns. On hearing cries from the wireless operator, who was trapped in the blazing wreckage, Sergeant Bunt attempted to reach him, approaching the aircraft from the side furthest from the most intense part of the fire and the fuel tanks. Even so heat compelled him to retire but he again attempted an approach, this time passing near to the blazing fuel tanks. He eventually succeeded in dragging the wireless operator, whose clothes were on fire, to safety and remained with him until help arrived. This was achieved just before the petrol tanks exploded. In rescuing his companion Sergeant Bunt sustained burns to his face and wrists and it was subsequently found that he had sustained a fractured humerus. This airman displayed great bravery under harassing circumstances.

1586158 Sergeant John Noel Rumsby, Royal Air Force Volunteer Reserve.

One night in March, 1944, Sergeant Rumsby was a member of the crew of a Wellington aircraft which crashed through a free on to a barn and proceeded through the top storey of a farm building, finally resting on the roof of another building containing livestock. The tangled wreckage burst into flames. Sergeant Rumsby, although badly bruised and shaken, managed to extricate himself from the wreckage and fell off the roof of the building into the midst of many pedigree bullocks in a stall below. After releasing the animals, who were wild with fear, Sergeant Rumsby climbed back on the roof to search for his companions. He found the pilot of the aircraft injured and with his clothes on fire. Sergeant Rumsby put out the flames and assisted the pilot from the roof and to the farm house. He then returned to the blazing wreckage and made a further search, disregarding the danger from the explosion of fuel tanks in the aircraft and the collapse of the roof of the building. He displayed great gallantry and undoubtedly saved the life of his pilot.

820012 Corporal John Stokes O'Shea, Auxiliary Air Force.

During a low flying attack on our aircraft operating behind the Japanese lines, an aircraft on the ground was set on fire and its pilot was seriously injured. Disregarding the attackers and the fire, Corporal O'Shea left his slit trench and ran to the aid of the pilot, whom he assisted from his burning aircraft. Later, with help from another airman, Corporal O'Shea carried the pilot a distance of 30 yards and applied a tourniquet to stem the flow of blood.

955634 Leading Aircraftman Edward George William Hall, Royal Air Force Volunteer Reserve.

In February, 1944, an aircraft crashed and caught fire. The crew were badly injured and trapped in the blazing wreckage. Leading Aircraftman Hall, who was the first to arrive at the scene of the accident, immediately plunged into the flames in an endeavour to rescue the injured airmen. Despite the danger from the exploding ammunition and petrol tanks he succeeded in dragging two of the airmen to safety. Leading Aircraftman Hall's gallant and prompt action undoubtedly saved 2 lives.

Air Ministry, 22nd August, 1944.

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

Distinguished Service Order.

Flying Officer Kenneth Owen Moore (Can/J.22754), R.C.A.F., 224 Sqn.

Distinguished Flying Cross.

Warrant Officer Peter FOSTER (Can./R.114420), R.C.A.F., 224 Sqn.

Warrant Officer Johnston McDOWALL (997008), R.A.F.V.R., 224 Sqn.

Distinguished Flying Medal.

1635160 Sergeant John HAMER, R.A.F.V.R., 224 Sqn.

Flying Officer Moore, Warrant Officers Foster and McDowall and Sergeant Hamer were pilot, wireless operator (air), navigator and flight engineer respectively of an aircraft in which they attacked and destroyed 2 U-boats during a recent sortie. In both actions, which occurred within the space of 22 minutes, Flying Officer Moore pressed home his attack with great skill and gallantry in the face of heavy opposing fire. He was brilliantly supported by his crew whose efficiency and co-operation throughout were of inestimable value. On this notable sortie, Flying Officer Moore and his comrades set an example of the highest order and their feat was worthy of the greatest praise.

Bar to Distinguished Flying Cross.

Squadron Leader Alan Geoffrey PAGE, D.F.C. (74709), R.A.F.V.R., 132 Sqn.

On 7th July, 1944, this officer took part in an engagement against a force of more than 30 enemy aircraft, 6 of which were shot down without loss. In this spirited fight, Squadron Leader Page led his formation with skill and determination and one of the enemy's aircraft fell to his guns. He has destroyed 10 hostile aircraft.

