



FIFTH SUPPLEMENT  
TO  
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TUESDAY, 24 APRIL, 1945

*Air Ministry, 24th April, 1945.*

The KING has been graciously pleased to confer the VICTORIA CROSS on the under-mentioned officer in recognition of most conspicuous bravery:—

Captain Edwin SWALES, D.F.C. (6101V), S.A.A.F., 582 Sqn. (deceased).

Captain Swales was "master bomber" of a force of aircraft which attacked Pforzheim on the night of February 23rd, 1945. As "master bomber," he had the task of locating the target area with precision and of giving aiming instructions to the main force of bombers following in his wake.

Soon after he had reached the target area he was engaged by an enemy fighter and one of his engines was put out of action. His rear guns failed. His crippled aircraft was an easy prey to further attacks. Unperturbed, he carried on with his allotted task; clearly and precisely he issued aiming instructions to the main force. Meanwhile the enemy fighter closed the range and fired again. A second engine of Captain Swales' aircraft was put out of action. Almost defenceless, he stayed over the target area issuing his aiming instructions until he was satisfied that the attack had achieved its purpose.

It is now known that the attack was one of the most concentrated and successful of the war.

Captain Swales did not, however, regard his mission as completed. His aircraft was damaged. Its speed had been so much reduced that it could only with difficulty be kept in the air. The blind-flying instruments were no longer working. Determined at all costs to prevent his aircraft and crew from falling into enemy hands, he set course for home. After an hour he flew into thin-layered cloud. He kept his course by skilful flying between the layers, but later heavy cloud and turbulent air conditions were met. The aircraft, by now over friendly territory, became more and more difficult to control; it was losing height steadily. Realising that the

situation was desperate Captain Swales ordered his crew to bale out. Time was very short and it required all his exertions to keep the aircraft steady while each of his crew moved in turn to the escape hatch and parachuted to safety. Hardly had the last crew-member jumped when the aircraft plunged to earth. Captain Swales was found dead at the controls.

Intrepid in the attack, courageous in the face of danger, he did his duty to the last, giving his life that his comrades might live.

*Air Ministry, 24th 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 Wing Commander Rayner BAKER, D.F.C. (81930), R.A.F.V.R., 97 Sqn.

This officer has participated in more than sixty bombing missions during which he has attacked a wide range of enemy targets. He has displayed skill and courage of a high order and his determination to attack his targets with the greatest accuracy has set a very fine example. The successes he has achieved are a fine tribute to his sterling qualities.

Acting Flight Lieutenant Garry Munroe BLUMER. (Aus.413517), R.A.A.F., 450 (R.A.A.F.) Sqn.

This officer has completed a very large number of sorties against a wide range of enemy targets. He has displayed skill and courage of a high order and throughout his determination has been unbeatable. In March, 1945, in an attack on several enemy barges, Flight Lieutenant Blumer's aircraft was hit and damaged. He himself was wounded, suffering a broken leg. Although in much physical distress, this brave pilot flew back to a landing ground and brought his aircraft safely down with the undercarriage retracted. He displayed outstanding fortitude and resolution and his conduct impressed all.

*Distinguished Flying Cross.*

Acting Squadron Leader Robert Lionel John FITCH (41689), R.A.F.O., 143 Sqn.

Flying Officer Edward Leslie PARKER (152682), R.A.F.V.R., 143 Sqn.

As pilot and navigator of aircraft respectively, Squadron Leader Fitch and Flying Officer Parker

have completed very many sorties and throughout have displayed the highest standard of devotion to duty. They have taken part in numerous successful attacks on enemy shipping and have invariably pressed home their attacks with the greatest courage and determination, setting a fine example to all.

Flight Lieutenant William Sproat BIGGAR (112483), R.A.F.V.R., 502 Sqn.

Flight Lieutenant Biggar is a most skilful and resolute pilot and captain. He has participated in a large number of sorties, including a number of successful attacks on enemy shipping. In February, 1945, Flight Lieutenant Biggar pressed home a good attack on one of two medium sized merchantmen. His determination on this occasion was characteristic of that which he has shown throughout his tour of duty.

Flight Lieutenant William Thomas George GABRIEL (69432), R.A.F.V.R., 9 Sqn.

