



FOURTH SUPPLEMENT  
TO  
**The London Gazette**

Of TUESDAY, the 31st of OCTOBER, 1944

Published by Authority

Registered as a newspaper

FRIDAY, 3 NOVEMBER, 1944

CENTRAL CHANCERY OF THE ORDERS  
OF KNIGHTHOOD.

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

3rd November 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 Member of the Military Division of the Most Excellent Order of the British Empire.*

Acting Flight Lieutenant George Thomas Lipscombe (110655), Royal Air Force Volunteer Reserve, Royal Air Force Regiment.

In June, 1944, Flight Lieutenant Lipscombe was supervising the throwing of live grenades under field conditions, using a fold in the ground as cover. A grenade thrown by an airman fell short and hit the ground between himself and the crest of the fold. It rested about 10 feet from where the airman and Flight Lieutenant Lipscombe were standing. Flight Lieutenant Lipscombe immediately threw the airman to the ground and lay on him to afford him protection, although this brought the officer to within 7 feet of the grenade; the latter exploded without injuring anyone. This officer then persisted in instructing the airman who threw another grenade which fell to the ground in a similar position. Flight Lieutenant Lipscombe unhesitatingly repeated his previous action to protect the airman. After the second grenade had exploded he at once continued to instruct the airman who finally threw a third grenade successfully. By his prompt action and unselfish conduct, Flight Lieutenant Lipscombe prevented what might have been a fatal accident, and he instilled a high degree of confidence into the whole class.

*To be an Additional Member of the Military Division of the Most Excellent Order of the British Empire.*

Acting Flight Lieutenant Harold Suffield Harboard (121833), Royal Air Force Volunteer Reserve.

*Awarded the British Empire Medal (Military Division):*

1239442 Leading Aircraftman Charles Edward John Eason, Royal Air Force Volunteer Reserve.

In July, 1944, a Typhoon aircraft which had been damaged by enemy action crashed on to 8 aircraft in the marshalling area on an airfield. The Typhoon burst into flames and set fire to 3 of the other aircraft. Flight Lieutenant Harboard leapt on to the fire engine and, on arrival at the scene of the crash, unhesitatingly fought his way through the heat and flames. With the aid of Leading Aircraftman Eason, he succeeded in extricating the pilot from the cockpit of the Typhoon and in removing his burning clothing, despite the explosion of the petrol tanks. This officer and airman displayed high courage and undoubtedly saved the life of the pilot.

*Awarded the George Medal.*

Warrant Officer 1st Class (now Pilot Officer) Robert John Hooker (Can/R.107897), Royal Canadian Air Force.

This airman was wireless operator air gunner of a bomber aircraft which crashed and caught fire immediately after taking off on an operational flight in July, 1944. As he was leaving the wreckage Warrant Officer Hooker saw movement in the front of the aircraft. He went forward and, finding the flight engineer wounded and unconscious, he dragged him from the burning aircraft and left him some distance away. Warrant Officer Hooker returned to the wreckage and extricated the bomb aimer who was also wounded and unconscious. He then dragged both airmen further away from the crash. While returning to the scene a third time in order to ascertain whether all members of the crew were accounted for, one of the bombs in the aircraft exploded and Warrant Officer Hooker was thrown to the ground. By his prompt action and total disregard of danger this airman saved the lives of two members of the crew.

115625 Leading Aircraftman William James Clarke, Royal Air Force Volunteer Reserve.

This airman has been employed as an ambulance driver for 12 months. These duties have led him into dangerous experiences during which he has acted with great coolness and disregard of his own safety. In November, 1943, Leading Aircraftman Clarke took his ambulance right up to an aircraft which had crashed and caught fire. Disregarding the probability of bombs and ammunition exploding, he rescued a member of the crew who was lying beside the aircraft seriously injured. In April, 1944, he again drove his ambulance up to a blazing aircraft which was loaded with bombs and, with the assistance of a nursing orderly, extinguished flames on the clothes of 3 members of the crew by rolling the airmen in blankets. He then got them away from the scene just before the bombs exploded.

1500759 Leading Aircraftman Robert Emrys Williams, Royal Air Force Volunteer Reserve.

This nursing orderly has been employed on ambulance duties for 18 months and has displayed considerable gallantry and devotion to duty. In June, 1943, an aircraft, on taking off, crashed into another aircraft, and both caught fire. Just before the ambulance reached the scene, some of the bombs in the first aircraft exploded. Despite the danger of further bombs detonating, this airman went direct into the wreckage and rescued one member of the crew and undoubtedly saved his life. In February, 1944, an aircraft, fully loaded with bombs, crashed in flames. When the ambulance arrived at the accident many bombs had not exploded. With great gallantry, Leading Aircraftman Williams searched all round the blazing wreckage for members of the crew, knowing full well that bombs might explode at any moment.

