



FIFTH SUPPLEMENT TO The London Gazette

Of TUESDAY, the 17th of OCTOBER, 1944

Published by Authority

Registered as a newspaper

FRIDAY, 20 OCTOBER, 1944

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD.

St. James's Palace, S.W.1.
20th October, 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 Frederick Arthur James Chapman (44140), Royal Air Force.

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

Flying Officer Lewis Leyshon Thomas (113772), Royal Air Force Volunteer Reserve.

Awarded the British Empire Medal (Military Division):—

3050143 Aircraftman 1st Class Verner Skerrett, Royal Air Force.

In April, 1944, an aircraft crashed and caught fire at a Royal Air Force Station, of the crew of five, one member was thrown clear. The above officer and airman went into the flames whilst ammunition was exploding all around in order to rescue the remaining members. Squadron Leader Chapman, the chief technical officer at the station, succeeded in dragging clear an airman who was trapped amongst the burning wreckage. Flying Officer Thomas, a physical training officer, was also able to extricate another member who was caught, near the lower part of his body, by the wreckage. Aircraftman Skerrett, an airman employed on fire fighting duties, was successful in extricating one of the pilots from the cockpit. In effecting this rescue, Aircraftman Skerrett sustained several cuts and bruises and was told to report to sick quarters. He insisted on remaining however, and helped in putting out the conflagration. All three rescuers displayed courage in dangerous circumstances. Four members of the crew, including the one thrown clear, were saved from the wreckage, a result which was achieved owing to the bravery of these two officers and airman.

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

Flying Officer James Frederick Smith (141924), Royal Air Force Volunteer Reserve.

Awarded the British Empire Medal (Military Division):—

756609 Corporal Rex Arthur Deakin, Royal Air Force Volunteer Reserve.

One night in July, 1944, a Wellington aircraft, which was coming in to land stalled and crashed into a bomb dump. The aircraft immediately burst into flames and a large number of 30 lb. explosive incendiary bombs became ignited. Despite the appalling nature of the conflagration, which was greatly increased by the presence of hundreds of gallons of petrol, and high explosive bombs which commenced to detonate in the dump, Flying Officer Smith (the unit fire officer) immediately took charge of the fire fighting operations. With the help of Corporal Deakin (the non-commissioned Officer-in-Charge of the fire party) Flying Officer Smith directed the operations to subdue the fire in a most capable and efficient manner for a period of 1½ hours. The fire was fought from very close range, without cover, and eventually it was extinguished. The strenuous work had prevented it from spreading over the whole of the dump. This officer and airman displayed outstanding courage and initiative in the face of great danger and their actions resulted in much valuable property and material being saved.

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

Flying Officer Basil Thomson (130755), Royal Air Force Volunteer Reserve.

Awarded the British Empire Medal (Military Division):—

512356 Leading Aircraftman John Henry Trotter, Royal Air Force Volunteer Reserve.

At about 10.00 hours one day in May, 1944, a four engined aircraft crashed on a main surface bomb dump which contained a large number of 500 lb. and 1,000 lb. bombs. The aircraft burst into flames immediately and the port outer and inner motors were thrown on to the bombs. Flying Officer Thomson (the station fire officer) and Aircraftman Trotter (the non-commissioned Officer-in-Charge of a crash tender crew), were on the scene almost immediately and fire fighting appliances from two crash tenders were operating, under Flying Officer Thomson's direction, within 15 seconds of the crash. Petrol was flowing from the aircraft and a large part of the fuselage and wings were soon burnt out completely; the bombs became too hot to touch. During a hazardous inspection of the fuselage, Flying Officer Thomson observed one bomb, which had become dislodged from the dump, lying under the main fuselage of the

crashed aircraft and in the centre of the fire. He obtained assistance and the bomb was successfully removed. Flying Officer Thomson showed outstanding courage, leadership, and determination and, with Leading Aircraftman Trotter who also played a valiant part in dangerous conditions, was responsible for the saving of much valuable equipment.

Awarded the George Medal.

Wing Commander Basil Gibson Carroll (37003), Royal Air Force.

Flight Lieutenant Wilfred Turner (48336), Royal Air Force.

In July, 1944, two Typhoon aircraft and a petrol dump were set on fire during an enemy air attack against an airfield. Fire tenders were brought into action and, under the supervision of Wing Commander Carroll, the fire in one aircraft was extinguished quickly. A second aircraft loaded with cannon shells and also carrying rocket projectiles, was burning furiously. Ammunition, petrol tanks and rockets were exploding in all directions. Two rockets, which were pointing towards other aircraft and a dispersal area, remained in the starboard wing. Realising that it was impossible to extinguish the fire, Wing Commander Carroll and Flight Lieutenant Turner donned asbestos gloves and endeavoured to remove the rockets. This necessitated crawling under the wing and, had the starboard oleo leg collapsed, both officers would probably have been crushed to death. Undaunted by the intense heat and grave danger, these officers succeeded in removing the rockets. Wing Commander Carroll also assisted to roll away two 500-lb. bombs which were near the fire. Throughout the whole operation Wing Commander Carroll and Flight Lieutenant Turner displayed courage and determination of a very high standard and set an excellent example. By their action they nullified a very great potential danger to personnel and aircraft in the vicinity.

Squadron Leader Leonard William Waldron Modley, O.B.E. (24098), Reserve of Air Force Officers.

One night in November, 1943, this officer displayed courage in assisting ashore the survivors of the crew of a Wellington aircraft which had crashed on a heavy sea. He was one of a party of helpers who managed to climb out on to some rocks at a point about 50 yards from the airmen who were then in their dinghy. Squadron Leader Modley volunteered to swim to them with a rope but the heavy seas rendered the chance of success unlikely and he was dissuaded from this. Eventually a weighted rope was thrown to the nearest airman in order that it might be secured to the rocks which the survivors had now reached. In order to obtain sufficient length of rope to enable the airmen to fasten the rope to the rocks at their end, Squadron Leader Modley tied the other end around his waist and clung to the furthestmost point of the rocks on which the rescue party was stationed. In this position, with heavy seas breaking over him, he was able to act as an anchor. The survivors were able to cross the sea by using the rope and, with Squadron Leader Modley's assistance they were pulled to safety.