Bar to Distinguished Flying Cross.

Acting Flight Lieutenant Geoffrey Francis BAKER, D.F.C. (Aus.412356), R.A.A.F., 97 Sqn.

Distinguished Flying Cross.

Flying Officer Albert Henry JONES (158742), R.A.F.V.R., 97 Sqn.

Warrant Officer Robert Mayo CLARK (77895), R.A.F.V.R., 97 Sqn.

Flying Officer Jones and Warrant Officer Clark were mid-upper and rear gunners respectively of an aircraft piloted by Flight Lieutenant Baker detailed to attack Prouville. Whilst over the target the aircraft was illuminated in a concentration of searchlights. At that moment, Warrant Officer Clark sighted a Junkers 88 closing in. He promptly warned his pilot who manoeuvred to a good position. These gunners were then able to bring their guns to bear with good effect. Following their accurate bursts of fire the enemy aircraft caught fire and fell to the ground. Almost immediately another enemy aircraft closed in but excellent co-operation between Flight Lieutenant Baker and his gunners frustrated the attacker which was finally shot down. A third fighter then took up the attack but it was driven off. In these determined fights, Flight Lieutenant Baker and his gunners displayed great skill, coolness and resolution.

Distinguished Flying Cross.

Wing Commander Robert Vivian Lansdell PATTISON (34110), R.A.F., 100 Sqn.

This officer has set a fine example of skill, courage and determination which has been well reflected in the fine fighting spirit of the squadron he commands. On 1 occasion in July, 1944, Wing Commander Pattison captained an aircraft detailed to attack a target in the Pas-de-Calais area. Early on the outward flight one engine of his aircraft became useless. Nevertheless, this determined captain went on to the target, which he reached after the main bombing force, and executed his attack from a lower level than planned. His aircraft was repeatedly hit by anti-aircraft fire and sustained damage but he flew it safely to base. He displayed resolution and devotion to duty of a high order.

Wing Commander John Alan RONCORONI (37540), R.A.F.O., 77 Sqn.

This officer has commanded the squadron with success for many months. During the period he has completed very many sorties, including numerous attacks on well defended targets in Germany; he has also completed 2 successful mine-laying missions. He is a model captain, whose fine leadership, great skill and determination have been most inspiring.

Squadron Leader James Gardiner STEWART (Can./J.10959), R.C.A.F. 419 (R.C.A.F.) Sqn.

This officer has completed a notable tour during which he has attacked many targets important to the enemy's war effort. He has displayed a high degree of skill and determination throughout and his example has been of a high order.

Acting Squadron Leader William Frank HALES (Can./J.6498), R.C.A.F. 408 (R.C.A.F.) Sqn.

This officer has displayed great skill and gallantry in air operations. He has completed very many sorties during which he has attacked successfully such targets as Berlin, Friedrichshafen and Dortmund. On one occasion whilst over an enemy target his aircraft caught fire, sustaining extensive damage before the flames could be extinguished. Despite this, Squadron Leader Hales executed an accurate bombing attack and afterwards flew the damaged bomber to base. He has proved himself a most inspiring leader.

Acting Flight Lieutenant Leonard James BROADHURST (172217), R.A.F.V.R. 78 Sqn.

This officer has completed a tour of operations during which he has attacked such well defended targets as Berlin, Mannheim, Stuttgart and Frankfurt. He is an excellent captain and his determination to complete his missions successfully has won much praise.

Acting Flight Lieutenant John Moore HOLLINGWORTH (Can J.18740), R.C.A.F. 426 (R.C.A.F.) Sqn.

This officer has completed a tour of operations, involving attacks on such targets as Berlin and centres in the Ruhr area. He is a skilful and courageous captain, whose determination to achieve success has won great praise. On more than one occasion his aircraft has been damaged whilst over the target area but this has not deterred him from pressing home his attack. His example has been worthy of emulation.

Acting Flight Lieutenant Donald Hector MACLEAN (Can./J.19336), R.C.A.F. 419 (R.C.A.F.) Sqn.