This officer has participated in very many sorties against strongly defended enemy targets. In January, 1945, he was rear gunner in an aircraft detailed to attack the submarine pens at Bergen. Soon after leaving the target area the aircraft was engaged by 4 fighters. In the first attack, Flight Lieutenant Gabriel's gun turret was rendered unserviceable. A little later he was wounded in the leg and also injured above the eye. Nevertheless, this officer, in conjunction with the mid-upper gunner, whose turret had also been put out of action, gave clear and concise evading directions to the pilot who manoeuvred with much skill. In all, 15 attacks were suffered but the enemy was prevented from pressing these attacks home. Not until the engagement was terminated did Flight Lieutenant Gabriel inform his captain of his injuries. He displayed exceptional coolness and devotion to duty throughout.

Flight Lieutenant Frederick Arthur HADEN, A.F.C. (133995), R.A.F.V.R., 162 Sqn.

In February, 1945, this officer was pilot and captain in an aircraft detailed to attack Berlin. At the commencement of the bombing run the aircraft was illuminated in a cone of searchlights. Despite this Flight Lieutenant Haden maintained a straight and level course. A shell burst in front of the aircraft and the windscreen around the pilot was shattered. Flight Lieutenant Haden was temporarily blinded by particles of glass. Nevertheless, he kept the aircraft on a straight run. His navigator was thus enabled to release the bombs with accuracy. After his injured eyes had been attended to he resumed full control of the aircraft and completed the long flight home safely. This officer displayed exceptional determination and devotion to duty, qualities which have been well in evidence in all his sorties against the enemy.

Flight Lieutenant John Rintoul HUTCHISON (106362), R.A.F.V.R., 502 Sqn.

Flying Officer John Archibald O'REILLY (151910), R.A.F.V.R., 502 Sqn.

As pilot and navigator of aircraft respectively, these officers have participated in many varied sorties, including numerous successful attacks on enemy shipping. On one occasion, in December, 1944, they pressed home an attack on a large supply vessel off Goteborg. Two hits were obtained amidships. In March, 1945, they secured another notable success against a medium-sized merchantman at the entrance to Oslo fjord. In spite of fierce opposing fire, the attack was well pressed home and two hits were obtained on the stern of the vessel. In these well executed attacks, Flight Lieutenant Hutchison and Flying Officer O'Reilly displayed courage and resolution of a high order.

Flight Lieutenant William LEACH (Aus.425524), R.A.A.F., 502 Sqn.

This officer has taken part in a good number of sorties, many of them being attacks on enemy shipping. He is a most competent and courageous crew member, whose navigational ability has been an important factor in the success of many of the operations in which he has taken part. He has displayed the highest standard of keenness and devotion to duty and has proved a most valuable asset to the squadron.

Flight Lieutenant John MACFADYEN (132323), R.A.F.V.R., 58 Sqn.

This officer has displayed great skill and courage in air operations. He has completed many sorties, including numerous telling attacks on enemy shipping and the success achieved is a good tribute to

his great determination. His most recent success was in March, 1945, when he obtained a hit on a medium-sized enemy ship, escorted by a naval vessel. This officer has set a fine example of devotion to duty.

Flight Lieutenant Harry Glendining PATTISON (141466), R.A.F.V.R., 182 Sqn.

This officer has completed a large number of sorties during which he has attacked a wide range of enemy targets. He has at all times displayed the greatest keenness and determination and has obtained many successes over various battle areas. In January, 1945, Flight Lieutenant Pattison participated in a sortie during which seven locomotives were destroyed. By his skilful leadership this officer contributed in good measure to the results obtained.

Acting Flight Lieutenant Lionel Elwood COULTER (Can./J.27630), R.C.A.F., 434 (R.C.A.F.) Sqn.

This officer has participated in very many sorties and has proved himself to be a cool, confident and skilful pilot and captain. He has invariably pressed home his attacks and his determination has won much praise. One night in February, 1945, he piloted an aircraft detailed to attack Mannheim. On the outward flight an engine failed. In spite of this, Flight Lieutenant Coulter continued to the target. Whilst over the area, a fault in the electrical circuit caused a small fire in the bomb aimer's compartment. The fire was quickly extinguished, however, and the target was then successfully attacked. During the return flight, Flight Lieutenant Coulter skilfully evaded a fighter which attempted to close in. This officer displayed outstanding devotion to duty throughout a trying sortie.