On another occasion in May, 1944, a Spitfire aircraft dived into the ground from a height of about 100 ft.; the pilot sustained severe injuries and was rendered unconscious. The fire tender arrived on the scene within 30 seconds of the crash and Squadron Leader Modley, who was in command at the airfield, arrived almost simultaneously. He saw the pilot amongst the wreckage, and, with the assistance of two members of the fire crew, immediately endeavoured to rescue him. Whilst the three men were lifting the pilot out of the cockpit, a violent explosion occurred which threw them to the ground. The petrol tanks had exploded and the aircraft became enveloped in flames. The pilot remained face downwards over the side of the fuselage. Squadron Leader Modley, completely undaunted by the explosion, at once rushed back into the flames and resumed his rescue work. He was successful in dragging the pilot clear. Meanwhile, two members of the fire crew brought the fire hose into action and assisted Squadron Leader Modley to extinguish the flames on the pilot's burning clothes. Unfortunately the pilot died of his injuries. In effecting this rescue Squadron Leader Modley sustained burns to his hands, face and ankles.

Acting Squadron Leader Samuel James Davies, M.B.E. (45085), Royal Air Force.

In May, 1944, this officer was in the vicinity when an aircraft, shortly after taking off on an operational flight, crashed and burst into flames. Squadron Leader Davies immediately drove to the scene and observed the rear gunner collapse in an attempt to get out of the aircraft. Heedless of the danger from the ammunition which was exploding, and also being aware that the aircraft carried bombs, he climbed on to the wing to extricate the rear gunner whose head and shoulders were hanging over the side of the cockpit. He had to free the latter's harness which had become entangled in some part of the aircraft, but he finally managed to lift him out of the cockpit and drag him clear of the burning wreckage. Squadron Leader Davies then attempted to lift the body of the pilot out of the blazing front cockpit but was unsuccessful in doing this owing to the smoke and flames. He could see that the pilot had been killed in the crash. After warning all personnel of an imminent explosion he, with assistance from another airman, carried the gunner to the sick quarters. Less than two minutes after he had left the scene, two 500 lb. bombs exploded completely destroying the aircraft. The timely and courageous action of Squadron Leader Davies had saved the life of the rear gunner.

Acting Warrant Officer James Trevor Seward Stevens (618154), Royal Air Force.

In February, 1944, an aircraft returned from operations with ten bombs fused with three types of long delay fuses. When work was in progress to remove the bombs from the aircraft, seven fell from the bomb racks and, in view of the nature of the fuses, they were quickly segregated by the Station Ordnance Officer. Special equipment was necessary to remove the fuses and, later, Warrant Officer Stevens, accompanied by another officer, reported at the station with apparatus which he had designed to deal with these types of fuses by remote control. Although a safety period had occurred equal to twice the normal delay of the fuses, Warrant Officer Stevens knew that, in the cold weather which prevailed, the behaviour of such fuses is quite unpredictable and that detonations might occur whilst he was still working on the bombs. In spite of this he carried out his task and, after two hours, had successfully withdrawn the fuses from the bombs. He was using his apparatus for the first time and it had not been subjected to any previous test. He showed complete disregard of danger throughout. Warrant Officer Stevens has displayed great devotion to duty whilst employed on bomb disposal work for the past three years and, in conjunction with other officers, has taken part in some 16 bomb disposal operations, a good proportion of which have been of an experimental nature in which apparatus made by him has been employed.

Awarded the British Empire Medal (Military Division).

Aus.427452 Flight Sergeant Donald Houssemayne Duboulay, Royal Australian Air Force.

In June, 1944, this airman was the wireless operator of a Stirling aircraft detailed for a mine laying operation. The mines were laid successfully but, almost immediately afterwards, the aircraft was coned by searchlights and subjected to intense and accurate anti-aircraft fire. The bomber was hit in many places; the brakes were rendered useless and the engineer was seriously wounded. On the return journey Flight Sergeant Duboulay rendered valuable assistance to the navigator and tended the engineer whilst watching his instruments for him. Base was eventually reached but, owing to the failure of the brakes, the aircraft ran off the end of the runway and immediately burst into flames. Despite the danger from the exploding petrol tanks and ammunition, Flight Sergeant Duboulay remained in the blazing aircraft and picked up the wounded engineer. He helped him along the fuselage which was at a very steep angle. This task was rendered doubly difficult as the hydraulic fluid from the mid-upper turret was running down inside the fuselage. Nevertheless Flight Sergeant Duboulay, displaying complete disregard for his own safety, assisted his comrade to the fuselage door which he succeeded in opening. As the door was some 20 feet from the ground Flight Sergeant Duboulay was unable to get his comrade to safety unaided. Calling for assistance from the remainder of the crew, who

had extricated themselves, Flight Sergeant Duboulay was able to lower the engineer into their arms. Flight Sergeant Duboulay's courageous action undoubtedly saved his comrade's life and was an inspiring example to others.

1577262 Flight Sergeant John Greasley, Royal Air Force Volunteer Reserve.

In June, 1944, Flight Sergeant Greasley, a flying instructor, was flying a Tiger Moth, having a pupil navigator on board, when he noticed an aircraft blazing on the ground. He immediately came down low and circled the aircraft. Seeing no assistance being rendered, he landed about 100 yds. away from the crash. The crashed aircraft was burning furiously and one of the petrol tanks had been thrown clear and was on fire. There was imminent risk of the tank exploding and of the remaining tank in the aircraft doing likewise. Nevertheless, disregarding his own safety, Flight Sergeant Greasley searched the blazing wreckage and, with the help of his pupil, he dragged the navigator clear and beat out the flames on his burning clothing. The navigator, however, was dead. Flight Sergeant Greasley returned to search for the pilot, but was unsuccessful in discovering him. Flight Sergeant Greasley showed great presence of mind, coolness and courage. He had to make a hazardous landing and then took a considerable risk in carrying out rescue work when there was a possibility of petrol tanks exploding.