Again, in April, 1944, this airman and an ambulance driver were soon on the scene when a bomber aircraft, which was carrying a full load of bombs, crashed and caught fire. Three of the crew of the bomber had been splashed with petrol as they left the aircraft and their clothing was alight. Leading Aircraftman Williams and his companion extinguished the flames by rolling the three airmen in blankets and succeeded in getting them away in the ambulance just before the bomb load exploded. Leading Aircraftman Williams has set an example of courage which has been an inspiration to all members of the squadron.

*Awarded the British Empire Medal (Military Division.)*

Aus. 113786 Flight Lieutenant Douglas Stewart Morgan, Royal Australian Air Force.

One night in June, 1944, Flight Sergeant Morgan was the air bomber in an aircraft which attacked an objective in the Rhineland. Whilst over the target the bomber was attacked by an enemy fighter and serious damage was sustained. Course was set for home but the aircraft was so difficult to control that Flight Sergeant Morgan was required to assist the pilot and flight engineer to keep the aircraft on its course. When this country was reached all attempts to turn the bomber on to its course for base were unavailing and it was impossible to attempt a landing. The pilot ordered the crew to escape by parachute and, as the rear gunner's parachute had been destroyed by cannon fire from the enemy fighter, Flight Sergeant Morgan volunteered to share his own parachute with the rear gunner. Unfortunately, the rear gunner was dislodged when the parachute opened but Flight Sergeant Morgan landed safely. He displayed complete disregard of his own safety, knowing that he faced the risk of serious injury in his gallant attempt to save the life of his companion.

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD.

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

*3rd November, 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 Arnold John Mott (120214), Royal Air Force Volunteer Reserve.

*Air Ministry, 3rd November, 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.*

Wing Commander Peter Malam BROTHERS, D.F.C. (37668), R.A.F.O.

Wing Commander Brothers is a courageous and outstanding leader whose splendid example has inspired all. He has led large formations of aircraft on many missions far into enemy territory. Much of the success obtained can be attributed to Wing Commander Brothers brilliant leadership. He has destroyed 13 enemy aircraft.

Acting Squadron Leader John Agorastos PLAGIS, D.F.C. (80227), R.A.F.V.R., 64 Sqn.

Since being awarded the Distinguished Flying Cross this officer has participated in very many sorties during which much damage has been inflicted on the enemy. Shipping, radio stations, oil storage tanks, power plants and other installations have been amongst the targets attacked. On one occasion he led a small formation of aircraft against a much superior force of enemy fighters. In the engagement 5 enemy aircraft were shot down, 2 of them by Squadron Leader Plagis. This officer is a brave and resourceful leader whose example has proved a rare source of inspiration. He has destroyed 16 hostile aircraft.

Acting Flying Officer Donald BEATON (179980), R.A.F.V.R., 514 Sqn.

As pilot and captain of aircraft Flying Officer Beaton has completed many operational sorties against a variety of targets in Germany and occu-

ped territory. In September, 1944, he took part in a daylight attack on Le Havre. Whilst over the target the aircraft sustained severe damage when struck by anti-aircraft fire and temporarily went out of control. Flying Officer Beaton was badly wounded, suffering a broken leg and multiple wounds caused by flying fragments of shell. Although in great pain he regained control and set course for home. Making light of his injuries he refused to leave the controls and flew back to an airfield near the coast where he landed his damaged aircraft safely. This officer displayed outstanding courage and fortitude. Though severely wounded he never wavered in his determination to bring his aircraft and its crew home. His example was most inspiring.

*Distinguished Service Order*

Acting Flight Lieutenant Russell Edward CURTIS, D.F.M. (Can/J.24086), R.C.A.F., 428 (R.C.A.F.) Sqn.

Flying Officer Dougal Archibald MCGILLIVRAY (Can/J.19973), R.C.A.F., 428 (R.C.A.F.) Sqn.

*Distinguished Flying Cross*

Acting Flight Lieutenant Hugh Frederick SMITH (Can/J.17929), R.C.A.F., 428 (R.C.A.F.) Sqn.

Flying Officer Robert George MARSHALL (Can/J.19504), R.C.A.F., 428 (R.C.A.F.) Sqn.

Flying Officer Charles Forbes WATTIE (Can/J.16410), R.C.A.F., 428 (R.C.A.F.) Sqn.

