

the enemy aircraft and afterwards flew safely to base. This officer has set a fine example of skill, courage and resource.

Acting Flying Officer Joseph Louis Albert Lucien MARCOTTE (Can/J.86833), R.C.A.F., 425 (R.C.A.F.) Sqn.

As captain and pilot of aircraft this officer has participated in very many operational missions and throughout has set a high standard of skill, determination and keenness. In September, 1944, he piloted an aircraft in an attack on Wanne Eickel. Heavy and concentrated anti-aircraft fire was encountered over the target area and Flying Officer Marcotte's aircraft was hit. The rear gunner and the wireless operator were wounded, the latter member seriously. Flying Officer Marcotte promptly directed another crew member to tend to the injured men and then coolly executed a successful bombing attack. He afterwards flew the aircraft to an airfield in this country in the shortest possible time so that the seriously wounded wireless operator could receive the urgent medical attention necessary to save his life. Flying Officer Marcotte has completed very many sorties and has invariably pressed home his attacks with the greatest determination. He is a brave and devoted captain.

Acting Flying Officer Gerald Joseph QUINLAND (Can/J.88459), R.C.A.F., 431 (R.C.A.F.) Sqn.

This officer has completed a very large number of bombing missions during which he has successfully attacked such targets as Kiel, Essen, Duisburg and Bremen. In September, 1944, he piloted an aircraft in an attack on Wanne Eickel. During the operation his aircraft was badly hit. The flight engineer was injured about the head and the wireless operator was wounded in the leg. In spite of this Flying Officer Quinland pressed home a most vigorous attack and afterwards flew his badly damaged aircraft back to this country. This officer is a model captain whose exemplary conduct has greatly inspired his crew.

Pilot Officer Norman EVANS (183084), R.A.F.V.R., 617 Sqn.

As air bomber this officer has participated in a large number of sorties including 5 attacks on Berlin; he has also participated in 3 attacks on the German battleship Tirpitz and in an attack on the Kembs Barrage. He has at all times displayed the greatest keenness and his precise and determined work has contributed materially to the many successes obtained.

Pilot Officer Frederick James WARD (Can/J.88866), R.C.A.F., 408 (R.C.A.F.) Sqn.

Pilot Officer Ward has consistently displayed high qualities of courage and ability. As air gunner he has taken part in numerous sorties, including attacks on such heavily defended targets as Berlin, Stuttgart and Kiel. On one occasion, whilst over Acheres, his aircraft was attacked by several enemy aircraft. Coolly and skilfully, Pilot Officer Ward directed the necessary combat manoeuvres and, in the ensuing fights, shot down one of the attackers. His excellent work contributed materially to the safe return of his aircraft to this country. Pilot Officer Ward is a most vigilant and resolute gunner.

Warrant Officer Louis James HAZELL (1320179), R.A.F.V.R., 617 Sqn.

Warrant Officer Hazell has taken part in very many sorties involving attacks on dangerous and difficult targets. He is a most efficient and resolute air bomber whose coolness and courage under enemy fire have set an excellent example. Warrant Officer Hazell flew with great distinction in all three attacks on the German battleship Tirpitz.

Acting Warrant Officer John Cecil BAILEY (1543758), R.A.F.V.R., 644 Sqn.

One night in October, 1944, Warrant Officer Bailey piloted an aircraft detailed for a container dropping mission to our ground forces in Holland.

Before reaching the target the aircraft was heavily engaged by intense light anti-aircraft and machine gun fire. The aircraft was hit. The elevators, hydraulic system, rear turret and the bomb bays were all affected; a petrol tank was also damaged. In spite of this Warrant Officer Bailey continued to the dropping zone where he released his containers successfully at the second attempt. He afterwards flew his badly damaged aircraft to base and touched down safely in spite of a burst tyre on one of the landing wheels. This officer displayed skill, courage and determination worthy of the highest praise.

Distinguished Flying Cross.

Flight Lieutenant Roy Donald Kilburn HEMPHILL (Can/J.13447), R.C.A.F., 425 (R.C.A.F.) Sqn.

Distinguished Flying Medal.

939390 Sergeant Eric Alister McABENDROTH, R.A.F., 425 (R.C.A.F.) Sqn.

This officer and airman were pilot and flight engineer respectively of an aircraft detailed to attack Dusseldorf one night in November, 1944. On the outward flight a leak occurred in the oil supply line to the starboard inner engine. Flight Lieutenant Hemphill decided to continue his mission although the target was still far distant. When nearing the area, the port inner engine exploded and caught fire. As much oil had seeped nearby the danger of the fire spreading was great. Sergeant McAbendroth worked unremittingly to prevent this, however, and finally succeeded in extinguishing the flames. Flight Lieutenant Hemphill had held resolutely to his course and, although some height was lost, went on to execute his bombing attack. The position was now serious. Two engines were out of action, whilst the petrol supply was a cause for misgiving. Despite this, Flight Lieutenant Hemphill set course for home. Eventually, an airfield in this country was reached and a safe landing was effected. This officer displayed the highest qualities of skill and resolution in the face of considerable difficulty. Sergeant McAbendroth also proved himself to be a most devoted and determined crew member. His expert tending of the two functioning engines considerably helped his pilot to bring the aircraft home.

Distinguished Flying Medal.

3000725 Sergeant Peter Frederick BOLDERSTONE, R.A.F.V.R., 429 (R.C.A.F.) Sqn.

Sergeant Bolderstone was the flight engineer of an aircraft detailed to attack Cologne one night in October, 1944. On the bombing run the aircraft was hit by shrapnel. Sergeant Bolderstone was injured. Despite this he set a fine example of devotion to duty by insisting on remaining at his post. With the assistance of another member of the crew he executed the engineering tasks necessary for the safe return of the aircraft to this country. On this, his first operational mission, this airman proved himself to be a most resolute and dependable member of aircraft crew.

AMENDMENT.

In notification of 1st January, 1945 (New Year honours, mentions in despatches) (p. 66, col. 2) under heading Acting Squadron Leaders, for A. G. HARWICK (81565) R.A.F.V.R. read A. G. HARDWICK (81454), R.A.F.V.R.

Following names to be added to mentions in despatches list:—

Under heading Acting Wing Commanders insert S. H. GRANVILLE-SMITH (82845), R.A.F.V.R.

Under heading Flight Lieutenants insert A. W. HALL (100001), R.A.F.V.R., and F. E. WOOD (85532), R.A.F.V.R.

Under heading Leading Aircraftmen insert 1247889 C. Goulston, R.A.F.V.R.

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