548634 Flight Sergeant William Woodro McQueen, Royal Air Force.

As acting master of a high speed launch Flight Sergeant McQueen was, one night in April, 1944, directed to proceed to the assistance of a Catalina aircraft which had come down on the sea. Extremely heavy weather prevailed at the time, but, after several unsuccessful attempts had been made, the aircraft was finally taken in tow by the launch and brought safely back to base without damage or casualties. During the fourteen hours at sea, in waters within easy reach of enemy aircraft, Flight Sergeant McQueen remained on the bridge directing the operation. It was entirely due to his initiative and excellent seamanship that the aircraft and crew were successfully rescued. He has served as coxswain on many air/sea rescue sorties during the past five years but this was the first sortie in which he was in command of a high speed launch.

Can/R.187721 Flight Sergeant Eric Stewart Neill, Royal Canadian Air Force.

This airman was mid-upper gunner of a bomber which, when preparing to land on return from an operational mission, crashed. The aircraft was scattered over a considerable area and demolished a house which immediately caught fire. Flight Sergeant Neill managed to extricate himself from the burning aircraft wreckage and, with great presence of mind, succeeded in dragging out four other members of the crew. Three of these were found later to be dead but the pilot, who was dangerously injured, owes his life to Flight Sergeant Neill's prompt and gallant action. Flight Sergeant Neill also assisted in rescuing two women and two children who were trapped in the demolished and burning house. He displayed exceptional coolness and courage under very perilous circumstances.

1353035 Acting Flight Sergeant George Frederick Wotton, Royal Air Force Volunteer Reserve.

During live hand grenade practice at a range in April, 1944, Flight Sergeant Wotton was instructing airmen in the final stages of a course. An airman made a false throw and the grenade, after hitting the parapet, fell back into the throwing pit. The pupil had jumped to the narrow passage leading from the pit and the grenade rolled between his legs. With great presence of mind Flight Sergeant Wotton pulled the pupil to the ground behind some sandbags and picked up the grenade, throwing it clear of the pit. It exploded after travelling five yards. By his prompt and courageous action Flight Sergeant Wotton saved the life of the pupil. There was insufficient time for the pupil to be pulled round the traverse of the pit as this involved turning two corners.

1370101 Sergeant James Strathie Eadie, Royal Air Force Volunteer Reserve.

In February, 1944, an aircraft in which this airman was serving as wireless operator (air) collided

with a high tension cable and crashed in flames. Two of the crew were killed and seven were injured. Sergeant Eadie, however, escaped injury. Although he was soaked in engine oil, he gallantly re-entered the blazing aircraft and rescued a crew member who was trapped and unconscious. He passed him out of the aircraft to a civilian who had arrived to help in removing the injured. Sergeant Eadie again entered the aircraft, and, with the assistance of the civilian, helped three other members of the crew to safety. He did not leave the wreckage until the whole of the crew had been accounted for. During this time the aircraft was burning furiously and ammunition was exploding. Sergeant Eadie's courage and complete disregard for his personal safety were of a very high order.

517999 Sergeant John Arthur Farnath, Royal Air Force.

One night in April, 1944, a Wellington aircraft crashed on take off. The crew abandoned the aircraft but the starboard engine was left running. When Sergeant Farnath reached the scene petrol was pouring from the starboard wing tanks and two 500 lb. bombs were lying beneath the starboard inner plane. Realising the danger to other aircraft and personnel in the vicinity should an explosion occur, Sergeant Farnath entered the cockpit in an endeavour to stop the engine. The controls, however, were jammed. He then went to the back of the engine and, with great difficulty, owing to the terrific slip-stream and heat coming from the engine which was running at some 3,000 r.p.m., he managed to remove the side cowl and, by operating the cut-out control, was able to stop the engine. This operation took 20 minutes to complete. His initiative and disregard for his own safety undoubtedly saved a number of aircraft from blowing up or being burnt out. He has previously exhibited similar initiative and devotion to duty.

1088349 Corporal Ernest Leslie Bond, Royal Air Force Volunteer Reserve.

In April, 1944, a Wellington aircraft crashed at the end of the runway shortly after becoming airborne. Corporal Bond was first on the scene and immediately assisted the rear gunner out of his turret. By then the fuselage was burning furiously. Shouts were now heard from inside and Corporal Bond realised that the only means of escape was through the rear turret. He received assistance from another airman and, together, they grabbed the guns and managed to revolve the turret dead astern thus enabling an air crew member who had been trapped inside the fuselage to enter the turret. The air crew member locked the turret doors and attempted to turn the turret to port. He found that it would not move so Corporal Bond instructed him to hold the lock up and operate the manual control. Whilst the turret was then being turned round to port a large explosion occurred. Corporal Bond was not deterred, however, and he finally held the air crew member's harness and dragged him to safety. By his courage and promptitude, he saved the life of a colleague.

1329955 Corporal Reginald Philip Müller, Royal Air Force Volunteer Reserve.

In April, 1944, an Oxford aircraft crashed and caught fire; the pilot was trapped by his feet and unable to release himself. Corporal Müller, who was in the vicinity, hurried to the scene of the accident and immediately endeavoured to extricate the airman who was surrounded by the flames. Whilst the rescuer was thus engaged, an explosion occurred, followed by several minor explosions. Despite this and the intense heat, Corporal Müller persisted in his rescue efforts but was unable to free the pilot. Meanwhile, 2 American officers had arrived on the scene with a fire extinguisher taken from their car. Corporal Müller then went back into the flames and, aided by the officers and an American soldier (a driver), he succeeded in extricating the pilot. Corporal Müller displayed fine courage and his prompt and gallant action undoubtedly save the pilot's life.