This officer has completed many sorties. He has at all times displayed the greatest determination in pressing home his attacks and his gallant example has greatly inspired his crew. He is an outstanding captain and his services have been of great value.

Acting Flight Lieutenant Arthur Ernest PARMENTER (162618), R.A.F.V.R. 426 (R.C.A.F.) Sqn.

As flight engineer, Flight Lieutenant Parmenter has participated in very many sorties against enemy targets, including 7 attacks on the German capital. He is a most efficient member of aircraft crew, whose example of coolness and determination under enemy fire has been inspiring. He has at all times displayed exceptional keenness and devotion to duty, and his record is worthy of much praise.

Acting Flight Lieutenant William Stewart PULLAR (Can./J.18049), R.C.A.F. 408 (R.C.A.F.) Sqn.

Flight Lieutenant Pullar is a keen and efficient captain, whose example of courage and resolution has been well reflected in the fine fighting spirit of his crew. He has attacked many heavily defended targets and his successes are an excellent tribute to his ability and tenacity. He has set a fine example to all.

Flying Officer Warren Alvin DUFFY (Can./J.7073), R.C.A.F. 617 Sqn.

Recently, this officer piloted an aircraft detailed to attack an enemy target in Northern France. The operation called for a high degree of resolution and to ensure success, accuracy was essential. In the face of considerable anti-aircraft opposition, Flying Officer Duffy made 3 runs over the target before releasing his bomb which exploded within a foot of the centre of the objective. He displayed great courage and devotion to duty, setting a very fine example. Flying Officer Duffy has completed a large number of sorties and has achieved much success.

Flying Officer John Robert ENNIS (Aus.420339), R.A.A.F. 454 (R.A.A.F.) Sqn.

In air operations this officer has invariably displayed a high degree of skill and resolution. On a recent occasion, Flying Officer Ennis completed a notable reconnaissance over the Aegean Sea during which he located an enemy convoy. Despite determined opposition by enemy fighters, Flying Officer Ennis displayed great persistence and the information which he passed to base proved of inestimable value to the force which

subsequently successfully attacked the convoy. This officer displayed courage and devotion to duty of a high order.

Flying Officer Clayton Edwin Thomas HAMILTON (Can/J.20900), R.C.A.F. 419 (R.C.A.F.) Sqn.

One night in June, 1944, this officer was the navigator of an aircraft detailed to attack Sterkrade. Before reaching the target the aircraft was attacked by a fighter. Flying Officer Hamilton was wounded in the leg and wrist. In spite of much pain he resolutely continued his duties and, although much of his equipment had been lost he guided his pilot to the target with unerring skill. He displayed great courage and fortitude, setting an excellent example.

Flying Officer James Harold O'NEILL (Can/J.18543), R.C.A.F. 426 (R.C.A.F.) Sqn.

As captain of aircraft, Flying Officer O'Neill has completed many sorties on his second tour. He has displayed commendable skill and courage and throughout his leadership has been of a high order. On a recent occasion he was detailed to attack the railway sidings at Louvaine. When crossing the enemy coast his aircraft was struck by a shell which tore a large hole in one of the wings. Nevertheless, Flying Officer O'Neill continued to the target, whilst over the area a fighter was encountered. It was finally driven off and, although his aircraft had sustained damage he flew it to an airfield. The hydraulic system had been affected and one wheel had dropped to the down position. In spite of this, Flying Officer O'Neill made a safe landing.

Flying Officer Anthony Edward ROSS (133713), R.A.F.V.R. 603 Sqn.

As observer, this officer has taken part in very many sorties, including a number of attacks on enemy shipping, during which successes have been obtained. He is a gallant and resolute member of aircraft crew and his navigational skill has played a good part in the success of many operations in which he has participated. He has set a most inspiring example.

Flying Officer James Bryan SCOTT (144614), R.A.F.V.R. 454 (R.A.A.F.) Sqn.

Flying Officer Scott is a navigator of high merit. On a recent occasion he took part in a most successful reconnaissance over the Aegean Sea. In spite of poor visibility an enemy convoy was located. Despite opposition by enemy fighters, Flying Officer Scott concentrated on his reconnaissance and obtained full and accurate information which was passed to base in a series of signals. In dangerous and difficult circumstances, this officer displayed great determination and devotion to duty.

