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CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD.

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

22nd September, 1944.

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

To be Additional Officers of the Military Division of the said Most Excellent Order:—

Wing Commander Robert Terence CORRY (90034), Auxiliary Air Force.

In July, 1944, an aircraft developed engine trouble immediately after taking off and the pilot, after having jettisoned the torpedo, returned to base. When attempting to land, the aircraft burst into flames. The ambulance and fire tender were quickly on the scene and Wing Commander Corry, who was on flying control duty, arrived a few seconds later. He observed the pilot standing in his cockpit which was enveloped by flames. Ignoring the danger from the exploding cannon shells and petrol tanks and believing he faced a further risk from the explosion of the torpedo which he thought was still on board, Wing Commander Corry climbed on to the burning wing in an endeavour to extricate the pilot. The heat became intense and a major explosion was expected at any moment but this did not deter Wing Commander Corry. He persisted in his rescue efforts until, having been overcome by the fumes and heat, he fell backwards off the wing. He was then assisted away a distance of about 15 yards from the crash. Although unable to see clearly, Wing Commander Corry endeavoured to repeat his previous attempt; there was, however, no hope of effecting a rescue. Wing Commander Corry sustained burns to his face and suffered from shock in trying to effect a rescue. The courage and devotion to duty displayed by this officer were of a very high standard.

Acting Squadron Leader David Duncan MORRELL, M.B., B.S. (79133), Royal Air Force Volunteer Reserve.

In June, 1944, a Liberator aircraft crashed into the sea some distance from the shore at Littlestone and an airman of the United States Army Air Force was trapped in the nose of the aircraft which quickly became almost submerged. Squadron Leader Morrell immediately waded into the surf and attempted to swim towards the Liberator but was unable to reach it owing to the very heavy sea and strong current. He then commandeered an amphibious vehicle which was passing along the water front and eventually he was conveyed to the side of the Liberator. By this time, the water was up to the shoulders of

the trapped airman and he was suffering considerably. Displaying outstanding initiative and courage and ignoring the grave possibility of being trapped himself, Squadron Leader Morrell dived to the bottom of the fuselage. By using great force Squadron Leader Morrell tore away a part of the aircraft which then enabled him to release the airman. Immediately afterwards he administered morphia to the suffering airman. All this took place inside the fuselage. Squadron Leader Morrell finally succeeding in dragging the airman clear of the aircraft and, with assistance, he got him aboard the waiting craft. Squadron Leader Morrell's outstanding courage and initiative saved the airman's life.

To be Additional Members of the Military Division of the said Most Excellent Order:—

Pilot Officer Eric Marcus Stiver (162708), Royal Air Force Volunteer Reserve.

This officer was performing embarkation duties in the Port of London in June, 1944, when a flying bomb exploded where railway waggons, loaded with petrol, ammunition and other stores destined for Normandy were closely stabled. Although his shoes had been burnt and his clothing had become soaked with petrol, with complete disregard for his own safety he immediately proceeded, with the help of a shunter of the P.L.A. staff, to uncouple the burning waggons and isolate them. He remained in command of the situation until it was completely under control, personally assisting in the movements of dangerously burning trucks, thereby isolating and saving large consignments of petrol, explosives and equipment. By his devotion to duty, regardless of his own safety, he was primarily responsible for confining the damage to those trucks directly involved in the explosion.

Warrant Officer Donald Grant BROWNLEE (Can/R.127825), Royal Canadian Air Force.

Warrant Officer Brownlee was the gunner of a Baltimore aircraft which, on returning from a night reconnaissance in May, 1944, crashed on the beach near Termoli. The aircraft broke in two between the turret and the wireless operator's cabin and the front portion caught fire. With assistance from an Army officer who was on the beach, Warrant Officer Brownlee climbed out of the turret, and, although suffering from severe shock and bruises, he approached the blazing front portion of the wreckage. Disregarding the risk of exploding petrol tanks Warrant Officer Brownlee and the Army officer successfully extricated the wireless operator/air gunner and carried him clear. Whilst this was being done ammunition was exploding and one of the petrol tanks blew up. Warrant Officer Brownlee then returned to the wreckage to rescue the pilot but, owing to the

fierceness of the fire, had to abandon the attempt. Although considerably shaken when he had made his own escape, he showed great bravery and devotion to duty.