*Distinguished Flying Medal.*

1892093 Sergeant John Douglas ROSE, R.A.F.V.R., 428 (R.C.A.F.) Sqn.

These officers and airmen have participated in a very large number of sorties and have displayed skill, courage and devotion to duty worthy of the highest praise. In August, 1944, they were members of the crew of an aircraft detailed to attack Dortmund. Whilst on the bombing run the aircraft came under heavy anti-aircraft fire and was hit. Flight Lieutenant Curtis was wounded in the head. Despite the severity of his injury, this brave pilot remained at the controls and pressed home his attack. Not until the task was accomplished did he ask for assistance. He afterwards collapsed and was placed in the rest position. Flying Officer McGillivray, the air bomber, then took over the controls and kept the aircraft on a course for home. During the return flight his comrades, Flight Lieutenant Smith, Flying Officers Marshall and Wattie and Sergeant Rose set a fine example of coolness and co-operation and did everything within their power to assist in flying the aircraft home. Eventually an airfield was reached. Although he had never previously landed an aircraft, Flying Officer McGillivray succeeded in bringing it down, being greatly assisted by the advice and directions of Sergeant Rose the flight engineer. These members of aircraft crew displayed rare determination and great courage in perilous circumstances. Flight Lieutenant Curtis had sustained a compound fracture of the skull. Until the time he became incapable of further action he had displayed the courage and tenacity of a fine leader.

*Bar to Distinguished Flying Cross.*

Flight Lieutenant Michael John GLOSTER, D.F.C. (65559), R.A.F.V.R., 219 Sqn.

Since the award of the Distinguished Flying Cross, Flight Lieutenant Gloster has flown on many operational sorties and his keenness to engage the enemy on all occasions is outstanding. He has destroyed at least 10 enemy aircraft.

*Distinguished Flying Cross.*

Squadron Leader Walter Frederick WALLINGTON (43339), R.A.F., 107 Sqn.

This officer has set a fine example of skill, courage and tenacity in his attacks on the enemy. He has completed a large number of sorties, many of them involving flights far into enemy territory. He has attacked a variety of targets, including airfields, military installations and lines of communication and has invariably pressed home his attacks with great resolution.

Acting Squadron Leader Harold Valentine ELLIS (84968), R.A.F.V.R.

Squadron Leader Ellis has completed many sorties by night and by day, often in most adverse weather. His determination and keenness

throughout have been most commendable and have set an excellent example. He has destroyed three enemy aircraft and damaged several others.

Acting Squadron Leader William Chester McGUFFIN (Can/J.15712), R.C.A.F., 419 Sqn.

One night in August, 1944, Squadron Leader McGuffin was detailed as captain of aircraft to attack Bremen. On approaching the target his aircraft was hit by anti-aircraft fire and severely damaged. The oxygen economiser and the hydraulic and intercommunication systems were rendered unserviceable. In spite of this Squadron Leader McGuffin pressed home his attack. His aircraft was again hit before leaving the target but he flew it safely to base. Squadron Leader McGuffin is a most efficient and gallant captain.

Flight Lieutenant Digby Vawdre Carmel COTES-PREEDY, G.M. (41987), R.A.F.O., 56 Sqn.

Flight Lieutenant Cotes-Preedy has been unsparing in his efforts to engage the enemy and has given loyal and devoted service over a long period of operational duty. He has participated in a large number of varied sorties and has executed his assignments with great thoroughness. He has destroyed 2 enemy aircraft and 2 flying bombs.

Flight Lieutenant James McDonald CRAIG (115350), R.A.F.V.R., 219 Sqn.

Now on his third tour of operations, Flight Lieutenant Craig has at all times shown himself to be an extremely efficient and skilful observer. He has assisted in the destruction of three enemy aircraft. His devotion to duty over a long period has been outstanding.

Lieutenant John Dowell DUFF (206073V), S.A.A.F., 34 (S.A.A.F.) Sqn.

In air operations this officer has displayed great skill, courage and devotion to duty, qualities which were well illustrated on a recent mine-laying mission. Whilst making a second run over the target his aircraft was struck by machine-gun bullets. Lieutenant Duff was wounded in the arm and leg. Nevertheless, the mines were released. Although the aircraft had sustained extensive damage and one engine had been put out of action, Lieutenant Duff flew the aircraft safely to base. His fortitude and tenacity greatly inspired his crew.

Flight Lieutenant Hedley Francis SCOTT (129286), R.A.F.V.R., 100 Sqn.

