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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 Service Order.

Acting Wing Commander Arthur Henry Charles ROBERTS, D.F.C. (40431), R.A.F.O., 7 Sqn.

In December, 1944, Wing Commander Roberts captained an aircraft in an attack on the airfield at Mulheim. Intense and accurate anti-aircraft fire was encountered over the target and the aircraft was badly damaged. One member of the crew was seriously wounded. Nevertheless this officer pressed home a successful attack. Before leaving the target area the aircraft was again hit by shrapnel. Displaying outstanding airmanship Wing Commander Roberts flew his severely damaged bomber to an airfield where he executed a masterly landing. This officer, who has completed a large number of sorties has invariably displayed the highest standard of skill, courage and resolution.

Acting Wing Commander Leonard Mountstephen WHETHAM, D.F.C., A.F.C. (70729), R.A.F.O., 35 Sqn.

One night in November, 1944, Wing Commander Whetham piloted an aircraft in an attack on Dusseldorf. Almost immediately after taking off, the port outer engine failed. Despite the loss of engine power this officer continued to the target. When approaching the Ruhr defences extremely accurate anti-aircraft fire was encountered. The aircraft was hit. Considerable structural damage was sustained and a large amount of oxygen was lost. Nevertheless, Wing Commander Whetham executed an excellent bombing run and afterwards flew the aircraft safely to base. This officer has completed a large number of sorties against strongly defended targets. He has displayed high qualities of skill and leadership and throughout his devotion to duty has been unflinching.

Bar to Distinguished Flying Cross.

Flight Lieutenant Wallace Stanhope GAUNT, D.F.C. (116793), R.A.F.V.R., 627 Sqn.

This officer was the observer in one of a formation of aircraft detailed to attack an enemy target. Whilst over the target considerable anti-aircraft fire was encountered. Flight Lieutenant Gaunt's aircraft sustained severe damage. He himself was struck in the leg by a large piece of shrapnel. Although in great pain, this resolute observer refrained from informing his pilot and continued to

give him every assistance during the bombing run. After leaving the target area, Flight Lieutenant Gaunt himself applied a dressing and a tourniquet to his wound. Displaying exceptional resolution he insisted on fulfilling his duties until the aircraft was within a few miles of base. This officer set a fine example of courage and devotion to duty.

Flight Lieutenant Noel RUSSELL, D.F.C. (134004), R.A.F.V.R., 235 Sqn.

Since being awarded the Distinguished Flying Cross this officer has participated in numerous sorties and has displayed a high degree of skill and gallantry throughout. In January, 1945, Flight Lieutenant Russell took part in an engagement against a large force of enemy aircraft, four of which were shot down, two of them by Flight Lieutenant Russell himself. This officer has displayed the greatest keenness for operations and has set a splendid example to all.

Flying Officer Dennis George TONGUE, D.F.C. (177090), R.A.F.V.R., 410 (R.C.A.F.) Sqn.

As observer, this officer continues to display a very high standard of skill and devotion to duty. One night in November, 1944, he flew with great distinction on a sortie during which he assisted in the destruction of 3 enemy aircraft. Throughout, he displayed exceptional coolness and resolution, setting a splendid example.

Distinguished Flying Cross.

Acting Squadron Leader Robert Daniel DOLEMAN (61504), R.A.F.V.R., 157 Sqn.

This officer has displayed the greatest keenness for air operations and has completed a large number of varied sorties. Throughout, he has displayed high skill and unflinching devotion to duty, setting a very fine example. He has destroyed at least 3 enemy aircraft.

Flight Lieutenant Donald Edward JENVEY (Can/11309), R.C.A.F. 440 (R.C.A.F.) Sqn.

Flight Lieutenant Jenvey is a skilful and tenacious fighter. He has completed a large number of sorties against a variety of targets and throughout his determination has been exceptional. During a short period towards the end of December, 1944, Flight Lieutenant Jenvey led the squadron on a number of sorties over the battle zone. In these operations more than forty mechanical vehicles were destroyed and a larger number damaged. Much of the success achieved can be attributed to the skilful leadership of Flight Lieutenant Jenvey, who also shot down a Messerschmitt 109.

Acting Flight Lieutenant William Morris KYNOCH (Aus.419657), R.A.A.F., 467 (R.A.A.F.) Sqn.

One night in November, 1944, this officer was detailed to attack a target at Harburg. While on the bombing run the aircraft was hit by heavy anti-aircraft fire in the port wing. Undeterred, Flight Lieutenant Kynoch executed a good attack. On the return flight the aircraft was attacked by an enemy fighter. Bullets struck the port and starboard tailplane, the elevator trims were shot away, while the rear gunner was wounded. The aircraft dived out of control. With the assistance of another member of the crew, Flight Lieutenant Kynoch succeeded in regaining control. Displaying great skill, he afterwards flew his crippled aircraft back to an airfield in this country where he executed a masterly landing. This officer is a fearless captain who has displayed the highest standard of devotion to duty.