Flying Officer Earl Leroy VAWTER (Can/J.28256), R.C.A.F. 425 (R.C.A.F.) Sqn.

This officer was the bomb aimer in an aircraft detailed to attack an enemy target one night in June, 1944. Soon after the bombs had been released, the aircraft was struck by bullets from a fighter and the pilot was wounded. He called for assistance and Flying Officer Vawter, who promptly answered the call, found him slumped over the controls. With the help of another member of the crew, Flying Officer Vawter removed his injured comrade from his seat and took his place. Although untrained for such responsibilities, he took over the controls and flew back to an airfield where, with helpful instructions from the ground, he effected a safe landing at the third attempt. In a most trying situation this officer displayed a high degree of bravery, resourcefulness and determination and was undoubtedly responsible for saving a valuable aircraft and the lives of its crew.

Acting Flying Officer Samuel JOHNS (Aus.425021), R.A.A.F. 467 (R.A.A.F.) Sqn.

One night in June, 1944, this officer, piloted an aircraft in an operation. On the outward flight the aircraft was attacked by a fighter and, before it could be evaded, sustained serious damage. The rear turret became almost detached and caught fire but the flames were extinguished. Although his aircraft was by now defenceless, Flying Officer Johns continued to the target and executed his attack and afterwards flew the badly damaged aircraft to base. This officer displayed courage and determination characteristic of that he has shown on many occasions.

Lieutenant Robert RICHARDS (205997V), S.A.A.F. 16 (S.A.A.F.) Sqn.

This officer has completed a large number of sorties, including numerous successful attacks on

enemy shipping. In June, 1944, Lieutenant Richards took part in an attack on a convoy consisting of 3 merchantmen and 4 naval vessels. In the engagement, he pressed home his attack with the greatest determination and obtained several hits on one of the merchant vessels which afterwards caught fire. Although his aircraft sustained damage in the fight, Lieutenant Richards flew it safely to base. He displayed skill and bravery of a high standard.

Pilot Officer Desmond Connell HUGHES (177638), R.A.F.V.R., 514 Sqn.

As a flight engineer, Pilot Officer Hughes has participated in very many attacks on a wide range of enemy targets. He has proved himself to be a highly skilled and resolute member of aircraft crew and his exemplary conduct at all times has set a very fine example. In spite of more than one trying experience, Pilot Officer Hughes has displayed the greatest keenness for operations.

Pilot Officer George Harry MARJORAM (173550), R.A.F.V.R., 419 (R.C.A.F.) Sqn.

This officer has completed a large number of sorties and throughout has displayed the highest standard of skill and keenness. On one occasion when nearing his allotted target, the rear turret became unserviceable; the intercommunication system also became useless. This did not deter Pilot Officer Marjoram from continuing to the target which he attacked with his usual determination. On the return flight his aircraft was attacked on six occasions by fighters. By good tactics and close co-operation on the part of his crew Pilot Officer Marjoram outmanoeuvred the attackers and reached base without having sustained any damage. His devotion to duty has been of a high order.

Pilot Officer John David REES (173159), R.A.F.V.R., 100 Sqn.

This officer has completed a second tour of operations and has displayed great skill, keenness and devotion to duty. On a recent occasion when returning from an attack on an enemy target his aircraft was intercepted by a fighter. Whilst taking evading action the bomber turned on its back. The recovery was difficult but Pilot Officer Rees regained control. Considerable height had been lost, whilst both the ailerons had been torn away. In spite of this, Pilot Officer Rees maintained control and flew back to base. His skill and coolness in a difficult situation was undoubtedly responsible for the ultimate safety of the aircraft and its crew.

Pilot Officer Delbert Edward WHITE (Can/J.85721), R.C.A.F., 61 Sqn.