916502 Corporal Ronald Edmund Roberts, Royal Air Force Volunteer Reserve.

In May, 1944, at Anzio, Corporal Roberts was nursing orderly in an air-sea rescue launch which was despatched to assist in a rescue operation at a position only three miles from the German-held coast line. The launch was attacked by enemy fighter aircraft and Corporal Roberts was hit by .5 calibre bullets, in the hand, thigh and

hip. Despite his injuries he dragged a wounded gunner from his gun turret and dressed his wounds. Only when his work was finished did he mention the fact that he himself was wounded. The calmness and courage of this airman were of the highest order and he set a fine example to others.

918736 Corporal Kenneth Batten Bassett-Thomson, Royal Air Force Volunteer Reserve.

1485611 Leading Aircraftman Stanley Goodacre, Royal Air Force Volunteer Reserve.

In June 1944, these airmen were working on an airfield when a Wellington aircraft, in an attempt to make a forced landing, crashed outside the airfield and burst into flames. They immediately ran to the scene and, by the time they arrived the flames were spreading towards the pilot's cockpit. Ammunition was exploding in the central turret. The pilot was unconscious and trapped inside the aircraft. Corporal Bassett-Thomson and a civilian assisted Leading Aircraftman Goodacre to climb on to the wing in an effort to reach the pilot. Leading Aircraftman Goodacre then saw a break in the perspex and, thrusting his head and shoulders through, he was able to seize the unconscious man and, twisting him round, he freed him. He then took off his parachute harness. Meanwhile, Corporal Bassett-Thomson had smashed a hole in the side of the cockpit. Leading Aircraftman Goodacre was able to lift the pilot out through this hole to Corporal Bassett-Thomson and the civilian, both of whom dragged him clear. As soon as this had been done the petrol tanks exploded and the aircraft became completely enveloped in flames. The presence of mind and outstanding courage of these airmen, who acted with total disregard for their own safety, was most praiseworthy.

1563144 Leading Aircraftman Robert Sadler Alexander, Royal Air Force Volunteer Reserve.

631449 Aircraftman 1st Class Robert Walter Chapman, Royal Air Force Volunteer Reserve.

In April, 1944, a refueller, containing about 600 gallons of aviation fuel, caught fire whilst alongside a Catalina aircraft. An attempt was made to put out the fire and so save the aircraft from catching alight. The above airmen were in the party which went alongside the refueller in the marine tender to make this attempt but it was found impossible to subdue the fire as the refueller was red hot and the fuel blazed again as soon as the extinguishers had been expended. An attempt to save the aircraft was then made by trying to tow the refueller away. It was fastened to a buoy, however, and a line had to be taken from the marine tender to the refueller which, when pulled, moved the refueller about 5 or 6 feet from the aircraft. Alexander and Chapman dived through this space into the water to disconnect the cable securing the refueller to the buoy but had to abandon their efforts as the heat from the red hot sides of the refueller was too great. These two airmen finally made an attempt to set the aircraft adrift. They dived and managed to unshackle the Catalina from the buoy; it was then towed to safety. Both airmen showed considerable courage in dangerous circumstances. The aircraft which might have caught fire, carried depth charges and had just been refuelled, facts of which they were aware.

625825 Leading Aircraftman John Judge, Royal Air Force.

One night in March, 1944, a Beaufighter aircraft crashed on take-off and burst into flames. The pilot was killed. Aircraftman Judge, a member of the airfield crash party, rendered sterling services by assisting to break into the rear of the fuselage, and climbing forward in an endeavour to free the observer. He was unable to free the latter but kept him sprayed with water. Ultimately the rescue party, working from the outside, were able to cut their way through and extricate the observer. This airman's action undoubtedly helped to save the observer's life. During the whole of his efforts, the aircraft was blazing with cannon and .303 ammunition exploding in all directions.

1576927 Leading Aircraftman Desmond Arthur Wilkinson, Royal Air Force Volunteer Reserve.

Leading Aircraftman Wilkinson was a member of the crew of a high speed launch standing by for rescue work at Anzio in April, 1944. At about noon a pilot was seen to abandon his aircraft and fall into the sea. The launch im-

mediately proceeded to the rescue. A very heavy sea was running with waves about 10 feet high. When the pilot was seen it looked as though the attempt at rescue would have to be abandoned as none but an exceptionally strong swimmer could have faced the water and the launch could not get close enough to be of any use. Leading Aircraftman Wilkinson, however, volunteered to jump overboard and attempt to bring the pilot in. At great personal danger, he dived into the heavy sea with the end of a heaving line and, with its aid, succeeded in bringing the pilot aboard. Leading Aircraftman Wilkinson then applied artificial respiration all the way back to port but unfortunately the pilot succumbed. The bravery and devotion to duty displayed by Leading Aircraftman Wilkinson were of a very high standard.

Air Ministry, 20th October, 1944.

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

Bar to Distinguished Service Order.

Acting Group Captain Peter Guy WYKEHAM-BARNES, D.S.O., D.F.C., R.A.F.

This officer has displayed the highest qualities of skill, gallantry and devotion to duty. He is a masterly leader whose good judgment and undoubted tactical ability have been reflected in the operational efficiency of the squadrons he commands. Since the landing in Northern France the squadrons have completed very many sorties and have achieved much success. Group Captain Wykeham-Barnes has participated in many of these missions, especially the more difficult of the assignments, and throughout his example has inspired all.

Distinguished Service Order.

Acting Wing Commander Walter Thomas BROOKS (39932), R.A.F.O., 635 Sqn.

In August, 1944, Wing Commander Brooks was detailed to attack, in daylight, an oil installation in Hamburg. In spite of fierce anti-aircraft defences, the attack was carried out with great accuracy. Wing Commander Brooks has raised the efficiency of the squadron to a very high standard. He has the complete confidence of his crew and the good results achieved by them have been due to his inspiring leadership.

Acting Wing Commander George Clinton KEEFER, D.F.C. (Can/J.5022), R.C.A.F.