In September, 1944, Flight Lieutenant Scott, as pilot and captain of aircraft, was detailed to attack Vlissingen. In the target area heavy anti-aircraft fire was encountered and Flight Lieutenant Scott was wounded in the arm but he pressed on with his attack. Shortly after the bombs had been released the aircraft was hit and much damage was sustained. Flight Lieutenant Scott was again wounded, this time in the face. Although the starboard engine had been rendered useless, the hydraulic system put out of action and the control surfaces and trimming gear affected, Flight Lieutenant Scott flew the aircraft to an airfield where he landed it safely without the aid of flaps. He displayed a high standard of skill, fortitude and bravery in most trying circumstances.

Flight Lieutenant Joseph Herbert SPURGEON (128360), R.A.F.V.R., 502 Sqn.

Flight Lieutenant Spurgeon is now completing his third tour of operations and has displayed a high degree of courage, skill and devotion to duty. On one occasion in June, 1944, he executed a determined attack on a U-boat. Some days later, he attacked another of the enemy's submarines. On this occasion his aircraft was hit by anti-aircraft fire. Despite this he made several runs over the vessel before the bombs were released. His determination was typical of that which he has shown throughout his tour.

Flight Lieutenant Philip John URLWIN-SMITH (122411), R.A.F.V.R., 502 Sqn.

Flight Lieutenant Urlwin-Smith has completed numerous operational sorties and has displayed noteworthy determination throughout. In July, 1944, he made a successful attack on two enemy vessels, one of which was set on fire. In August, 1944, Flight Lieutenant Urlwin-Smith successfully attacked two enemy minesweepers. In spite of intense anti-aircraft fire he pressed home his attack with great gallantry. His aircraft was damaged in the fight but he completed his patrol before returning to base.

Flight Lieutenant Henry Pershing WOODRUFF (Can/J.9535), R.C.A.F., 427 (R.C.A.F.) Sqn.

This pilot has completed a large number of sorties against a variety of targets. He has invariably displayed a high standard of skill and determination in pressing home his attacks. In August, 1944, he piloted an aircraft detailed to attack Chantilly. When approaching the target the aircraft came under heavy fire and was hit. The fuselage was torn in many places by fragments of shell. This did not deter Flight Lieutenant Woodruff from pressing home his attack and he afterwards flew the aircraft to base. An inspection revealed that the fuselage had been pierced in 65 places. This officer has displayed the greatest determination to complete his allotted tasks successfully.

Acting Flight Lieutenant Robert BIRRELL (131762), R.A.F.V.R., 605 Sqn.

Flight Lieutenant Birrell has completed many sorties far into enemy territory with great skill, often in adverse weather. He has assisted in the destruction of 4 enemy aircraft and 3 flying bombs. This officer has shown a very high standard of devotion to duty.

Acting Flight Lieutenant Harry Richard CHEKALUCK (Can/J.24172), R.C.A.F., 408 (R.C.A.F.) Sqn.

Flight Lieutenant Chekaluck has completed a very large number of sorties, many of them involving flights far into enemy territory. On all occasions he has displayed a fine fighting spirit and has always pressed home his attacks with great determination. He is a fine leader and his example of courage and devotion to duty has won much praise.

Acting Flight Lieutenant Joseph Marie ROLLAND LANGLOIS (Can/J.27240), R.C.A.F., 425 (R.C.A.F.) Sqn.

In September, 1944, Flight Lieutenant Langlois was detailed to attack an airfield in Holland. When nearing the target the aircraft was hit by anti-aircraft fire. A large piece of shell struck the casing of the port engine. Shortly afterwards the engine became useless. Some other damage had also been sustained but Flight Lieutenant Langlois continued to the target and executed a successful attack. This officer has completed many sorties and has displayed commendable skill and determination throughout.

Acting Flight Lieutenant Gordon Wallace PATTEN (Can/J.19721), R.C.A.F., 428 (R.C.A.F.) Sqn.

This officer has displayed notable skill and courage in the course of his tour of operational duty. His assignments have taken him over most of the heavily defended enemy targets and his coolness and resource have been worthy of much praise. In spite of more than one trying experience his keenness has been most evident. He is a highly efficient gunnery leader.

Acting Flight Lieutenant Thomas Frederick RANCE (Can/J.25093), R.C.A.F., 425 (R.C.A.F.) Sqn.

This officer is a most efficient and resolute pilot. He has completed very many sorties and has attacked such targets as Berlin, Stuttgart, Frankfurt and Essen. On one occasion he was detailed for a bombing mission against a target in Northern France. In the run-in the aircraft was hit in the tailplane by anti-aircraft fire. The elevator was damaged and the starboard rudder control was severed; the hydraulic gear was also damaged. In spite of this, Flight Lieutenant Rance pressed home his attack and afterwards flew the damaged aircraft to base. This officer has set a fine example of devotion to duty.