One night in June, 1944, this officer piloted an aircraft detailed to attack an enemy target. Early on the outward flight the hydraulic system was affected when an oil lead from the main tank became broken. Repeated attempts to stem the leak were of no avail and the contents of the header tank were lost. The possibility that the engine would be unable to open the bomb doors when required was evident. Nevertheless, Pilot Officer White continued his mission and requested the flight engineer to drain as much oil as possible from the front turret in the meantime. In the run up to the target the quantity of oil thus obtained was poured into the main supply. The ends of the broken feed line were then held firmly together by a bandage and a flow sufficient to enable the bomb doors to be opened. A successful attack was made and afterwards the officer flew back to an airfield and made a safe landing. Pilot Officer White set a fine example of determination and devotion to duty.

Warrant Officer Wilfred Gordon COOKE (Can/R.52693), R.C.A.F., 408 (R.C.A.F.) Sqn.

Warrant Officer Cooke has completed a large number of sorties against a variety of strongly defended targets. He is a splendid captain and pilot whose determination to complete his missions successfully has been most praiseworthy.

Warrant Officer, Second Class, Paul Emile BOURASSA (Can/R.136575), R.C.A.F., 419 (R.C.A.F.) Sqn.

Warrant Officer Bourassa has participated in many sorties and has proved himself to be a determined and dependable member of aircraft crew. He has at all times shown the greatest keenness and his example of courage and devotion to duty has been worthy of great praise.

Warrant Officer, Second Class, Hamilton Gordon McVEIGH (Can/R.70185), R.C.A.F., 433 (R.C.A.F.) Sqn.

One night in June, 1944, Warrant Officer McVeigh was the captain of an aircraft detailed to attack Metz. When approaching the target area the aircraft was intercepted by an enemy aircraft which attacked with much persistence. Warrant Officer McVeigh manoeuvred with great skill but his aircraft was repeatedly hit. Extensive damage was sustained which caused the aircraft to dive steeply. Considerable height was lost before Warrant Officer McVeigh regained control. Afterwards the bombs were released and course was set for home. On the return flight the aircraft gradually lost height but finally the English coast was crossed and Warrant Officer McVeigh effected a masterly landing at an airfield. In most trying circumstances, this captain displayed notable skill, great determination and devotion to duty.

Distinguished Flying Medal.

1319729 Flight Sergeant Johnstone Robertson EDGAR, R.A.F.V.R., 603 Sqn.

Flight Sergeant Edgar is a courageous and resolute pilot. He has participated in many sorties, involving attacks on a variety of targets. On one occasion he took part in an engagement against 3 enemy aircraft, all of which were shot down, 2 of them by this determined pilot. On another occasion, Flight Sergeant Edgar participated in an attack on a large fuel dump, which was set on fire. In several attacks on enemy shipping, Flight Sergeant Edgar has greatly distinguished himself, having assisted in the destruction of 6 supply ships, a small tanker and an E-boat.

Can/R.156289 Flight Sergeant Keith de Haviland HAMBLIN, R.C.A.F., 463 (R.C.A.F.) Sqn.

This airman has taken part in numerous sorties and has invariably displayed a high standard of skill and devotion to duty. In June, 1944, he was the air bomber in an aircraft detailed to attack a well defended target in Germany. When nearing the target area the aircraft was struck by shrapnel. Sergeant Hamblin was badly wounded in the leg. Despite this he remained at his post and continued to advise his captain throughout a successful bombing run. Not until the aircraft was well clear of the target area did he inform his captain of his injury. First aid was then administered and he afterwards insisted on fulfilling his duties until the English coast was sighted. His courage and fortitude were most commendable.

Can/R.81621 Flight Sergeant Vincent Jean Paul LACAILLE, R.C.A.F., 425 (R.C.A.F.) Sqn.

This airman has completed many sorties and has set a fine example of skill, gallantry and resolution. On one occasion, on the outward flight to an enemy target, his aircraft sustained damage and temporarily went out of control. Flight Sergeant Lacaille regained control although the aircraft vibrated violently and, displaying great determination went on to bomb his target. On returning to base, he landed the damaged aircraft safely and without injury to any of his crew who had been ordered to take up crash stations. Flight Sergeant Lacaille set a fine example of skill, bravery and determination.