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD.

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

22nd September, 1944.

The KING has been graciously pleased to give orders for the following appointment to the Most Excellent Order of the British Empire, in recognition of distinguished services:—

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

Flight Lieutenant Frederick Thomas KNIGHT, late Reserve of Air Force Officers.

Air Ministry, 22nd September, 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.

Wing Commander James Brian TAIT, D.S.O., D.F.C. (33291), R.A.F., 617 Sqn.

Since he was awarded a Bar to the Distinguished Service Order this officer has completed many sorties against targets in enemy-occupied territory and Germany. On several occasions Wing Commander Tait has remained in the immediate vicinity of the target area, often in the face of heavy opposition, for a considerable time. His excellent leadership, gallantry and untiring devotion to duty have contributed materially to the successes achieved by the squadron he commands.

Distinguished Service Order.

Group Captain Donald Leslie THOMSON, D.F.C., R.A.F.

Group Captain Thomson has completed numerous sorties including attacks against the most heavily defended German targets. He has displayed excellent qualities of leadership and his perfect example of coolness and cheerful courage has been an inspiration to his squadron.

Acting Group Captain John Raymond JEUDWINE, O.B.E., D.F.C., R.A.F.O.

Since being awarded the Distinguished Flying Cross this officer has successfully completed numerous sorties against dangerous and difficult targets. He has continued to display the highest standard of skill and bravery and has executed his assignments with the greatest determination in the face of anti-aircraft fire and fighter opposition. He is a brilliant leader.

Acting Wing Commander Albert MARKLAND, D.F.C., D.F.M. (101028), R.A.F.V.R., 78 Sqn.

Wing Commander Markland has completed many sorties on his second tour of operations. He has displayed high powers of leadership, skill and determination, qualities which have been reflected in the operational efficiency of the squadron he commands.

Acting Wing Commander Michael Hugh Constable MAXWELL, D.F.C. (36219), R.A.F.

Since the award of the Distinguished Flying Cross this officer has completed many sorties. As commander of his squadron his high courage and sense of duty have been a great inspiration to all those under his command. His consistent good work has produced a high standard of efficiency in the squadron, which has destroyed numerous enemy aircraft during operations in Normandy.

Acting Squadron Leader Guy Maxwell BRISBANE, D.F.C., D.F.M. (44772), R.A.F., 10 Sqn.

In the course of two tours of operational duty this officer has participated in attacks against many heavily defended targets. He is a navigator of high merit and has displayed a marked capacity for leadership. His consistent good work and unflinching devotion to duty have been of the highest order.

Acting Squadron Leader Herbert Frank SLADE, D.F.C. (Aus.412725), R.A.A.F., 156 Sqn.

One night in July, 1944, this officer was captain of an aircraft detailed to attack Hamburg. During the bombing run the aircraft was hit by anti-aircraft fire, part of the port aileron

and the port wing were shot away rendering the aircraft difficult to control. Nevertheless, Squadron Leader Slade regained a measure of control, completed his bombing run, and set course for home. When crossing the enemy coast the aircraft was again heavily engaged by anti-aircraft fire. Squadron Leader Slade dived slightly to evade the enemy fire. This caused a section of the wing, which was projecting vertically, to break off and the aircraft became more controllable. Finally an airfield was reached and Squadron Leader Slade effected a crash landing. This officer has completed a large number of sorties against many heavily defended targets in Germany. He has set a fine example to all.

Flight Lieutenant Eric BALDWIN, D.F.M. (47403), R.A.F., 139 Sqn.

One night in July, 1944, Flight Lieutenant Baldwin was captain of an aircraft detailed to attack Berlin. On the bombing run the aircraft was hit in several places by anti-aircraft fire. One piece of shrapnel pierced the suction line to the blind flying instruments and rendered them unserviceable. Undeterred, Flight Lieutenant Baldwin continued the bombing run and completed a successful attack. Shortly after leaving the target area he was pursued by an enemy fighter. Flight Lieutenant Baldwin decided to take refuge in a cloud but with his blind flying instruments out of action he lost control of the aircraft, but evaded the fighter. After losing considerable height, control of the aircraft was regained and a safe flight to base was made. This officer has completed very many sorties. His courage, determination and devotion to duty are worthy of the highest praise.