This officer has completed many sorties since being awarded a bar to the Distinguished Flying Cross and his record is outstanding. Within the past few months he has led large formations of aircraft on air operations during which 40 enemy aircraft have been destroyed. The successes obtained reflect the greatest credit on the skill, gallantry and resolution of Wing Commander Keefer. This officer has been responsible for the destruction of 8 hostile aircraft.

Bar to Distinguished Flying Cross.

Acting Squadron Leader James Gillies BENSON, D.F.C. (81365), R.A.F.V.R., 157 Sqn.

Squadron Leader Benson has completed a large number of sorties. He has been responsible for the destruction of at least five enemy aircraft and six flying bombs; he has also effectively attacked several locomotives and supply trucks. This officer has shown a fine fighting spirit and his gallantry and determination have been exceptional.

Acting Squadron Leader John Christopher WELLS, D.F.C. (45883), R.A.F., 609 Sqn.

Squadron Leader Wells has led the squadron and, on other occasions, larger formations of aircraft in many attacks on difficult targets. He has displayed the highest standard of skill and resolution and his leadership has been most inspiring. Among his achievements, Squadron Leader Wells has destroyed 6 enemy aircraft.

Flight Lieutenant Maurice Henry PINCHES, D.F.C. (49207), R.A.F., 122 Sqn.

Flight Lieutenant Pinches has now destroyed four more enemy aircraft and damaged several others. He continues to display a fine fighting spirit and great gallantry.

Distinguished Flying Cross.

Wing Commander Niel Ballingal Reid BROMLEY, O.B.E. (33158), R.A.F., 169 Sqn.

Wing Commander Bromley has completed many sorties and has destroyed three enemy aircraft. He has proved himself a fine and inspiring leader.

Acting Wing Commander John Alexander SPROULE (39693), R.A.F., 48 Sqn.

One morning in August, 1944, Wing Commander Sproule led his squadron on a vital supply mission to France. While over the target his aircraft was hit by light anti-aircraft fire in many places. Although the aircraft had sustained much damage and the rudder was useless a course was set for a landing ground which was safely reached. Almost as the aircraft touched down it collided against a tree. Even so, a successful crash-landing was effected. This officer displayed exceptional skill and great determination in the face of most adverse circumstances.

Squadron Leader James Dean SOMERVILLE (Can/J. 1999), R.C.A.F., 410 (R.C.A.F.) Sqn.

Flying Officer George Douglas ROBINSON (Can/J. 20412), R.C.A.F., 410 (R.C.A.F.) Sqn.

As pilot and observer respectively these officers have completed very many sorties. They have displayed the highest standard of skill and determination, qualities which were well illustrated on their first sortie when they destroyed a Junkers 88. Since then they have shot down another three enemy aircraft at night.

Acting Squadron Leader Frederick Charles KRUGER, D.F.M. (Can/J. 16392), R.C.A.F., 420 (R.C.A.F.) Sqn.

Squadron Leader Kruger has completed many sorties on his second tour of operational duty. He has carried out many successful attacks on targets of importance in Germany, France and Italy. He has proved himself an excellent leader and his courage and ability are of the highest standard.

Acting Squadron Leader Robert Asher REECE, D.F.M. (44414), R.A.F.

As navigation officer Squadron Leader Reece has taken every opportunity to participate in sorties against the enemy and has taken part in many successful attacks. He has been untiring in his efforts to raise the standard of navigation and bomb aiming in the squadrons to the highest level and the results achieved are a marked testimony to his great skill.

Acting Squadron Leader Graham David ROBERTSON (Can/J. 15113), R.C.A.F., 411 Sqn.

Squadron Leader Robertson's keenness and enthusiasm to engage the enemy have been an inspiration to all those under his command. He has completed a second tour of operational duty during which he has been responsible for the destruction of a large number of enemy vehicles and other targets on the ground. He has destroyed four enemy aircraft.

Flight Lieutenant Eric Granville ATKINS (127846), R.A.F.V.R., 305 Sqn.

This officer has set a fine example of skill, courage and devotion to duty. He has completed a large number of sorties during which he has attacked a variety of targets including enemy airfields in France, Germany, Belgium and Holland. His determination to make every sortie a success has won the greatest praise.

Flight Lieutenant Edward William GABITES (N.Z. 413055), R.N.Z.A.F., 21 Sqn.

Flight Lieutenant Gabites has proved himself an exceptionally determined and skilful navigator. He has participated in many sorties involving attacks on military targets and small heavily defended installations in enemy occupied territory. The successes obtained are a fine tribute to this officer's sterling qualities.

Flight Lieutenant Michael GRAHAM (67660), R.A.F.V.R., 83 Sqn.

Flight Lieutenant Graham has shown consistent keenness and determination to engage the enemy at all times. He has destroyed at least five enemy aircraft and damaged several others. He is a most inspiring flight commander.

Flight Lieutenant Kenneth James HARDING (119739), R.A.F.V.R., 198 Sqn.

Flight Lieutenant Harding has led the squadron on many attacks on heavily defended targets. Much of the success achieved can be attributed

to this officer's great skill, courage and determination. He is a keen and forceful flight commander whose excellent work has been worthy of the highest praise.

Flight Lieutenant David James HAWKINS (129465), R.A.F.V.R., 132 Sqn.

Flight Squadron Hawkins is an excellent pilot and a courageous and skilful leader. On various occasions he has led attacks on superior forces of enemy aircraft without loss to his section. He has participated in many sorties over enemy occupied territory and has been responsible for the destruction of much enemy mechanical transport.

Flight Lieutenant Jack HEPWORTH (129979), R.A.F.V.R., 613 Sqn.

As navigator Flight Lieutenant Hepworth has carried out a large number of daylight attacks in the Pas de Calais area and many intruder patrols far into Germany. His skill and efficiency have been outstanding.

Flight Lieutenant George William JOHNSON (Can/J. 9262), R.C.A.F., 401 (R.C.A.F.) Sqn.

This officer is a highly capable and skilful flight commander. Within a short period recently, he has destroyed 5 enemy aircraft; he has also damaged a great deal of enemy transport on the ground. His leadership and zeal for operations have been a fine example to all.