Captain Douglas Wilfred LEE (329130V), S.A.A.F., 92 Sqn.

This officer has set a fine example of skill and courage throughout a notable tour of operational duty. He has participated in a large number of sorties, many of them against targets in close support of our attacking ground forces, to whom the results of his accurate bombing of such targets as strong points, observation posts and gun positions have been of the greatest assistance. This officer has set the highest standard of devotion to duty.

Flying Officer Robert Garland BOYDEN (Can/J.87310), R.C.A.F., 627 Sqn.

This officer has completed many sorties calling for a high degree of skill and resolution. In December, 1944, Flying Officer Boyden participated in an attack on an enemy target. The objective was strongly defended and the bombing run had to be executed in the face of considerable fire from the enemy's defences. Nevertheless, Flying Officer Boyden pressed home his attack with great determination. He has invariably displayed a high degree of courage.

Flying Officer Kenneth Charles HANNA (Can/J.86018), R.C.A.F., 181 Sqn.

This officer has completed a large number of varied sorties, including many armed reconnaissances over the battle area in the West. He has displayed a high standard of leadership, skill and courage and has contributed materially to the success of the squadron. In December, 1944, he flew one of a formation of aircraft detailed to attack enemy vehicles in the St. Vith area. In a most spirited engagement two tanks and 12 mechanical vehicles were destroyed. Throughout, Flying Officer Hanna set a fine example by his skill and resolution.

Flying Officer William Archibald SKINNER (Can/J.87369), R.C.A.F., 103 Sqn.

This officer was pilot and captain of an aircraft detailed to attack Munich. On the outward flight, trouble developed in the port inner engine. The oil and coolant temperatures rose and flames issued from the exhaust manifold. The propeller had to be feathered. This did not deter Flying Officer Skinner from continuing to the target which, despite fighter interference and opposition from the ground defences, was attacked successfully. The weather was bad but Flying Officer Skinner flew the aircraft back to base. His determination was typical of that which he has shown throughout his tour of operational duty.

Flying Officer Robert Patrick TERPENING (Aus.424312), R.A.A.F., 582 Sqn.

In December, 1944, Flying Officer Terpening was detailed to take part in an attack on Cologne in daylight. When approaching the target his aircraft was hit by anti-aircraft fire. Severe damage was sustained. The port inner engine was set on fire and the propeller had to be feathered; the port outer and the starboard inner engines then began to fail. Despite this, Flying Officer Terpening continued his bombing run. Shells were bursting all around but he pressed home his attack. On turning away from the target the aircraft was attacked by 5 fighters. Although both gun turrets had been put out of action and all but one gun were unserviceable, Flying Officer Terpening and his crew conducted a gallant fight. The aircraft was repeatedly hit by cannon shell and the situation became extremely serious. Nevertheless, Flying Officer Terpening succeeded in his resolve to reach Allied territory. It became

necessary to leave the crippled aircraft by parachute. Even so, this brave captain ensured that all members of his crew had got clear before jumping himself. This officer displayed coolness, courage and captaincy of a high order.

Flying Officer Ronald Owen James BUCKLAND (176444), R.A.F.V.R., 640 Sqn.

Pilot Officer William Gordon HOLMAN (Can/J.92116), R.C.A.F., 640 Sqn.

Pilot Officer Trevor WATKINS (186557), R.A.F.V.R., 640 Sqn.

These officers were pilot, air bomber and flight engineer respectively in an aircraft detailed to attack the Essen/Mulheim airfield in December, 1944. During the bombing run a shell burst in front of the aircraft and a large piece of shrapnel crashed through the windscreen of Pilot Officer Holman's compartment, narrowly missing his head. Unperturbed, he remained in his position ready to release the bombs. Almost immediately another shell burst close by. Two engines and the tailplane were damaged and the aircraft went into a dive. Flying Officer Buckland was wounded in the side. Pilot Officer Watkins, displaying great promptitude, immediately went to his captain's assistance and the aircraft was righted. Although suffering acutely, Flying Officer Buckland held the aircraft on a straight run, enabling Pilot Officer Holman to execute a good attack. The injured pilot was now bleeding at the mouth. Although the aircraft was flying at great height he was forced to dispense with his oxygen mask. Nevertheless, he remained at the controls until over Allied territory. Pilot Officer Holman then took over. Though not as skilled as a regular pilot he flew the aircraft to England. On reaching the nearest airfield, Flying Officer Buckland, who, in the meantime, had been given expert first aid by Pilot Officer Watkins, was assisted to the cockpit and took over the controls. Although very weak from loss of blood he brought the aircraft down safely. Few captains could have showed greater resolution. He set a magnificent example of courage and fortitude. Pilot Officers Holman and Watkins also proved themselves to be outstanding members of aircraft crew. Their conduct in most harassing circumstances was exemplary.

