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*Air Ministry, 6th April, 1945.*

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 Squadron Leader Donald Frank PERRENS, D.F.C. (47493), R.A.F. (Captain, The Suffolk Regiment), 208 Sqn.

This officer has completed many sorties on his second tour of operational duty. He has displayed exceptional tactical skill, great bravery and a determination to complete his mission with success which has won the highest praise. In January, 1945, Squadron Leader Perrens was detailed for an artillery reconnaissance in the vicinity of Bologne. Whilst over the target area he was engaged by heavy and light anti-aircraft fire. His aircraft was repeatedly hit but he remained over the target for nearly another hour to direct our artillery fire on to the enemy's positions. He was forced to turn away however, when the engine of his aircraft failed. Nevertheless, he effected a successful crash landing in our forward defence lines. His coolness and courage in the face of concentrated enemy fire set a fine example.

*Bar to Distinguished Flying Cross.*

Acting Squadron Leader John Mathers BAILEY, D.F.C. (N.Z.412183), R.N.Z.A.F., 75 (N.Z.) Sqn.

Since being awarded the Distinguished Flying Cross, Squadron Leader Bailey has participated in many sorties against some of the most heavily defended targets in enemy territory. He has consistently displayed a high standard of courage and skill, qualities which were well evident on a recent occasion in February, 1945, when he led the squadron in an attack on an oil refinery at Osterfeld. Whilst over the target the aircraft was hit in several places. The starboard inner engine was rendered unserviceable and the propeller had to be feathered. In spite of this, Squadron Leader Bailey executed a successful attack.

*Distinguished Flying Cross.*

Flight Lieutenant Elwyn Francis DAVIS (122465), R.A.F.V.R., 524 Sqn.

Flying Officer Brook Abbott TAYLOR (N.Z.4213899), R.N.Z.A.F., 524 Sqn.

One night in February, 1945, these officers were pilot and bomb aimer respectively of an aircraft engaged on a sortie. Whilst off the Dutch coast, they sighted a force of eight enemy E. boats. The position was reported and, some time later, Flight Lieutenant Davis dived to the attack. In spite of fierce fire, the attack was pressed home. Bomb bursts were seen to straddle one of the vessels which were also machine-gunned. Later on, a

second attack was made. As he went in, Flight Lieutenant Davis was met with intense and accurate fire. The aircraft was hit repeatedly. Half a mile from the target, the port wing burst into flames. Nevertheless, Flying Officer Taylor coolly continued to direct his pilot on to the target and a straight and level bombing run was executed. Soon afterwards the aircraft became uncontrollable and could no longer be flown. By this time, the fuselage was on fire along most of its length. Coolly and skilfully, Flight Lieutenant Davis brought the aircraft down on to the water. It broke up on impact but Flight Lieutenant Davis and Flying Officer Taylor got aboard the dinghy from which they were later rescued. These officers displayed the highest qualities of skill, courage and resolution.

Flight Lieutenant Robert Joseph GARVIN (Can/J. 11036), R.C.A.F., 427 (R.C.A.F.) Sqn.

This officer has completed very many sorties and throughout has set a very fine example of skill, keenness and devotion to duty. In January, 1945, Flight Lieutenant Garvin was the captain and pilot of an aircraft detailed for a mine-laying mission in enemy waters. In spite of considerable anti-aircraft fire and the presence of enemy fighters, Flight Lieutenant Garvin displayed the greatest determination and accomplished his task with accuracy. This officer has successfully completed several similar missions.

Flight Lieutenant Edwin Norman JENNINGS (130863), R.A.F.V.R., 206 Sqn.

This officer has completed much operational flying and has set a fine example of devotion to duty throughout. One night recently, Flight Lieutenant Jennings executed a skilful attack on a U-boat. His great determination and the thoroughness with which he had trained his crew for such an engagement were largely responsible for the exemplary way in which the attack was pressed home. On a previous occasion some months earlier, Flight Lieutenant Jennings took part in a successful attack on a U-boat.

Flight Lieutenant Athole John Spalding STEWART (88673), R.A.F.V.R., 547 Sqn.

This officer has completed very many sorties and has invariably displayed commendable skill, courage and devotion to duty. On a recent occasion, Flight Lieutenant Stewart was pilot and captain of an aircraft detailed for an anti-submarine patrol. During the operation he located 2 U-boats escorted by 3 other ships. In spite of fierce fire from all the vessels, Flight Lieutenant Stewart went into the attack with great resolution. At least one of his depth charges fell very close between the submarines. During the engagement, Flight Lieutenant Stewart's aircraft was hit in

more than thirty places. Throughout this spirited action, this officer displayed great coolness, courage and efficiency.

**Flight Lieutenant Joseph Frank THOMAS** (Can/J.7975), R.C.A.F., 424 (R.C.A.F.) Sqn.

This officer has participated in numerous sorties and has invariably displayed a high degree of skill and determination. One night in February, 1945, Flight Lieutenant Thomas piloted an aircraft detailed to attack Bonn. On the outward flight, one engine became unserviceable. In spite of this, Flight Lieutenant Thomas completed his mission successfully. He set a fine example of devotion to duty.