Flying Officer Keith Hadland PERRY (162948), R.A.F.V.R., 7 Sqn.

In July, 1944, this officer was captain of an aircraft detailed to attack Hamburg. Shortly after leaving the target area his aircraft was hit by three anti-aircraft shells and burst into flames. The pilot's cockpit became a mass of flames and Flying Officer Perry was overcome by the smoke and fumes. The bomber dived steeply. When he recovered, only by superhuman efforts was he able to pull the bomber out of its dive. As the fires were still burning, Flying Officer Perry rallied his crew together and after they had extinguished the flames, he endeavoured to fly his badly damaged aircraft to base. The long sea crossing was accomplished at a height of 3,000 feet and only two engines were serviceable. Nevertheless displaying great coolness and courage this officer eventually effected a crash landing on an airfield in this country. Flying Officer Perry has completed very many operations and throughout he has set a fine example of courage and devotion to duty.

Distinguished Service Order.

Flight Lieutenant George Esmond JAMESON, D.F.C. (N.Z.41479), R.N.Z.A.F., 488 (N.Z.) Sqn.

Bar to Distinguished Flying Cross.

Flying Officer Arthur Norman CROOKES, D.F.C. (135428), R.A.F.V.R., 488 (N.Z.) Sqn.

These officers have completed many sorties as pilot and observer respectively. They have displayed great skill and co-operation, qualities which were well displayed on one occasion in July, 1944, when they destroyed four aircraft in one sortie. Their devotion to duty has been unflinching.

Distinguished Service Order.

Acting Flight Lieutenant William LeRoy FOOTE (Can./J.27659), R.C.A.F., 626 Sqn.

Distinguished Flying Medal.

Can./R.217366 Flight Sergeant Robert Alexander SMITH, R.C.A.F., 626 Sqn.

This officer and airman were captain and mid-upper gunner respectively of an aircraft detailed to attack Stuttgart. En route the aircraft was attacked by a fighter and sustained much damage. The rear gunner was killed, and Flight Sergeant Smith was blown out of his turret into the fuselage. He was, however, uninjured and returned to his turret. A fire started in the rear of the fuselage which betrayed the position of the bomber to the enemy and the aircraft was subjected to five successive attacks. Nevertheless

Flight Lieutenant Foote skilfully manoeuvred the aircraft and enabled Flight Sergeant Smith to engage the fighter which was seen to fall away in flames. Flight Lieutenant Foote then continued to the target and completed his mission. This officer and airman have taken part in many sorties and have displayed a high standard of courage and devotion to duty.

Bar to Distinguished Flying Cross.

Flight Lieutenant Robert Wilkinson TURKINGTON, D.F.C. (117519), R.A.F.V.R., 241 Sqn.

This officer has set a fine example of skill, determination and devotion to duty. He has completed a large number of sorties and much of the success achieved by the squadron can be attributed to this officer's efficiency and resolution. During a sortie in July, he destroyed one and probably destroyed a second enemy aircraft although only one cannon was functioning in his aircraft. Flight Lieutenant Turkington is a gallant and inspiring Flight Commander.

Distinguished Flying Cross.

Acting Wing Commander John WOODROFFE (40777), R.A.F.O.

Pilot Officer Robert Robb ORMISTON (175913), R.A.F.V.R.

One night in July, 1944, these officers were captain and air bomber in an aircraft detailed to attack Givors. The operation called for a high degree of skill. En route bad weather was encountered. Nevertheless, Wing Commander Woodroffe reached his difficult target at the prescribed time. By now the weather had considerably worsened. Undeterred, Wing Commander Woodroffe persisted in his efforts to identify the precise target and, in the face of most trying conditions, executed a successful attack. Throughout, Pilot Officer Ormiston displayed the highest standard of efficiency and played his part worthily in the success obtained. These officers set an example of courage and resolution of the highest standard.

Acting Squadron Leader Ian Anderson MARCH (Can/J.3258), R.C.A.F., 410 Sqn.

Flight Lieutenant Kristian Martein EVOLFSON (Can/J.8799), R.C.A.F., 410 Sqn.

These officers have completed very many sorties as pilot and observer respectively, against a variety of targets. They have displayed the highest standard of courage and resolution and have destroyed three enemy aircraft.