Acting Flight Lieutenant Francis John HOWELLS (Aus.419044), R.A.A.F., 463 (R.A.A.F.) Sqn.

This officer was the pilot and captain of an aircraft detailed to attack Merseburg-Leuna in January, 1945. Whilst over the target area the aircraft was hit by anti-aircraft fire. The hydraulic system was affected and the front and rear turrets were rendered unserviceable. In spite of this, Flight Lieutenant Howells circled the target to begin the bombing run. The aircraft was again hit. Pieces of shrapnel shattered the canopy above the pilot's head and damaged the instrument panel. The port engine was also hit and caught fire. The propeller was feathered but the flames had attracted an enemy fighter which made two determined attacks. By skilful manoeuvring, Flight Lieutenant Howells succeeded in evading the attacker and went on to bomb the target. Soon afterwards the aircraft was hit yet again. A petrol tank was holed and its contents drained away. The starboard mainplane sustained some damage. In spite of this, Flight Lieutenant Howells flew back to this country and brought the severely damaged aircraft safely down at the nearest available airfield. Flight Lieutenant Howells displayed exceptional skill, great courage and devotion to duty.

Flying Officer Frederick Harold EDWARDS (179648), R.A.F.V.R., 150 Sqn.

In March, 1945, this officer piloted an aircraft detailed to attack Dessau. On the outward flight the aircraft was hit by anti-aircraft fire. The starboard tailplane and the elevator were damaged. The rear turret was rendered unserviceable. The aircraft was difficult to control but Flying Officer Edwards continued to the target and executed his attack. He afterwards flew to the nearest available airfield in this country and landed safely. Unfortunately, the aircraft caught fire afterwards. The flames spread rapidly. With great coolness, Flying Officer Edwards and his crew fought well to control the fire until the arrival of the fire party who succeeded in quelling the flames. Flying Officer Edwards displayed praiseworthy courage and tenacity throughout a trying sortie.

Flying Officer Maurice FREEMAN (162239), R.A.F.V.R., 241 Sqn.

This officer has participated in a large number of sorties and has consistently displayed skill and courage of a high standard. In January, 1945, Flying Officer Freeman was detailed for a reconnaissance, covering an enemy waterway. During the operation the aircraft was subjected to considerable anti-aircraft fire. Just before leaving the target his aircraft was hit. One engine was damaged. In spite of this, Flying Officer Freeman flew safely to base. He had secured valuable information. This officer has invariably displayed the greatest resolution.

Flying Officer Arthur Thomas Charles WILMOT-DEAR (151446), R.A.F.V.R., 58 Sqn.  
 Flying Officer Victor Godfrey WATLING (164259), R.A.F.V.R., 58 Sqn.

As pilot and navigator/bomb aimer respectively these officers have completed numerous attacks on enemy shipping. They have displayed commendable skill and co-operation and throughout they have set a fine example of devotion to duty. One night in February, 1945, they successfully attacked an enemy merchantman. A few nights later they obtained yet another success against a medium sized enemy vessel which was heavily escorted. Flying Officers Wilmot-Dear and Watling have invariably displayed praiseworthy courage and resolution.

Lieutenant David Galt DENT (177022V), S.A.A.F., 12 (S.A.A.F.) Sqn.

This officer has displayed the highest standard of skill in air operations. Keen and courageous he has set a splendid example by his determination to complete his missions successfully. In March, 1945, Lieutenant Dent piloted one of a formation of aircraft detailed to attack the railway sidings at Conogliano. Over the target area considerable anti-aircraft fire and much fighter opposition were encountered. During the bombing run his aircraft was repeatedly hit by bullets from various fighters and by fire from the ground defences. Extensive damage was sustained. Despite this he completed his bombing run. The fighters kept up their attacks. Flight Lieutenant Dent manoeuvred well but his aircraft sustained more serious damage. When the enemy aircraft finally broke away, petrol and oil were pouring from damaged port tanks which had been hit. Nevertheless, Flight Lieutenant Dent was determined if possible to bring back the crippled aircraft. Eventually, he reached a landing ground and brought his aircraft down safely with masterly skill. This officer displayed outstanding coolness, courage and devotion to duty.