Flying Officer Elwood Morton ALDRED (Can/J.25825), R.C.A.F., 420 (R.C.A.F.) Sqn.

Flying Officer Aldred has completed many sorties against heavily defended targets in Germany and Northern France. He is an ideal captain whose skill, coolness and courage have greatly inspired his crew. On more than one occasion his aircraft has been intercepted by fighters but, by clever manoeuvring and excellent co-operation with his gunners, the enemy aircraft were driven off. His great determination and strong sense of duty have set a fine example.

Flying Officer James Patrick ALLAN (55043), R.A.F., 236 Sqn.

This officer has completed a large number of sorties, including many attacks on shipping. In September, 1944, he took part in an attack on

shipping in the harbour at Dan Helder. In the face of intense anti-aircraft fire, Flying Officer Allan pressed home his attack with skill and resolution. This officer has set a fine example by his courage and keenness.

Flying Officer Robert Edward BARCKLEY (138650), R.A.F.V.R., 3 Sqn.

Flying Officer Barckley has completed very many sorties including successful attacks on enemy shipping and rail and road communications. In other sorties he has destroyed 12 flying bombs. He has invariably displayed a high degree of courage and his devotion to duty has been unflinching.

Flying Officer James Harold CALDER (Can/J.24292), R.C.A.F., 419 (R.C.A.F.) Sqn.

Flying Officer Calder has completed many sorties both by day and by night. On one occasion he was detailed as captain of aircraft to attack Laon. During the sortie his aircraft was attacked by five enemy fighters but, by skilful airmanship, all were successfully evaded. On another occasion, when detailed to attack a flying bomb base, a complete failure of the electrical system rendered the inter-communication and navigational equipment unserviceable on the outward journey. In spite of this, Flying Officer Calder continued to the target which he successfully attacked. Flying Officer Calder has always displayed high qualities of leadership and a fine fighting spirit.

Flying Officer James Robert CALDERBANK (Can/J.27605), R.C.A.F., 429 (R.C.A.F.) Sqn.

As air gunner Flying Officer Calderbank has completed numerous sorties against many of the most heavily defended enemy targets. On one occasion his aircraft was attacked by two Junkers 88s which closed in simultaneously. In the fight, Flying Officer Calderbank displayed great skill and determination and shot down one of the enemy aircraft. He is a devoted and courageous member of aircraft crew.

Flying Officer Peter Francis CARLISLE (50607), R.A.F., 206 Sqn.

Flying Officer Carlisle as captain of aircraft has completed many operational sorties and has shown himself to be a determined and resourceful leader. During a sortie in September, 1944, a U-boat was sighted and Flying Officer Carlisle immediately went into the attack. In spite of anti-aircraft fire, this pilot made a good run-in and released his depth charges. The submarine attempted to submerge. Flying Officer Carlisle pressed home a second attack and after his depth charges had exploded a large patch of oil was seen on the surface of the sea. Many of the U-boat crew were seen in their dinghies. In this well-executed attack, Flying Officer Carlisle displayed a high degree of courage and tenacity.

Flying Officer Raymond Hedley CLAPPERTON (151700), R.A.F.V.R., 3 Sqn.

This officer has completed a large number of sorties, including several attacks on shipping. His successes, which include the destruction of 21 flying bombs, are a fine tribute to his skill and determination.

Flying Officer Peter James COWGILL (169485), R.A.F.V.R., 219 Sqn.

Flying Officer Cowgill is a keen and competent observer whose thoroughness, skill and devotion to duty have made him a most valuable member of aircraft crew. He has assisted in the destruction of 4 enemy aircraft.

Flying Officer Joseph George Jules DARGIS (Can/J.27243), R.C.A.F., 425 (R.C.A.F.) Sqn.

This captain of aircraft has successfully completed many sorties over Germany and enemy occupied territory. One night in August, Flying Officer Dargis was detailed to attack a target in Northern France. A good run over the target was made but the bombs failed to release. With the determination which has characterised all his work, Flying Officer Dargis made a second run-in and made his attack, the bombs being released manually. This officer has displayed notable skill, courage and devotion to duty.

Flying Officer Anthony Lee DELANEY (Can/J.22419), R.C.A.F., 419 (R.C.A.F.) Sqn.

As air bomber Flying Officer Delaney has completed many sorties against the enemy, he has shown the greatest determination in pressing home his attacks. On several occasions, when his aircraft

has been hit by anti-aircraft fire whilst illuminated in the searchlights, he has insisted on a steady run to ensure accuracy of bombing. In September, 1944, when attacking Emden in daylight, Flying Officer Delaney's aircraft was repeatedly hit by pieces of shell. He, himself, was slightly wounded in the head. Despite this he directed his pilot on a straight run over the target to execute a successful attack. This officer has invariably displayed a high degree of skill and gallantry.