Acting Squadron Leader Reginald Clive PARGETER (73048), R.A.F.V.R., 29 Sqn.

Flight Lieutenant Robert Lonsdale FELL (78542), R.A.F.V.R., 29 Sqn.

These officers have completed a large number of sorties as pilot and observer respectively. They have displayed great co-operation, keenness and efficiency, qualities which were well characterised one night in February, 1944, when they destroyed two enemy aircraft and damaged a third.

Acting Squadron Leader John Gordon REES (Aus.265327), R.A.A.F., 51 Sqn.

In January, 1944, this officer was detailed to attack Berlin. En route an engine became unserviceable and it was necessary to sacrifice a great deal of height. Nevertheless, Squadron Leader Rees continued his mission. On the return journey when about 300 miles from the English coast, another engine failed. The aircraft steadily lost further height but eventually crossed the coast to make a successful landing. Squadron Leader Rees has completed many sorties. He is an excellent leader and his knowledge and experience has helped greatly in raising less experienced crews to a high standard of operational efficiency.

Flight Lieutenant Alexander Gardiner BURGESS (129533), R.A.F.V.R., 180 Sqn.

In July, 1944, this officer was navigator of an aircraft detailed to attack a target south of Caen. Considerable anti-aircraft fire was encountered and the aircraft was hit and severely damaged. Several members of the crew were injured and one was killed. Flight Lieutenant Burgess was wounded in the kneecap; nevertheless he remained at his post. On the return journey it was necessary to break formation and seek the nearest airfield. Much of the equipment was out of action and the hydraulics were unserviceable. This officer success-

fully guided his captain through very restricted visibility to an airfield where a masterly crash landing was accomplished. This officer set a fine example of courage and devotion to duty and was largely responsible for the safe return of his aircraft and crew.

Flight Lieutenant Frank Edgar EMENY (Can/J.10489), R.C.A.F., 13 Sqn.

This officer has completed very many sorties and has at all times displayed the highest standard of courage and resolution in pressing home his attacks. He has set an excellent example and has contributed materially to the efficiency of the squadron.

Flight Lieutenant Peter Hamilton FINLEY (Aus.412294), R.A.A.F., 466 (R.A.A.F.) Sqn.

Pilot Officer Roger John EVANS (Aus. 410202), R.A.A.F., 466 (R.A.A.F.) Sqn.

In July, 1944, these officers were pilot and air bomber respectively of an aircraft detailed to attack railway sidings at Vaires. En route the aircraft was hit by an anti-aircraft shell which exploded in the fuselage, rendering the rudders useless and the elevators almost ineffective. It was also probable that the aircraft might break in two. Nevertheless, Flight Lieutenant Finley decided to complete his mission. In the interests of the safety of his crew, Flight Lieutenant Finley advised them to leave by parachute. After consultation with Pilot Officer Evans, who had not escaped by parachute, Flight Lieutenant Finley decided to attempt to bring his crippled aircraft back to base. Pilot Officer Evans was greatly instrumental in enabling the aircraft to be flown to this country. Over England, however, abandonment became essential and the aircraft was observed to disintegrate in mid-air. These officers have displayed great courage and devotion to duty, qualities which have characterized their numerous sorties against heavily defended German targets.

Acting Flight Lieutenant James INWARD (51944), R.A.F., 578 Sqn.

Flight Lieutenant Inward has participated in many sorties as flight engineer, involving attacks against very heavily defended targets in Germany. The courage and determination he has shown throughout a long series of operations were well illustrated in February, 1944, when detailed to attack Stuttgart. It was his first sortie. Whilst over the target area the rear gunner's oxygen tube became detached from his mask and he began to lose consciousness. Flight Lieutenant Inward immediately went to his aid. Despite the fact that protective warmth and ample oxygen supply were essential to ward off frostbite, he removed his gloves in order to grip the oxygen fittings in the rear turret. His own oxygen supply then became exhausted and he began to lose consciousness. He persevered, however, and completed his task before making his way forward to obtain oxygen for himself. Despite the fact that several fingers on both hands had been badly frost bitten, he continued to perform his normal duties. He set an example of the highest order.

Acting Flight Lieutenant John Henry MARKS (173616), R.A.F.V.R., 625 Sqn.