Acting Flying Officer Frederick Foster WRIGHT (Can/J.93453), R.C.A.F., 100 Sqn.

One night in March, 1945, this officer was the pilot and captain of an aircraft detailed to attack Kassel. Shortly after the bombs had been released, the aircraft sustained severe damage. The fuselage, mainplane, tail unit and the mid-upper and rear gun turrets were all affected. The elevators jammed and the aircraft dived out of control. Several thousand feet in height were lost before Flying Officer Wright succeeded in levelling out. With great difficulty he retained control and flew on to reach base where he landed the badly damaged aircraft safely. This officer displayed a high degree of courage and coolness in the face of great damage.

Pilot Officer Raymond Morris HAYS (Can/J.88928), R.C.A.F., 544 Sqn.

This officer was the pilot of an aircraft detailed for a reconnaissance covering the Leipzig area in March, 1945. Whilst over the target, two enemy fighters attempted to close in. Pilot Officer Hays took violent evading action. Much height was lost. At this stage another enemy aircraft joined the fight. Pilot Officer Hays manoeuvred with great skill and, although his aircraft was hit, he succeeded in evading the attackers. The starboard engine had been badly damaged but course was set for home. Later, on the return flight, the aircraft was attacked by another fighter. Pilot Officer Hays manoeuvred with superb skill. Although the aircraft sustained further damage and the navigator was wounded, this pilot succeeded in evading the fighter. He afterwards flew to a landing ground in allied territory. This officer, who has completed many sorties, has consistently shown courage and resolution.

Pilot Officer John Anthony WHITE (Can/J.45138), R.C.A.F., 159 Sqn.

In February, 1945, this officer was the navigator of an aircraft detailed to attack an enemy bridge. In the run in to the target the aircraft was met with intense and accurate anti-aircraft fire. The navigator's compartment was pierced and Pilot Officer White was wounded in the chest. Despite this, he remained at his post and played his part worthily in the attack on the target. Although in pain and suffering greatly from the loss of blood, Pilot Officer White insisted on fulfilling his duties. Although he fainted twice he recovered quickly

and continued to navigate the aircraft home. After a flight of several hours duration base was reached within a few minutes of the estimated time of arrival. This officer displayed outstanding courage, fortitude and determination.

Pilot Officer Maurice Joseph KELLY (Can/J.85024), R.C.A.F., 166 Sqn.

Pilot Officer Kelly has participated in numerous sorties and has proved himself to be an efficient and fearless captain. One night in March, 1945, he piloted an aircraft detailed to attack Kassel. On the outward flight, the starboard inner engine became defective. Despite this, Pilot Officer Kelly continued his mission. Before reaching the target, the port outer engine failed. Nevertheless, this pilot went on to attack the target, although forced to do so at a height considerably less than originally planned. He afterwards flew the aircraft back to base with one engine out of action completely and a second working only intermittently. His determination was in keeping with that which he has invariably shown.

Second Lieutenant Richard TURNER (543213V), S.A.A.F., 5 (S.A.A.F.) Sqn.

This officer has completed several sorties. Though young in experience he has quickly shown the attributes of a courageous and resolute pilot. In March, 1945, he took part in a low level attack on an enemy fuel dump. In the operation, he was hit in the chest by small arms ammunition. His collar bone and arm were broken. Although in much distress, this brave pilot flew his aircraft to base. Many of the vital actions for landing having to be performed with the left hand, Second Lieutenant Turner operated the flap mechanism by using his broken left arm as a lever, putting the weight of his body on the arm to depress the lever. He thus succeeded in landing safely. In the face of a trying situation he displayed courage and fortitude of a high order.

#### *Distinguished Flying Cross.*

Acting Flight Lieutenant Lawrence Edward MARSH (173337), R.A.F.V.R., 9 Sqn.