Flying Officer Santy Joseph DE ZORZI (Can/J.16690), R.C.A.F., 408 (R.C.A.F.) Sqn.

As navigator, this officer has completed numerous sorties, including such targets as Mannheim, Cologne and Essen. His ability has been outstanding and throughout he has displayed great keenness and zeal. He has played a worthy part in the successes obtained.

Flying Officer Jack Calvin HENRY (Can/J.85016), R.C.A.F., 425 (R.C.A.F.) Sqn.

This pilot has completed numerous sorties. One night in August, 1944, he was detailed to attack a flying bomb site. Heavy anti-aircraft fire was encountered, and the aircraft was hit. The oil lines to both the inner engines were severed. One of the affected engines became useless. Despite this, Flying Officer Henry successfully completed his bombing task and afterwards flew the damaged aircraft to base. His unselfish devotion to duty and outstanding efficiency have won him much success.

Flying Officer Keith Roy KIDD (Can/J.22340), R.C.A.F., 420 (R.C.A.F.) Sqn.

This officer has completed a tour of operational duty and throughout has set an example of courage and resolution which has won much praise. On one occasion his aircraft was badly damaged whilst over enemy territory. Flying Officer Kidd was injured. He sustained a broken arm and was cut about the face. Although in great pain and blinded in one eye, Flying Officer Kidd piloted his damaged aircraft to this country. He displayed a high standard of fortitude and bravery.

Flying Officer Barry KNEATH (144636), R.A.F.V.R., 151 Sqn.

Flying Officer Kneath has completed very many operational sorties both by day and by night. In July, 1944, he led a section of aircraft detailed to attack a large enemy armoured force entrained and moving in the Bordeaux area. In spite of fierce opposing fire, Flying Officer Kneath pressed home his attack on the leading locomotive and trucks, obtaining hits. Two more locomotives with their armoured trucks were also effectively attacked. The enemy force suffered much damage and was very considerably held up in its journey to the battlefield as a result of this well executed attack. This officer has set a fine example of skill and courage.

Flying Officer Joseph Cornelius LAKEMAN (Can/J.25984), R.C.A.F., 429 (R.C.A.F.) Sqn.

Flying Officer Lakeman has completed many sorties and has displayed a high degree of skill and courage in pressing home his attacks. One day in September, Flying Officer Lakeman was detailed to attack Emden. On the outward journey, many miles from the target, the star-board inner engine became unserviceable. Some height was lost but undeterred Flying Officer Lakeman continued to the target and executed a successful attack. He afterwards flew the aircraft safely back to base. His devotion to duty has been unflinching.

Flying Officer George Walter LINEKER (Can/J.18839), R.C.A.F., 429 (R.C.A.F.) Sqn.

As wireless operator (air), this officer has displayed the highest standard of efficiency. He has participated in a large number of sorties and on numerous occasions his vigilance and timely warnings have enabled his pilot to evade enemy fighters. His record is worthy of the highest praise.

Flying Officer Joseph Lawrence McDONELL (Can/J.19372), R.C.A.F., 428 (R.C.A.F.) Sqn.

This officer has proved himself to be a most efficient and resolute member of aircraft crew. As air gunner he has participated in a large number of sorties and on many occasions his vigilance and prompt warnings have enabled his pilot to evade enemy fighters. In one sortie whilst over Berlin, a burst of fire from a fighter struck his turret and rendered it unserviceable; his guns were also put out of action. The enemy aircraft continued to attack with much persistence but Flying

Officer McDonnell gave excellent directions to his pilot who finally evaded the attacker. This officer's cool and skilful work did much to ensure the success of the sortie.

Flying Officer William David TOPPING (138322), R.A.F.V.R., 75 (N.Z.) Sqn.

Flying Officer Topping has completed many operational sorties against a variety of targets and proved himself a keen and competent navigator. In September, 1944, he participated in an attack on Kamen. Shortly after leaving the target area the aircraft was hit by fire from the ground defences. Flying Officer Topping was severely wounded in the arm. Although suffering great pain he navigated his aircraft back to base with unerring skill. He has at all times displayed a fine fighting spirit and great devotion to duty.

Flying Officer Desmond Trevor TULL (169425), (R.A.F.V.R.), 219 Sqn.

This officer is a highly skilled and resolute pilot. He has completed a large number of sorties, many of them in bad weather and has destroyed 4 enemy aircraft at night. His example of devotion to duty has been worthy of much praise.