Flight Lieutenant John Owen MATHEWS (67630), R.A.F.V.R., 157 Sqn.

Warrant Officer Alan PENROSE (1113654), R.A.F., 157 Sqn.

As pilot and navigator respectively Flight Lieutenant Mathews and Warrant Officer Penrose have completed many sorties and have displayed a high degree of skill and co-operation. They have destroyed 2 enemy aircraft; they have also destroyed 5 flying bombs.

Flight Lieutenant Peter Osborne MILES (112012), R.A.F.V.R., 16 Sqn.

This officer has completed a large number of varied sorties, including many successful reconnaissances. Prior to the liberation of Northern France he has reconnoitred considerable areas of the coast. In the execution of these tasks Flight Lieutenant Miles displayed skill, gallantry and determination of a high order.

Flight Lieutenant William James MOORE (115392), R.A.F.V.R., 174 Sqn.

Flight Lieutenant Moore has carried out many reconnaissance flights over Holland and along the Dutch and French coasts with much success. Since May, 1944, he has led the flight with skill and courage in attacks on such targets as radio installations, enemy strongpoints, troop concentrations and heavily armoured vehicles and much destruction has been caused.

Flight Lieutenant John Alan QUINTON (115714), R.A.F.V.R., 604 Sqn.

This officer has displayed commendable courage and devotion to duty in air operations. He is a navigator of high merit and has proved a valuable acquisition to the squadron. He has assisted in the destruction of 3 enemy aircraft.

Flight Lieutenant George Norman Fairfax ROBINSON (129980), R.A.F.V.R., 305 Sqn.

This officer, as leading navigator, has taken part in many sorties, involving attacks on such targets as railway sidings, industrial and power plants, dockyards and airfields. Throughout his operational career, Flight Lieutenant Robinson has always set himself a very high standard and has displayed qualities of keenness and devotion to duty which have been worthy of much praise.

Flight Lieutenant Ronald William SMITH (111709), R.A.F.V.R., 613 Sqn.

Flight Lieutenant Smith has taken part in very many sorties, involving flights far into Germany and enemy occupied countries, often in adverse weather and against heavy opposition. Flight Lieutenant Smith has at all times shown considerable skill and determination in pressing home his attacks and his example has been most commendable.

Flight Lieutenant Richard Martin STAYNER (Can/C. 1647), R.C.A.F., 401 (R.C.A.F.) Sqn.

Flight Lieutenant Stayner has shown an exceptionally high standard of leadership and devotion to duty over a long period of operational flying. He has led his squadron on

many occasions in attacks against a variety of targets with great success. He has destroyed 3 enemy aircraft.

Flight Lieutenant Philip Vincent TRUSCOTT (86235), R.A.F.V.R., 169 Sqn.

Flight Lieutenant Truscott has flown on many operational sorties. He has set a splendid example by his courage, skill and determination, and has assisted in the destruction of four enemy aircraft. His services have been of immense value to the squadron.

Flight Lieutenant Eric Horace Anthony VERNON-JARVIS (65545), R.A.F.V.R., 175 Sqn.

As flight commander, this officer has led his flight consistently well on a large number of sorties. He has attacked numerous targets with great success, causing much destruction. His keenness and determination have always been evident and he has set a splendid example.

Flight Lieutenant Donald WILLIAMS (111234), R.A.F.V.R., 524 Sqn.

Flying Officer Henry James COBB (143083), R.A.F.V.R., 524 Sqn.

As navigator and pilot respectively these officers have completed a very large number of sorties and have displayed great skill, co-operation and determination throughout. On several occasions they have taken part in attacks on enemy E. boats and their excellent work has contributed materially to the successes obtained. They have set a fine example of courage and devotion to duty.

Acting Flight Lieutenant John Henry BRYANT (143702), R.A.F.V.R., 181 Sqn.

Flight Lieutenant Bryant has undertaken many sorties mainly against heavily defended targets. He has led his flight with great skill on many occasions and his keenness and enthusiasm have greatly contributed to the success of the squadron.

Acting Flight Lieutenant Richard GUTHRIE (155236), R.A.F.V.R., 181 Sqn.

Flight Lieutenant Guthrie has executed many sorties, mostly against heavily defended areas. In July, 1944, he led his section in two attacks on gun positions in the Borquebus area. In spite of the most intense anti-aircraft fire, Flight Lieutenant Guthrie pressed home his attack with the greatest determination. Although his aircraft sustained damage he flew it to base. He is a brave and skilful pilot.

Acting Flight Lieutenant Douglas MAXWELL (147750), R.A.F.V.R., 245 Sqn.

Flight Lieutenant Maxwell has flown on many operational sorties, including attacks on enemy mechanical vehicles and fortified strong points. He has proved a cool and determined leader and has invariably pressed home his attacks with great skill and courage.

Acting Flight Lieutenant James Elam MITCHELL (141461), R.A.F.V.R., 164 Sqn.

A cool and calculated leader, this flight commander has taken part in a large number of sorties. He has destroyed one enemy aircraft and has inflicted much damage on several barges and a number of tanks and other mechanical vehicles. This officer has displayed commendable courage and devotion to duty.

Acting Flight Lieutenant Guy Elwood MOTT (Can/J.22319) R.C.A.F., 441 (R.C.A.F.) Sqn.

Flight Lieutenant Mott is a courageous and determined pilot who has set a fine example to all. He has completed very many sorties and has at all times displayed the greatest keenness. He has destroyed four hostile aircraft.

Acting Flight Lieutenant Bruce John OLIVER (N.Z.41930), R.N.Z.A.F., 602 Sqn.

Flight Lieutenant Oliver has flown on many operational sorties and has destroyed four enemy aircraft; he has also destroyed 20 mechanical vehicles. This officer has displayed the greatest keenness to engage the enemy and his example has been most commendable.

Acting Flight Lieutenant Arthur Edward NAPIER (165951) R.A.F.V.R., 164 Sqn.