Flight Lieutenant Marks has completed many successful operations against the enemy. During several of his sorties his aircraft has been intercepted by enemy fighters, but by skilful flying he has enabled his gunners to drive the attackers off with well directed fire. Flight Lieutenant Marks has set an example of skill and determination which is worthy of emulation.

Acting Flight Lieutenant Bruce Kenneth McDONALD (Can/J.27538), R.C.A.F., 514 Sqn.

This officer has completed numerous sorties as pilot and captain of aircraft. These have included numerous day and night sorties against a variety of important and heavily defended targets in Germany and occupied territory. He has on more than one occasion continued to the target and completed an operation after one of his engines had failed. In July, 1944, his aircraft sustained severe damage from anti-aircraft fire when making an attack. The starboard fin, rudder, elevator and tailplane were shot away. Displaying great coolness Flight Lieutenant McDonald successfully completed the bombing run and flew the aircraft back to this country where he effected a masterly emergency landing.

Flying Officer Wilfred John BANKS (Can/J.12311), R.C.A.F., 412 (R.C.A.F.) Sqn.

This officer has completed many sorties. He has invariably displayed a high degree of skill and courage and is a keen and resolute pilot. Flying Officer Banks has destroyed six enemy aircraft, three of them on one sortie.

Flying Officer John Stewart CHRISTIE (157629), R.A.F.V.R., 410 Sqn.

This officer has participated in many sorties as observer, involving attacks against enemy airfields, locomotives and barges. On a recent occasion, Flying Officer Christie assisted in the destruction of a Junkers 88 which exploded in the air with such violence that his own was so severely damaged that it could no longer be flown. Flying Officer Christie descended safely by parachute and was rescued from his dinghy six hours later. This officer has invariably displayed a high degree of courage and determination.

Flying Officer Antoine Andre DUCHESNAY (Can/J.11502), R.C.A.F., 10 Sqn.

In air operations this officer has displayed skill, courage and devotion to duty of the highest order.

Flying Officer James Frederick Guy STONHAM (159398), R.A.F.V.R., 150 Sqn.

One night in July, 1944, this officer was captain of an aircraft detailed for mining operations in the Danube. This involved very difficult flying along a predetermined course and against extremely heavy ground defences. Nevertheless, Pilot Officer Stonham determinedly pressed home his attack and successfully laid his mines in the correct position. In so doing he received severe wounds in the head from anti-aircraft fire and his navigator and wireless operator were also injured. The aircraft sustained considerable damage and much equipment was destroyed. The undercarriage and flaps were rendered inoperative and many navigational aids were lost. Despite his own injuries and almost complete lack of flying instruments, Pilot Officer Stonham successfully flew his damaged aircraft over the Yugoslav mountains and reached the enemy coast. He then set a new course for base where he effected a masterly landing. This officer has completed numerous sorties and he has invariably displayed courage, determination and devotion to duty of a high order.

Flying Officer George William Eric WOOLLEY (50515), R.A.F., 254 Sqn.

This officer has participated in a large number of operational missions and has set a fine example of determination and devotion to duty. In August, 1944, he took part in an attack on a heavily defended concentration of enemy shipping south of the Norwegian coast. By his exceptional navigational ability, Flying Officer Woolley contributed in good measure to the success of the operation.

Acting Flying Officer Eric Walter FOX (177010), R.A.F.V.R., 578 Sqn.

This officer has completed many sorties against a variety of targets. He has displayed great keenness and enthusiasm and by his example and leadership has brought his crew to a high standard of operational efficiency. In August, 1944, Flying Officer Fox was captain of an aircraft detailed to attack the Foret de Nieppe. Early on the outward flight the controls became difficult to manipulate. An inspection was made but the fault could not be traced. Flying Officer Fox attempted to gain height but soon afterwards the aircraft became uncontrollable. The starboard wing dropped to an acute angle. The control column was wrenched from the pilot's hands and the wheel swung violently from side to side. He was unable to stop it. At this stage a member of the crew reported that the starboard aileron was vertical and that the port aileron was hanging loosely. Flying Officer Fox ordered his crew to leave by parachute and after they had left he flew the aircraft for a further six minutes before jumping himself. In most trying circumstances this officer displayed great courage and resolution.

Acting Flying Officer James Ernest GIBBERD (Aus.415639), R.A.A.F., 61 Sqn.