Can/R.110459 Flight Sergeant Conrad Anthony SELFE, R.C.A.F., 426 (R.C.A.F.) Sqn.

One night in June, 1944, Flight Sergeant Selfe captained an aircraft detailed for an operational mission. Whilst over the target the aircraft sustained severe damage. Both the port engines were rendered useless and a large part of one of the wings was torn away. The aircraft became difficult to control but Flight Sergeant Selfe released his bombs. Some height had been lost but course was set for home. When within sight of the English coast, the aircraft suddenly dived to 400 feet. The situation was critical but, by skilful airmanship, Flight Sergeant Selfe regained some height. As the coast was crossed he ordered his crew to leave the crippled aircraft by parachute. This done, he headed the aircraft out to sea before abandoning it himself. This airman displayed great courage, tenacity and devotion to duty in the face of perilous circumstances, setting a most inspiring example.

1676395 Flight Sergeant Maurice Edward TROUSDALE, R.A.F.V.R., 578 Sqn.

This airman has taken part in a large number of attacks on enemy targets in the role of flight engineer. He has displayed a high standard of skill and throughout his conduct in the face of the enemy has been exemplary. On one occasion the aircraft in which he was a member of the crew sustained extensive damage in an encounter with 2 enemy fighters. Nevertheless, the pilot flew the damaged aircraft back to this country, but crashed whilst attempting a landing. Flight Sergeant Trousdale suffered minor injuries and was considerably shaken. Since then, he has completed numerous sorties and has displayed great keenness and resolution.

1089142 Flight Sergeant Harold Birchall YATES, R.A.F.V.R., 603 Sqn.

Throughout his tour of operations, this airman has displayed notable skill and great devotion to duty. He has completed very many sorties, including several successful attacks on enemy shipping. On the last of these, an attack on a large merchant vessel, escorted by several naval vessels and a number of smaller armed vessels, Flight Sergeant Yates obtained hits on one of the smaller craft. In the fight, both Flight Sergeant Yates and his navigator were wounded and his aircraft was extensively damaged. Nevertheless, this gallant pilot flew safely to base and effected a masterly landing. He displayed commendable courage and resolution throughout.

Can/R.195900 Sergeant Merrill Rugless BURNETT, R.C.A.F., 426 (R.C.A.F.) Sqn.

As rear gunner this airman has participated in a number of attacks on various enemy targets and has displayed courage and determination of a high order. On one occasion, shortly after the target had been successfully attacked, his aircraft sustained very severe damage and went out of control. Before the captain could regain control, considerable height was lost. Although the order to leave by parachute had been given, Sergeant Burnett stayed by his captain who succeeded in re-gaining control and in the face of extreme difficulties flew the crippled aircraft to base. Throughout the return flight, Sergeant Burnett did everything possible to assist his captain and his services proved of immense value. His coolness, resolution and devotion to duty in the face of harassing circumstances set a very fine example.

Air Ministry, 22nd August, 1944.

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

Distinguished Service Order.

Acting Wing Commander.

Edric Hartgill MCHARDY, D.F.C. (42139), R.A.F.O., 143 Sqn.

Squadron Leader.

Charles Gordon CLEGG (70797), R.A.F.O., 159 Sqn.

Acting Squadron Leader.

Donald Raymond Munro FURNISS, D.F.C. (89326), R.A.F.V.R.

Distinguished Flying Cross.

Squadron Leader.

Humphrey Lloyd WARREN, A.F.C. (70713), R.A.F.O., 220 Sqn.

Acting Squadron Leaders.

Arthur Thomas BROCK (70085), R.A.F.V.R., 58 Sqn.

Albert Charles GRAHAM (45041), R.A.F., 540 Sqn.

John Bertram MAYLAM (85640), R.A.F.V.R., 224 Sqn.

Flight Lieutenants.

Norman John Bonnar, A.F.C. (69437), R.A.F.V.R., 541 Sqn. (since deceased) with effect from 3rd July 1944.

Jack EVANS (101539), R.A.F.V.R., 159 Sqn.

Anthony Michael FLETCHER (21348), R.A.F., 262 Sqn.

Joseph Gerald FOGG (112408), R.A.F.V.R., 42 Sqn.