Flying Officer Reginald Luke Bligh WALL (145918), R.A.F.V.R., 219 Sqn.

As observer, this officer has completed a very large number of sorties and has displayed courage and resolution of a high standard. He has assisted in the destruction of 6 enemy aircraft, an achievement which is an excellent testimony to his great skill and co-operation.

Flying Officer John Frederick WELSH (Can/J.26054), R.C.A.F., 254 Sqn.

Flying Officer Welsh is a highly skilled and courageous pilot who possesses qualities of a fine leader. In September, 1944, he participated in an attack on the harbour at Den Helder. In spite of fierce anti-aircraft fire Flying Officer Welsh pressed home his attack to close range and obtained hits on his target. This officer has completed very many sorties.

Pilot Officer Leon Albert Joseph GAUDRY (Can/J.87389), R.C.A.F., 425 (R.C.A.F.) Sqn.

Pilot Officer Gaudry has consistently shown great courage and devotion to duty in air operations. He is a fearless and skilful captain and his example has been reflected in the efficiency of his crew. He has shown the greatest determination to complete his assignments successfully.

Pilot Officer Warren Kenneth HAMMOND (Can/J.88664), R.C.A.F., 427 (R.C.A.F.) Sqn.

This air gunner has completed many sorties against heavily defended targets. On several occasions when his aircraft has been attacked by enemy night fighters, Pilot Officer Hammond directed the necessary evading tactics with great skill. Pilot Officer Hammond has shown courage and coolness in action and has shot down a Messerschmitt 210.

Pilot Officer Peter Ernest REGIMBAL (Can/J.87673), R.C.A.F., 427 (R.C.A.F.) Sqn.

This officer has proved himself to be a resolute air gunner whose skill and coolness have contributed materially to the success of many of the sorties in which he has taken part. His sterling qualities were well in evidence on one occasion in a sortie against Stuttgart. Whilst over the target the aircraft sustained severe damage. As the French coast was neared it became apparent that the petrol supply was fast becoming exhausted. The pilot thereupon altered his course to bring him over the beach-head. On reaching the area it was necessary for the crew to leave the aircraft by parachute. At this stage two enemy fighters approached. His comrades had commenced to leave the aircraft but Pilot Officer Regimbal remained at his guns ready to give covering fire if necessary. He only left his turret when finally requested by his captain. Since the incident, this officer has completed numerous sorties.

#### *Distinguished Flying Cross.*

Flight Lieutenant Edward Alexander CAMPBELL (Can/J.25414), R.C.A.F., 514 Sqn.

#### *Distinguished Flying Medal.*

1821127 Sergeant William Alexander DONALDSON, R.A.F.V.R., 514 Sqn.

In air operations this officer and airman have displayed skill, courage and fortitude of the highest order.

#### *Distinguished Flying Medal.*

1481202 Flight Sergeant William Royston HOYLE, R.A.F.V.R., 206 Sqn.

As navigator, Flight Sergeant Hoyle has completed very many sorties and has invariably displayed a high degree of devotion to duty. In spite of a most trying experience in which he was injured this airman's keenness remained unabated. After his recovery he soon resumed operational flying. Some months ago he was mid-upper gunner of an aircraft which engaged a U-boat. In the run-in much anti-aircraft fire was faced but Flight Sergeant Hoyle delivered most effective bursts of fire and completely silenced the submarine's guns. He set a fine example of skill and determination.

Can/R.164464 Flight Sergeant Henry Karl KAUFMAN, R.C.A.F., 434 (R.C.A.F.) Sqn.

As wireless operator (air) this airman has taken part in several sorties. One night in August, 1944, he participated in an attack on Kiel. While over the target the aircraft was hit by anti-aircraft fire, and sustained severe damage. Nevertheless the target was successfully attacked. While over the North Sea on the return flight the pilot was compelled to bring the seriously damaged aircraft down on to the sea. Flight Sergeant Kaufman remained at his post until the last moment and sent out distress signals, which resulted in the entire crew being quickly located and rescued. His coolness and efficiency in the face of a trying situation were most commendable.

Can/R.124369 Flight Sergeant Frank Marcel KERBRAT, R.C.A.F., 90 Sqn.

As air bomber, Flight Sergeant Kerbrat has displayed a high standard of skill throughout his tour of operational duty. He is a most determined and resourceful member of aircraft crew and has set a fine example to all. On one occasion, whilst over enemy waters during a mine-laying mission, his pilot temporarily became incapacitated. Displaying great promptness, Flight Sergeant Kerbrat took over the controls and afterwards flew the aircraft back to this country. When an airfield was reached his pilot, though still suffering, landed the aircraft safely.