**Acting Flight Lieutenant Martin Adam KILPATRICK** (N.Z.421919), R.N.Z.A.F., 75 (N.Z.) Sqn.

As pilot and captain of aircraft this officer has participated in many sorties against enemy targets. He has at all times displayed the highest standard of devotion to duty and has invariably pressed home his attacks with the greatest vigour. In February, 1945, he took part in an attack against a target at Osterfeld. During the run-in, Flight Lieutenant Kilpatrick's aircraft was hit in several places. The propeller of the port outer engine had to be feathered. The starboard inner engine also began to give trouble. Despite this, Flight Lieutenant Kilpatrick maintained a straight run to execute a good attack which was proved by the photograph he secured. Soon after leaving the target, the defective starboard engine had to be put out of action. The loss of engine power caused considerable loss of height but this resolute pilot flew to base and landed safely. Flight Lieutenant Kilpatrick set a splendid example of skill, coolness and devotion to duty throughout.

**Flying Officer Frank Dennis BAXTER** (Can/J.27670), R.C.A.F., 432 (R.C.A.F.) Sqn.

One night in December, 1944, Flying Officer Baxter was captain of an aircraft detailed to attack Troisdorf. On the return flight the aircraft was hit by anti-aircraft fire and two engines were rendered unserviceable. In spite of this, and although deprived of the full services of his navigator who was severely wounded, Flying Officer Baxter was determined, if at all possible, to bring his damaged aircraft to base. That he succeeded in so doing is a splendid tribute to his outstanding skill and courage. This officer set a magnificent example of devotion to duty.

**Flying Officer Peter Norman EWING** (Aus.406523), R.A.A.F., 45 Sqn.

This officer is an exceptionally able and resolute pilot. He has completed more than 100 sorties, including many low level attacks on various enemy targets. Throughout, he has shown the greatest determination to inflict loss on the enemy and has set a fine example to all. On a recent occasion, in an attack on an enemy airfield, Flying Officer Ewing was wounded in the hand, arm and body. Despite this, he completed his attack and afterwards flew back to base.

**Flying Officer Joseph Leandre Marie Louis Fernand RANCOURT** (Can/J.22884), R.C.A.F., 404 (R.C.A.F.) Sqn.

This officer has taken part in many successful attacks on enemy shipping and throughout has displayed the greatest courage and determination. On one occasion in March, 1944, he piloted one of a formation which attacked a heavily escorted enemy liner. In spite of fierce anti-aircraft fire and much fighter opposition, Flying Officer Rancourt pressed home his attack with his usual determination. After turning away from the target he engaged one of the enemy fighters and shot it down. On this notable sortie, Flying Officer Rancourt displayed courage and skill of a high order.

**Flying Officer Milton Steve WICKES** (Aus.417733), R.A.A.F., 463 (R.A.A.F.) Sqn.

One night in February, 1945, this officer was pilot and captain of an aircraft detailed to attack a synthetic oil refinery at Politz. When approaching the target the bomber was struck by bullets from a fighter. The port inner engine was put out of action, the fuselage and tailplane were damaged, the hydraulic gear was rendered unserviceable, whilst one of the petrol tanks caught fire. In spite of this, Flying Officer Wickes manoeuvred well and enabled his gunners to

engage the attacker which was shot down. Flames were issuing from the port wing of the damaged bomber as Flying Officer Wickes completed his bombing run. Immediately after, another fighter attempted to close in but it was driven off. The flames died down and Flying Officer Wickes decided to attempt to fly his badly damaged aircraft home. Displaying great skill and resolution he reached an airfield in this country and effected a safe landing. In harassing and dangerous circumstances, this officer displayed coolness, courage and devotion to duty of a high order.

**Acting Flying Officer James Arthur Gordon BECK** (Aus.408434), R.A.A.F., 186 Sqn.

In February, 1945, this officer piloted an aircraft detailed to attack Wesel. On the take-off run the tyre on the starboard wheel burst, causing the axle to drag along the runway and break up. The starboard wing dropped and the aircraft swung wildly. Flying Officer Beck succeeded in straightening the aircraft. In gaining height he narrowly missed a hangar. After much difficulty the part of the undercarriage which had not been ripped away was retracted and Flying Officer Beck went on to the target and bombed it. On reaching an airfield in this country after completing his mission he executed a masterly landing with the undercarriage retracted. This officer has completed numerous sorties and has invariably displayed the highest standard of skill and resolution. He is an excellent captain whose fine qualities have been well reflected in the operational efficiency of his crew.