George David FORDER (112393), R.A.F.V.R., 226 Sqn.

Alfred Greve FRANDSEN (117428), R.A.F.V.R., 233 Sqn.

John Raymond Edward FULLERTON, D.F.M. (50664), R.A.F., 159 Sqn.
 John Reginald GAUNTLET (106221), R.A.F.V.R., 159 Sqn.
 Arthur John OWENS (118409), R.A.F.V.R., 220 Sqn.
 Eric George SEARLE (123014), R.A.F.V.R.
 Ronald Oakley SMITH (80375), R.A.F.V.R., 42 Sqn.
 Ian Sargenson STOCKWELL (132080), R.A.F.V.R., 202 Sqn.
 James Richard SUTTON (123029), R.A.F.V.R., 215 Sqn.
 Wilfred Roland TRAVELL (116983), R.A.F.V.R., 220 Sqn.
 Peter James GORDON-HALL (42405), R.A.F., 85 Sqn.

Acting Flight Lieutenants.

Roy Lawson Heriet McDOUGALL (80411), R.A.F.V.R., 159 Sqn.
 Gordon Collett NICHOLS (125706), R.A.F.V.R., 215 Sqn.

Flying Officers.

Raymond BIRKETT (88517), R.A.F.V.R., 613 Sqn.
 Edward James CLARKE (123191), R.A.F.V.R., 180 Sqn.
 Oliver Jack CLIPSHAM (128937), R.A.F.V.R., 180 Sqn.
 Oliver Ernest CRITTENDEN (168953), R.A.F.V.R., 489 (R.N.Z.A.F.) Sqn.
 Kenneth Lionel FOGDEN (130918), R.A.F.V.R., 53 Sqn.
 Kenneth LISTER (139030), R.A.F.V.R., 34 Sqn.
 Albert Leslie OAKLEY (158025), R.A.F.V.R., 254 Sqn.
 Austen Whyte SHEARER (132197), R.A.F.V.R., 180 Sqn.
 George Robert TAYLOR (124828), R.A.F.V.R., 177 Sqn.
 Thomas Pierre TURNBULL (147990), R.A.F.V.R., 542 Sqn.

Pilot Officers.

Leslie George HARRIS (173753), R.A.F.V.R., 172 Sqn.
 Edward Richard McHALE (176204), R.A.F.V.R., 98 Sqn.
 Thomas William OSBORN (170868), R.A.F.V.R., 540 Sqn.

Warrant Officer.

George William CLEGG (1110079), R.A.F.V.R., 159 Sqn.

*Distinguished Flying Medal.**Flight Sergeants.*

1123423 James William CAMERON, R.A.F.V.R., 99 Sqn.
 629463 Robert Johnston IRVING, R.A.F., 159 Sqn.
 1316261 Henry Nichols JOHN, R.A.F.V.R., 355 Sqn.
 1552319 Patrick KEARNS, R.A.F.V.R., 99 Sqn.
 1114254 William Arthur KIRKNESS, R.A.F.V.R., 159 Sqn.
 1331683 Colin John Willmot LEE, R.A.F.V.R., 99 Sqn.
 1252915 Dick MANSER, R.A.F.V.R., 357 Sqn.
 1239292 William MATHER, R.A.F.V.R., 215 Sqn.
 1324766 Raymond MORGAN, R.A.F.V.R., 143 Sqn.
 639011 George NIXON, R.A.F., 159 Sqn.
 1338958 Ernest Albert RICHARDS, R.A.F.V.R., 159 Sqn.

Sergeant.

1107557 Benjamin BOOKER, R.A.F.V.R., 357 Sqn.

ROYAL AUSTRALIAN AIR FORCE.

*Distinguished Flying Cross.**Flight Lieutenants.*

John Hugh DIXON (Aus.405595).
 Ivo Alfred Wood (Aus.406894), 10 (R.A.A.F.) Sqn.

Acting Flight Lieutenant.

Leslie John CHARLTON (Aus.406162), 355 Sqn.

Flying Officers.