This officer has set a splendid example of skill and courage. He has participated in a large number of sorties, including attacks on shipping during which two naval vessels, six minesweepers and a similar number of merchant vessels have been attacked with damaging effect, he has also taken part in many sorties on which the enemy has been greatly harried.

Acting Flight Lieutenant Thomas Farr ROSSER (Aus.404794), R.A.A.F., 175 Sqn.

This officer has displayed great skill, courage and determination in his attacks on the enemy. He has taken part in very many sorties during which a variety of targets such as military installations, radio buildings and other objectives have been effectively attacked. Throughout his leadership has been of a high standard.

Acting Flight Lieutenant John Coverdale SCOTT (Aus.421131), R.A.A.F., 466 (R.A.A.F.) Sqn.

Now on his second operational tour, Flight Lieutenant Scott has attacked many of Germany's most heavily defended targets. At dawn one morning in July, 1944, he was detailed to bomb enemy positions near Caen. As he was starting on his bombing run, his aircraft was badly damaged by anti-aircraft fire. Nevertheless Flight Lieutenant Scott continued on a straight and level course fully exposed to enemy fire. He declined to take evasive action owing to the possibility of endangering our own forward troops, and made an excellent attack at a point where accurate bombing was vital. His cheerfulness, courage and determination at all times have been an inspiration to his crew.

Acting Flight Lieutenant Arthur Ernest Seal VINCENT (134494), R.A.F.V.R., 181 Sqn.

Flight Lieutenant Vincent has shown the greatest enthusiasm, efficiency and courage in the course of his operational tour. He has taken part in attacks on a wide range of targets and his skilful and determined work has contributed much to the success achieved.

Flying Officer Reginald Charles DAVIE (Aus.425133), R.A.A.F., 207 Sqn.

One night in August, 1944, Flying Officer Davie piloted an aircraft detailed for a mine laying mission in a canal. In spite of intense opposition from the light anti-aircraft defences, Flying Officer Davie executed his task with masterly skill. His courage and determination were typical of that which he has shown throughout his tour of operations.

Flying Officer James Macpherson Lees DRUMMOND (60439), R.A.F.V.R., 107 Sqn.

Flying Officer Drummond has proved to be a courageous and skilful navigator. He has taken part in very many sorties, involving attacks on dangerous and difficult sorties. His faultless work has, on more than one occasion, been a prominent factor in the success obtained. He has rendered most valuable service.

Flying Officer Osmund Randolph KELSICK (149954), R.A.F.V.R., 175 Sqn.

Flying Officer Kelsick has displayed great determination and keenness in the execution of his assignments and has shown the powers of an outstanding leader. He has participated in many attacks on strongly defended targets, during which much damage has been inflicted on the enemy.

Flying Officer Thomas Henry MCGOVERN (Aus.416269), R.A.A.F., 181 Sqn.

Flying Officer McGovern has been on operations since September, 1942. He has carried out many attacks in support of the 2nd Army in France often in the face of the fiercest opposition. His coolness under all circumstances has been an excellent example to the Flight he has led.

Flying Officer Harry Victor MARKBY (Aus.409421), R.A.A.F., 174 Sqn.

This officer has participated in many operational sorties over enemy occupied territory and has destroyed a large number of mechanical vehicles; he has also effectively attacked important enemy installations. Flying Officer Markby has invariably pressed home his attacks with skill and courage, often in the face of intense accurate anti-aircraft fire.

Flying Officer Robert Cowan McROBERTS (Can/J.12537), R.C.A.F., 421 (R.C.A.F.) Sqn.

Flying Officer McRoberts has flown on many operational sorties and has displayed exceptional courage and devotion to duty. He has destroyed four enemy aircraft and damaged several more. In his last flight, which ended with the destruction of the enemy aircraft, Flying Officer McRoberts was injured in the face and his aircraft was severely damaged. Nevertheless, this gallant pilot flew safely to base.

Flying Officer Neville Montague PAGE (Aus.420590), R.A.A.F., 466 (R.A.A.F.) Sqn.

The keenness and personal example shown by this officer have been of great value in maintaining an exceptionally high standard of morale among the members of his crew. In June, he attacked a flying bomb site in N. France. It was his first sortie in daylight. When nearing the target intense and accurate anti-aircraft fire was encountered. Flying Officer Page's aircraft was hit. The nose and fuselage sustained damage and one engine was rendered useless. Nevertheless this pilot pressed home his attack with the greatest resolution. This officer has completed a large number of missions and has invariably displayed a high degree of courage.

Flying Officer Bruce Willard PRANGE (Can/J.25783), R.C.A.F., 614 Sqn.

One night in August, 1944, Flying Officer Prange captained an aircraft detailed to attack a vital target at Ploesti. In spite of strong enemy air and ground defences he successfully executed his task. On the return flight the aircraft was hit by anti-aircraft fire and sustained severe damage. The nose of the bomber was smashed. The bomb bays were damaged and several large holes were torn in the fuselage. In spite of this, Flying Officer Prange held to his course whilst a member of the crew successfully fought a fire which had commenced. Displaying iron determination and great skill, Flying Officer Prange flew his severely damaged aircraft to base and effected a safe landing. He displayed great courage and devotion to duty in most trying circumstances.

Flying Officer Richard John ROE (I30438), R.A.F.V.R., 487 (N.Z.) Sqn.

This officer is a highly skilled and most resolute observer. He has taken part in a large number of sorties during which very many locomotives, several power plants and a variety of other targets such as sidings and bridges have been attacked with great effect. He has proved himself to be a most valuable member of aircraft crew.

Flying Officer George John STEEL (Aus.405701), R.A.A.F., 174 Sqn.

This officer has participated in many and varied missions. He has displayed a high degree of skill and resolution and his example has proved greatly inspiring. Since the invasion of Northern France, Flying Officer Steel has led the flight in many attacks on enemy transport and tanks with good results.

Flying Officer James Noel THOMAS (53470), R.A.F., 613 Sqn.