Pilot Officer Herbert Joseph WHITTAKER (186057), R.A.F.V.R., 76 Sqn.

This officer has completed very many sorties, most of them against targets in Germany. He is a highly skilled and resolute captain, whose determination to complete his missions successfully has won much praise. On one occasion, when over Walcheren Island, his aircraft sustained damage. A large hole was torn in the fuselage and the controls were partially jammed, making the aircraft difficult to control. Despite this, Pilot Officer Whittaker flew safely to base.

Warrant Officer John Michael HODGSON (1230779), R.A.F.V.R., 640 Sqn.

One night in December, 1944, Warrant Officer Hodgson piloted an aircraft in an attack on the railway sidings at Osnabruck. Early on the outward flight, the starboard inner engine became troublesome and some time later it caught fire. The flames died away after the engine had been put out of action and the propeller had been feathered. Some height was lost. Despite this, Warrant Officer Hodgson was determined to attack his allotted target and went on to execute a good attack in the face of intense fire from the enemy's ground defences. He afterwards flew the aircraft to base. Warrant Officer Hodgson has completed numerous sorties on his second tour of operational duty and has set a fine example of skill, courage and resolution.

Distinguished Flying Cross.

Acting Flying Officer Ian Hamilton BYERS (N.Z.428186), R.N.Z.A.F., 61 Sqn.

Distinguished Flying Medal.

1800047 Flight Sergeant George Frederick CARTWRIGHT, R.A.F.V.R., 61 Sqn.

One night in December, 1944, this officer and airman were pilot and wireless operator (air) in an aircraft detailed to attack Giessen. Just as the bombs had been released, a shell burst very close to the aircraft which sustained much damage. A

few minutes later, the bomber was struck by a stream of bullets from an enemy aircraft. The mid-upper gunner was killed. His turret was set on fire, the port wing also caught alight, sending a long trail of flame along the fuselage. Flight Sergeant Cartwright, with complete disregard for his own safety, made great efforts to subdue the flames in the mid-upper turret. His hands were burnt but he worked heroically. Finally, he succeeded in quelling the flames. Fortunately, the fire in the port wing had now died down. Thereupon, Flying Officer Byers who, during this most harassing period had displayed the greatest coolness at the controls, decided to attempt to reach Allied territory. Aply assisted by the fixes which Flight Sergeant Cartwright obtained on his wireless apparatus, he reached an airfield where he effected a safe landing in the face of great difficulties. This officer displayed skill and courage of a high standard. Flight Sergeant Cartwright also proved himself to be a brave and resourceful crew member.

Distinguished Flying Medal.

N.Z.425568 Flight Sergeant Maxwell Henry John GRAHAM, R.N.Z.A.F., 489 (R.N.Z.A.F.) Sqn.

This airman has taken part in very many sorties, including a number of attacks on enemy shipping. In November, 1944, he took part in an attack on a convoy of two merchantmen and three escorting vessels. In spite of fierce anti-aircraft fire, Flight Sergeant Graham pressed home his attack on one of the merchantmen to good effect. His aircraft sustained damage when a shell struck the fuselage. Despite this, Flight Sergeant Graham went on to attack one of the escort vessels with machine gun fire. As he turned away flames were seen issuing from the vessel. He afterwards flew the damaged aircraft to base and effected a safe landing with the under carriage retracted. Throughout a notable sortie this airman displayed great courage and determination.

Air Ministry, 2nd March, 1945.

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

Bar to Distinguished Flying Cross.

Acting Squadron Leader.

Edward Richard HEDGECOE, D.F.C. (86574), R.A.F.V.R.

Flying Officer.

Norman Llewellyn BAMFORD, D.F.C. (149134), R.A.F.V.R. (since deceased).

Distinguished Flying Cross.

Flight Lieutenants.

William John GOUGH (120855), R.A.F.V.R., 96 Sqn.

Finlay John MACRAE (85786), R.A.F.V.R.

Brian Barry MILL (61997), R.A.F.V.R., 138 Sqn., with effect from 30th Mar. 1944.

Flying Officer.

John Leonard Newman HALL (159428), R.A.F.V.R., 406 (R.C.A.F.) Sqn.

ROYAL AUSTRALIAN AIR FORCE

Distinguished Flying Cross.

Flying Officer.

Alexander James SAUNDERS (Aus.8687), 83 Sqn., with effect from the 17th Aug. 1944.

Pilot Officer.

David Murray ROBINSON (Aus.422707), 83 Sqn., with effect from the 12th Aug. 1944.

ROYAL CANADIAN AIR FORCE.

Distinguished Flying Cross.

Acting Squadron Leader.

Jack Thorold MACDONALD (Can/J.15821), 406 (R.C.A.F.) Sqn.

Flight Lieutenant.

Ronald George LAKE (Can/J.11283), 441 (R.C.A.F.) Sqn.

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