This officer has completed many sorties and has invariably displayed courage and devotion to duty. One night in July, 1944, he was captain

of an aircraft detailed to attack Givors. Shortly before reaching the target the aircraft was attacked by a fighter, sustaining damage. An engine became unserviceable whilst a second engine and wing surface were hit. Undeterred Flying Officer Gibberd went on to attack the target with his usual determination. The return flight was made through very bad storms but a successful landing was made at base.

Pilot Officer Richard Neville HANSELL (173340), R.A.F.V.R., 300 Sqn.

This officer has completed very many sorties. He is an extremely keen and excellent leader who has at all times displayed the greatest determination. One night in July, 1944, he was captain of a bomber detailed to attack Stuttgart. En route, the aircraft was attacked by a fighter. Pilot Officer Hansell skilfully manoeuvred his aircraft and with a well directed burst of fire by the mid-upper gunner, the enemy was shot down in flames. A number of navigational aids were lost in the action but this officer determined to complete his mission, flew on to Stuttgart and bombed his objective successfully. On the return flight, the aircraft was again attacked by a fighter but displaying great presence of mind Pilot Officer Hansell evaded the attack and returned safely to base.

Pilot Officer David Robert Charles JAMIESON (Can/J.19196), R.C.A.F., 412 (R.C.A.F.) Sqn.

This officer is now on his second tour of operations. He has completed a large number of sorties and has displayed exceptional keenness to engage the enemy. He has destroyed 5 enemy aircraft, two of these in one combat.

Pilot Officer Gerald Henry James LEONARD (173235), R.A.F.V.R., 158 Sqn.

Pilot Officer Donald Ross CROMARTY (176589), R.A.F.V.R., 158 Sqn.

One night in March, 1944, these officers were pilot and navigator respectively of an aircraft detailed to attack Stuttgart. In the bombing run their aircraft was caught in the full blast of a burst of heavy anti-aircraft fire. The force of the explosion turned the aircraft upside down, shattering the interior lighting and everything movable was thrown about the aircraft. Out of control, the bomber lost considerable height but displaying great skill and coolness Pilot Officer Leonard regained an even keel and flew on to his target which was bombed successfully. By magnificent improvisation Pilot Officer Cromarty calculated courses and directed the aircraft safely back to base. These officers have completed many sorties and have set a fine example throughout.

Pilot Officer Norman Leslie MERRETT (Aus.416446), R.A.A.F., 609 Sqn.

This officer has completed many sorties including attacks against strongly defended enemy targets. In a recent sortie he was the leader of a section of aircraft detailed to attack a mortar position holding up the allied ground advances near Caen. Very heavy enemy opposition was encountered from the ground defences and the aircraft sustained severe damage. Nevertheless Pilot Officer Merrett flew on and successfully silenced the position. Pilot Officer Merrett is an exceptionally efficient member of aircraft crew.

Pilot Officer Kenneth Gordon SLADE-BETTS (175509), R.A.F.V.R., 3 Sqn.

Pilot Officer Slade-Betts has completed a large number of sorties many of them against enemy shipping, industrial targets and enemy airfields. He has at all times displayed the highest standard of courage and resolution in pressing home his attacks and has inflicted much loss on the enemy. Pilot Officer Slade-Betts has destroyed 20 flying bombs.

Pilot Officer James Neale THORNE (175902), R.A.F.V.R., 122 Sqn.

This officer has a notable operational record. He has completed many sorties, inflicting much damage on the enemy. In a recent engagement, against a superior force of enemy aircraft, Pilot Officer Thorne personally destroyed two and damaged another. He is a skilful and resolute pilot and has displayed a fine fighting spirit. He has destroyed 5 enemy aircraft.

Warrant Officer Dennis GOSLING (999332), R.A.F.V.R., 604 Sqn.

This officer has participated in many sorties. He is an extremely efficient observer and has

assisted in the destruction of 6 enemy aircraft. His keenness and devotion to duty have been unflinching.

Warrant Officer Ian MACDONALD (1059249), R.A.F.V.R..

In air operations this officer has displayed skill, courage and devotion to duty of the highest order.

Distinguished Flying Cross.

Flying Officer Malcolm Stjernqvist BUCHANAN (Aus.414641), R.A.A.F., 78 Sqn.

Conspicuous Gallantry Medal (Flying).