Flying Officer Thomas has participated in a large number of operational missions, including many attacks on road and rail communications behind the enemy's lines in Normandy. His skill and determination are of the highest order and he has contributed in good measure to the successes obtained.

Flying Officer George Alfred WALLER (I49145), R.A.F.V.R., 604 Sqn.

This officer is a first class navigator and has shown great keenness during his tour of operations against the enemy. He has assisted in the destruction of three enemy aircraft.

Flying Officer Albert Allen WATKINS (Can/J.26919), R.C.A.F., 440 Sqn.

This officer has displayed courage, endurance and devotion to duty of the highest order.

Flying Officer Colin Roy WILSON (Aus.417255), R.A.A.F., 466 (R.A.A.F.) Sqn.

This officer has completed a number of dangerous and difficult missions. One night in July, 1944, he attacked a synthetic oil plant at Bottrop. During the mission he was constantly harried by anti-aircraft fire and by attacks from several enemy fighters. In spite of this Flying Officer Wilson bombed the target and obtained an excellent photograph. He has displayed the highest standard of skill, determination and courage.

Acting Flying Officer John Homer COLE (Aus.409816), R.A.A.F., 466 (R.A.A.F.) Sqn.

In June, 1944, Flying Officer Cole was detailed for an attack on a flying bomb site in N. France. When nearing the target intense anti-aircraft fire was encountered. His aircraft was hit. Despite this, Flying Officer Cole maintained a steady run in to execute an accurate bombing attack. His

skill, coolness and resolution in the face of great danger set a fine example. This officer has completed many missions and his devotion to duty has been unflinching.

Acting Flying Officer Donald Frederick GRANT (Aus.420743), R.A.A.F., 466 (R.A.A.F.) Sqn.

Exceptional courage and flying skill have been shown by this officer in attacks on many targets in Germany and occupied territory. One night in March, 1944, he was detailed for an attack on Nuremberg. On the outward flight the starboard outer engine became useless. Although the target was still 200 miles distant, Flying Officer Grant went on to this heavily defended area and executed a successful attack. His determination was characteristic of that which he has shown on all occasions.

Acting Flying Officer Frederick Charles POPE (Aus.410376), R.A.A.F., 466 (R.A.A.F.) Sqn.

Whilst on the outward flight to Leipzig one night in February, 1944, the aircraft captained by Flying Officer Pope was intercepted by 3 enemy fighters which attacked with great persistence. In all, ten attacks were made but Flying Officer Pope manoeuvred with great skill and finally succeeded in evading the enemy aircraft. He then went on to the target which he attacked with his usual determination. This officer has participated in attacks against a wide variety of targets including Berlin.

Acting Flying Officer Glen Alvin SARGANT (Aus.415686), R.A.A.F., 466 (R.A.A.F.) Sqn.

This officer has completed very many sorties against well defended targets, including Berlin, Stuttgart and Dusseldorf. He has displayed great skill and his determination to make every sortie a success has set a fine example. He is a model captain.

Pilot Officer Dudley Cecil NOTT (171391), R.A.F.V.R., 245 Sqn.

Pilot Officer Nott is an extremely capable pilot who has participated in a large number of operational sorties. He has at all times pressed home his attacks with great skill and determination and his example has been most inspiring.

Pilot Officer Nisbet James SCOTT (N.Z.415425), R.N.Z.A.F., 175 Sqn.

This officer has shown the greatest enthusiasm and determination in the execution of a large number of air operations including attacks on shipping, radar buildings and railway systems. On one occasion he was wounded and his aircraft was badly damaged but he flew to base and made a successful landing.

Pilot Officer Stanley Alfred SIMMONS (Can/J.86680), R.C.A.F., 426 (R.C.A.F.) Sqn.

This officer has completed many sorties and has displayed the greatest determination to achieve success. On two occasions his aircraft has been severely damaged but he has completed his mission and flown safely to base. Pilot Officer Simmons has on all occasions displayed enthusiasm, skill and courage.

Warrant Officer Gawen Victor FENWICK (751649), R.A.F.V.R., 98 Sqn.

As wireless operator (air), Warrant Officer Fenwick has completed a large number of sorties. Throughout he has displayed a high standard of skill and devotion to duty and has proved himself to be a most resolute and determined member of aircraft crew. In addition to his work in the air he has given valuable service in the training of other members of the squadron.

Distinguished Flying Medal.

Aus. 420208 Flight Sergeant (now Warrant Officer) Walter Patrick KELLY, R.A.A.F., 65 Sqn.

Exceptional keenness has been shown by this pilot since joining his present squadron in December, 1943. He has destroyed three enemy aircraft and shared in the destruction of another. He has completed a considerable number of sorties and has invariably displayed outstanding courage and initiative.

I345427, Flight Sergeant (now Pilot Officer) James KYLE, R.A.F.V.R., 197 Sqn.

As pilot, Flight Sergeant Kyle has displayed great courage and fortitude in all his operations against the enemy. He has at all times pressed home his attacks with great courage and determination and his successes are a tribute to the accuracy of his bombing.

Can/R.212986, Flight Sergeant Hugh Wilson ROBINSON. R.C.A.F., 420 (R.C.A.F.) Sqn.

As rear gunner, this airman has participated in very many sorties. He is a most efficient and devoted member of aircraft crew and has set a fine example of determination and devotion to duty. He has destroyed two enemy aircraft.

Can/R.197676, Sergeant Lionel James CHAMPION, R.C.A.F., 57 Sqn.

Sergeant Champion was rear gunner in an aircraft taking part in an attack on a target near

Paris in daylight in August, 1944. After the bombing run the aircraft was attacked by an enemy aircraft. In the fight the bomber sustained extensive damage. Although his turret was put out of action and he was unable to use his guns, Sergeant Champion displayed great coolness and resolution. In the face of repeated attacks he skilfully directed his pilot's combat manoeuvres, until the attacker broke off the engagement. This airman displayed outstanding devotion to duty and his sterling work played a good part in the safe return of the aircraft.

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. 65-36756