Can/R.205706 Flight Sergeant Edward Lorne VINCE, R.C.A.F., 419 (R.C.A.F.) Sqn.

As rear-gunner Flight Sergeant Vince has participated in very many sorties. He has displayed great skill and coolness and, when necessary, has defended his aircraft with resolution. On one occasion during an operation against Sterkrade his aircraft was intercepted by a fighter. In the ensuing engagement Flight Sergeant Vince used his guns to good effect. Although his own aircraft sustained damage he shot down the attacker. Some time later, on the flight home, several more attacks from enemy fighters were experienced, but this rear gunner's vigilance and skilful combat manoeuvres enabled his captain to evade the enemy aircraft. Flight Sergeant Vince has displayed outstanding devotion to duty.

992149 Sergeant John Alexander INNES, R.A.F.V.R., 408 (R.C.A.F.) Sqn.

As flight engineer, this airman has participated in many sorties. He has displayed commendable skill and courage and has proved himself to be a worthy member of aircraft crew. On his last sortie, Sergeant Innes was wounded whilst over Hamburg. Although in much pain he remained at his post until the mission was completed. Not until leaving the aircraft after it had been landed in England did he mention his injuries. He set a fine example of fortitude and devotion to duty.

1608905 Sergeant William James STONEMAN, R.A.F.V.R., 138 Sqn.

As air gunner this airman has participated in many operational missions and has displayed commendable skill and zeal. On one occasion the aircraft in which he was a member of the crew sustained such damage that the pilot was forced to bring it down on to the sea. As the aircraft touched down an inrush of water through the escape hatch, in the rear of the fuselage, flooded the compartment, whilst the interior of the aircraft became filled with petrol fumes. Several members of the crew were partially overcome and in danger of asphyxiation. The dinghy had failed to release. Sergeant Stoneman quickly appreciated the danger and climbed forward to a position from which he released the dinghy

manually and afterwards assisted 'some of his comrades out of the aircraft. His promptitude and resource contributed in good measure to the ultimate safety of his distressed comrades.

*Department of National Defence for Air, Ottawa.*  
3rd November, 1944.

ROYAL CANADIAN 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:—

*Distinguished Flying Cross.*

Squadron Leader John Frederick GREEN (C.1970) 145 (R.C.A.F.) Sqn.  
Flight Lieutenant August CIRKO (J.9139) 11 (R.C.A.F.) Sqn.  
Flying Officer Victor James BLACK (J.26061).  
Flying Officer Donald George SELBY (J.26276) 116 (R.C.A.F.) Sqn.  
Flying Officer Harold Richard WRIGHT (J.37353) 10 (R.C.A.F.) Sqn.

*Department of National Defence for Air, Ottawa.*  
3rd November, 1944.

ROYAL CANADIAN AIR FORCE.

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

*Air Force Cross.*

Wing Commander Robert Idris THOMAS (C.1571).  
Squadron Leader Romney Hollins LOWRY (C.1176).  
Squadron Leader Roy Duffy RENWICK (J.9117).  
Squadron Leader Frank Ernest William SMITH (J.664).  
Flight Lieutenant Thomas BENSON (J.6938).  
Flight Lieutenant Willis Glen WOOD (C.8544).

The KING has also been graciously pleased to give orders for the publication of the names of the following personnel who have been mentioned in despatches:—

*Flight Lieutenants.*

D. L. G. BEATTIE (J.22966).  
S. A. CHEESMAN (C.2001).  
N. W. FISHER (J.24734).  
H. B. G. GIBSON (J.10702).  
R. S. KEETLEY (J.9240).

*Flying Officers.*

J. T. BREEN (J.7071).  
W. E. BURGESS (J.37359).  
J. V. FORESTELL (J.29647).  
J. A. JACKSON (J.23098).  
J. D. MACLISE (J.10295).  
H. MARTELL (J.12983).  
J. A. MCCALLUM (J.23048).  
E. S. MILES (J.12723).  
L. G. PETERSON (J.23748).  
W. A. SMITH (J.11338).  
H. W. WESTAWAY (C.10734).  
A. J. WILTON (J.26268).

*Pilot Officer.*

R. C. HARRIS (C.46640).

*Warrant Officer, 2nd Class.*

L. A. DESSERT (R.54943) (deceased).

*Flight Sergeant.*

R.10269 T. CROTHERS.

*Sergeant.*

R.126017 P. G. LANDRY.

LONDON

PRINTED AND PUBLISHED BY HIS MAJESTY'S STATIONERY OFFICE

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1944

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S.O. Code No. 65-36777