Philip Frederick Chrisford CREEKE (Aus.420862), 98 Sqn.
 Geoffrey Alexander GOWING (Aus.402099), 159 Sqn.
 Frederick Edward JOHNSTON (Aus.408297), 215 Sqn.
 Eric Dale WALLACE (Aus.404122), 159 Sqn.
 Ronald WILLIAMSON (Aus.409461), 262 Sqn.

Pilot Officer.

Frank Knowles HARKER (Aus.21388), 355 Sqn.

ROYAL CANADIAN AIR FORCE.

*Distinguished Flying Cross.**Wing Commander.*

Charles Albert WILLIS (Can/C.836), 404 (R.C.A.F.) Sqn.

Acting Squadron Leader.

Jack SHEPPARD (Can/J.6289), 412 (R.C.A.F.) Sqn.

Flight Lieutenants.

William CLARK (Can/J.9331), 279 Sqn.
 William John IRVING (Can/J.10245), 53 Sqn.
 Robert Ernest MacBRIDE (Can/J.9267), 162 (R.C.A.F.) Sqn.

Flying Officer.

Dene DESTONIS (Can/J.15901), 53 Sqn.

Pilot Officer.

David John Cunningham WATERBURY (Can/J.29457), 162 (R.C.A.F.) Sqn.

ROYAL NEW ZEALAND AIR FORCE.

*Distinguished Flying Cross.**Flight Lieutenant.*

Noel Patrick WHALEY (N.Z.412773), 170 Sqn.

Pilot Officers.

Douglas James Naismith GIBSON (N.Z.411881), 88 Sqn.
 Heaton Dudley HAMPTON (N.Z.414616), 99 Sqn.

Warrant Officers.

Edgar David BARDELL (N.Z.40911), 159 Sqn.
 Ian Raymond THOMSON (N.Z.413296), 53 Sqn.

*Distinguished Flying Medal.**Flight Sergeants.*

N.Z.417022 (now Pilot Officer) Malcolm Joseph CORICH, 180 Sqn.
 N.Z.413820 (now Pilot Officer) Ian Duke CULPAN, 34 Sqn.

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

Air Ministry, 22nd August, 1944.

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

Air Force Cross.

Acting Flight Lieutenant Lindsay Oliver WILLIAMS (Aus.401406), Royal Australian Air Force.

On the 31st December, 1943, Flight Lieutenant Williams was testing a Master Aircraft with an airman as his passenger when the aircraft caught fire at 3,500 feet. Although practically overcome by fumes, smoke and the intense heat in the cockpit, Flight Lieutenant Williams kept the aircraft under control, maintaining straight and level flight at a low air speed, thus enabling his passenger to leave the aircraft by parachute. Then, when the flames had partially subsided, he successfully accomplished a landing down-wind on the airfield. The fire in the aircraft was finally extinguished by the crew of the fire tender. Throughout his trying experience, in which he disregarded his own safety in preference to that of his passenger, this officer displayed praiseworthy coolness, skill and courage.

Air Ministry, 22nd August, 1944.

The KING has been graciously pleased to approve the following award in recognition of distinguished services:—

Distinguished Service Order.

Captain Ralph Buckley PALM (47880), S.A.A.F., 94 Squadron.

Department of National Defence for Av, Ottawa.
22nd August, 1944.

The KING has been graciously pleased to give orders for the publication of the name of the following officer who has been commended for valuable service in the air:—

Squadron Leader Stanley Yendle BROADBENT
(C. 1585), R.C.A.F.

Office of the Minister of Defence, Wellington,
New Zealand.

13th July, 1944.

The KING has granted unrestricted permission for the wearing of the undermentioned decoration,

conferred upon the officer indicated, in recognition of valuable services rendered in connection with the war:—

CONFERRED BY THE PRESIDENT OF THE UNITED STATES OF AMERICA.

Air Medal.

Wing Commander George Henry FISHER, Royal New Zealand Air Force.

AMENDMENT.

In notification of 15th August, 1944 (p. 3773, col. 1), Distinguished Flying Cross, Flying Officers. Delete David JONES (132099) R.A.F.V.R., 49 Sqn. Award previously announced on 30th June, 1944 (p. 3089, col. 2).

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