**Pilot Officer Norman William Trevor BEETHAM** (N.Z.412190), R.N.Z.A.F., 524 Sqn.

This officer has completed numerous sorties on his second tour of operational duty. He is a highly efficient pilot and a resolute captain, whose keenness to engage the enemy has set a fine example. He has participated in a number of attacks on enemy shipping. On one occasion, Pilot Officer Beetham took part in an attack against a heavily defended convoy. In the run in, intense anti-aircraft fire was encountered. Although his aircraft was hit in several places, Pilot Officer Beetham pressed home his attack and afterwards flew the damaged aircraft to base. In February, 1945, this officer flew with great distinction in an attack against 3 E-boats. His successes are an excellent testimony to his great skill, courage and tenacity.

**Pilot Officer William David CORBETT** (Can/J.88248), R.C.A.F., 425 (R.C.A.F.) Sqn.

One night in February, 1945, Pilot Officer Corbett piloted an aircraft detailed to attack Mainz. On the outward journey the port outer engine became unserviceable. Undeterred, Pilot Officer Corbett continued to the target and executed a successful attack. On the return flight the starboard inner engine showed signs of over-heating. Nevertheless, skilfully using the defective engine, Pilot Officer Corbett flew the aircraft safely to an airfield in England. This officer has proved himself to be an excellent captain and has set a fine example to all.

**Pilot Officer John James Vladimir GLAZEBROOK** (184680), R.A.F.V.R., 206 Sqn.

One night recently, this officer was pilot and captain of an aircraft detailed for a sortie. Whilst over the Baltic he engaged an enemy merchant vessel and pressed home a good attack from a low level. Shortly afterwards, he went into the attack against a force of 5 U-boats escorted by a surface naval vessel. His first run in was abortive owing to a last minute mechanical failure. Although he had lost the element of surprise, Flight Lieutenant Glazebrook returned to the attack. In spite of considerable anti-aircraft fire from all the vessels, this resolute pilot released his depth charges on one of the U-boats. He showed coolness, courage and determination of a high order.

**Pilot Officer Henry Arthur HOSIER** (188132), R.A.F.V.R., 235 Sqn.

This officer has completed a notable tour of operational duty and throughout has displayed the greatest keenness. He is a highly competent and fearless navigator whose excellent work has contributed materially to the success of many of the operations in which he has taken part. In the course of these sorties, Pilot Officer Hosier has assisted in the destruction of 3 enemy aircraft.

*Distinguished Flying Cross.*

Flight Lieutenant Kenneth WYVER (116006),  
R.A.F.V.R., 214 Sqn.

*Distinguished Flying Medal.*

1605641 Flight Sergeant Desmond George  
KINGSLAND, R.A.F.V.R., 214 Sqn.

This officer and airman were pilot and wireless operator (air) respectively in an aircraft detailed to attack Chemnitz one night in February, 1945. On the return flight the aircraft came under fire from the enemy ground defences and was hit. One engine was damaged, all the navigational aids were rendered unserviceable and the intercommunication system became useless. A fire broke out in Flight Sergeant Kingsland's compartment. Though wounded, this airman made efforts to control the flames and finally extinguished them. Meanwhile, Flight Lieutenant Wyver held resolutely to his homeward course. (Eventually, an airfield was reached and a safe landing effected. This officer displayed a high degree of skill, coolness and courage throughout. Flight Sergeant Kingsland also proved himself to be a brave and determined member of aircraft crew. His resolute work in extinguishing the fire and afterwards, despite his injuries, his excellent co-operation with his captain set a fine example.

*Conspicuous Gallantry Medal (Flying).*

1518651 Acting Flight Sergeant Thomas William  
Dennis KELLY, R.A.F.V.R., 7 Sqn.

One night in February, 1945, this airman was the navigator in one of a formation of aircraft

detailed to attack an oil refinery at Bohlen. When approaching the target the aircraft was hit by anti-aircraft fire and sustained damage. Flight Sergeant Kelly was severely wounded in the leg. In spite of this, his first thought was the fulfilment of his allotted duties. Although in acute pain he insisted on remaining at his post. Throughout the attack and on the return flight home, Flight Sergeant Kelly displayed the highest standard of skill. After the English coast had been crossed he was overcome by faintness but he had accomplished his task and navigated the aircraft safely back. This airman displayed exceptional courage, fortitude and devotion to duty.

*Distinguished Flying Medal.*

Can/R.161211 Flight Sergeant Bernard Lloyd  
McKINNON (now Pilot Officer), R.C.A.F., 419  
(R.C.A.F.) Sqn.

Flight Sergeant McKinnon has participated in many sorties against some of the most heavily defended targets in Germany. In December, 1944, he was the air bomber in an aircraft detailed to attack Ludwigshafen. Shortly after the bombs had been released the aircraft was hit by bullets from a fighter. At the time, Flight Sergeant McKinnon was moving to a position from which he could continue his duties by assisting the navigator. He was struck in the foot which was badly injured. Although in considerable pain, Flight Sergeant McKinnon insisted on remaining at his post until assured that he could be of no further assistance. His example of courage and fortitude was most praiseworthy.

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