1571262 Sergeant William James BAILEY, R.A.F.V.R., 78 Sqn.

One night in July, 1944, this officer and airman were captain and flight engineer respectively of an aircraft detailed to attack a target in North France. After the target had been bombed, the bomber was attacked by an enemy fighter and sustained severe damage. A fire broke out within the aircraft and an explosion occurred in Sergeant Bailey's compartment wounding him in both legs. Disregarding his injuries, this airman fought the fire until the flames were quelled. Meanwhile Flying Officer Buchanan, who had been severely burnt about the face, flew the aircraft on a level course. This officer and airman have completed many sorties and have at all times displayed courage, fortitude and determination of a high order.

Distinguished Flying Medal.

1033272 Flight Sergeant James Ernest GIFFORD, R.A.F.V.R., 18 Sqn.

1482189 Flight Sergeant Stanley Jefferson BARKER, R.A.F.V.R., 18 Sqn.

One night in August, 1944, these airmen were pilot and navigator respectively of an aircraft detailed to attack a heavily defended bridge across the River Arno, over which the enemy forces were withdrawing. Despite considerable anti-aircraft opposition, the bridge was bombed and destroyed. These airmen have completed very many sorties and have continuously displayed exceptional keenness and co-operation.

1323013 Flight Sergeant Leonard William RIDDLE, R.A.F.V.R., 7 Sqn.

2203719 Sergeant Richard BOSTOCK, R.A.F.V.R., 7 Sqn.

1895615 Sergeant Bernard Allan LOOSLEY, R.A.F.V.R., 7 Sqn.

One night in July, 1944, these airmen were navigator, flight engineer and mid-upper gunner respectively of an aircraft detailed to attack Hamburg. Soon after completing the bombing run, the aircraft was hit by anti-aircraft fire and fires broke out. Sergeant Loosley was trapped at the rear end of the fuselage and, unable to quell the flames with extinguishers, he removed his flying kit and used it as a means of successfully extinguishing the fires. Meanwhile Flight Sergeant Riddle and Sergeant Bostock fought the fires in the fuselage and rendered very valuable help to their pilot, who had received injuries. On the return flight the damaged aircraft was extremely

difficult to control. Only two engines were in action and much equipment was lost. Although badly injured, these airmen displayed great skill and fortitude and played a good part in the safe return of the aircraft to this country.

1104382 Sergeant Robert Stanley ROBERTS, R.A.F.V.R., 7 Sqn.

One night in July, 1944, this airman was wireless operator of an aircraft detailed to attack Hamburg. Shortly after leaving the target area, the bomber was hit by anti-aircraft fire and set on fire. Sergeant Roberts was severely burnt in the face, hands and legs; nevertheless he managed to put out the fires in the vicinity of his position and sent an S.O.S. message before his equipment became totally unserviceable. For the remainder of the return flight, this airman, disregarding his own injuries, administered first aid and morphia to another crew member who had received severe burns and was very ill. Not until the aircraft had reached this country did Sergeant Roberts make any mention of his own injuries. He has completed many sorties against a variety of targets and his courage and fortitude have been of the highest order.

Air Ministry, 22nd September, 1944.

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

Distinguished Service Order.

Acting Group Captain Charles Stewart MORICE, M.C. (03003), R.A.F.
Squadron Leader Arthur George HANDS (62430), R.A.F.V.R.

Government House, Canberra, 22nd September, 1944.

ROYAL AUSTRALIAN AIR FORCE.

The KING has been graciously pleased to approve the following award with effect from 31st August, 1944, in recognition of gallantry displayed in flying operations against the enemy in the South-West Pacific area:—

Distinguished Service Order.

Acting Air Commodore Frederick Rudolph William SCHERGER, A.F.C.

Office of the Minister of Defence, Wellington, New Zealand, 22nd September, 1944.

ROYAL NEW ZEALAND AIR FORCE.

The KING has been graciously pleased to approve the following awards in recognition of gallantry and devotion to duty in the execution of air operations in the South-West Pacific area:—

Distinguished Flying Cross.

Squadron Leader Stanley Gilbert QUILL (N.Z.1059), 14 (N.Z.) Sqn.
Flying Officer Rex Alexander WEBER (N.Z.404979), 14 (N.Z.) Sqn.

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