#### *Distinguished Flying Medal.*

1869817 Flight Sergeant Finlay Robert RICHES, R.A.F.V.R., 9 Sqn.

This officer and airman were pilot and rear gunner respectively in an aircraft which successfully attacked the submarine pens at Bergen in January, 1945. When crossing the enemy coast on the return flight, the aircraft was attacked by 5 fighters. After the first attack, which was made in formation, the fighters closed in, time and time again, singly and in pairs. Nevertheless, skilful manoeuvring by Flight Lieutenant Marsh and good shooting by Flight Sergeant Riches and his co-gunner prevented the attacks being pressed home. After the combat had been in progress for some time, the starboard outer engine of the bomber was hit. Smoke began to issue from it. Flight Lieutenant Marsh did not at first feather the propeller of the damaged engine but it burst into flames and he was compelled to do so. The mid-upper gun turret later became unserviceable. Despite this, Flight Sergeant Riches in the rear turret defended his aircraft well until the attackers finally broke away. Flight Lieutenant Marsh afterwards flew the damaged bomber to base and landed safely in spite of a burst tyre on one of the landing wheels. This officer and his air gunner, Flight Sergeant Riches, displayed noteworthy skill and courage in very trying circumstances.

#### *Conspicuous Gallantry Medal (Flying).*

1147696 Flight Sergeant John BETTANY, R.A.F.V.R., 625 Sqn.

This airman was the wireless operator in an aircraft detailed to attack Pforzheim one night in February, 1945. Soon after the target had been bombed the aircraft sustained serious damage. Several small fires commenced but Flight Sergeant Bettany, displaying great promptitude and bravery, dealt with most of them effectively. Some few minutes later, one of the starboard tanks exploded and set the starboard outer engine on fire. The pilot gave the order to abandon the aircraft. The intercommunication system was out of action so he requested Flight Sergeant Bettany to give the message verbally to the mid-upper and rear gunners. As he made his way along the fuselage,

this airman's parachute caught on some wreckage and opened. Undaunted, Flight Sergeant Bettany completed his errand and ensured that his comrades were clear before he, himself, donned the spare parachute and jumped. His coolness, bravery and resolution in a critical situation set an example of the highest standard.

*Distinguished Flying Medal.*

Aus.419058 Flight Sergeant Raymond Oliver SAYER, R.A.A.F., 467 (R.A.A.F.) Sqn.

One night in February, 1945, this airman was the wireless operator in an aircraft detailed to attack a target at Politz. During the bombing run the aircraft was hit by anti-aircraft fire. A piece of shrapnel severed the oil pipe lines to the rear turret and a fierce fire started. Disregarding a warning to be prepared to abandon aircraft, Flight Sergeant Sayer promptly devoted his energies towards quelling the flames. Small arms ammunition was exploding all around. With complete disregard for his own safety, this airman worked heroically. When the last extinguisher was used the fire was still well alight so Flight Sergeant Sayer ripped a hole in the floor, seized the severed ends of the pipe line from which oil was oozing and feeding the fire, and forced them through the aperture. Thereafter the flames began to subside and Flight Sergeant Sayer extinguished them completely just before he was overcome by the heat and fumes. He soon recovered on receiving attention. This airman displayed great courage, determination and resource and his efforts contributed in a large way to the safe return of the aircraft.

*Air Ministry, 24th April, 1945.*

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

*Distinguished Flying Cross.*

*Flight Lieutenant.*

Walter Richard RINGROSE (143713), R.A.F.V.R., 459 (R.A.A.F.) Sqn.

*Acting Flight Lieutenant.*

John Gordon IRWIN (131135), R.A.F.V.R., 635 Sqn., with effect from 3rd Aug. 1944 (since deceased).

*Flying Officers.*

Arthur Harold BYWATER (49875), R.A.F., 7 Sqn., with effect from 10th Mar. 1943 (since deceased).  
Harold LOWE (115129), R.A.F.V.R., 75 (N.Z.) Sqn., with effect from 2nd Feb. 1943 (since deceased).  
John WILLIAMS (115798), R.A.F.V.R., 15 Sqn., with effect from 18th Feb. 1943 (since deceased).

*Acting Flying Officer.*

Cyril ERRITT (179210), R.A.F.V.R., 83 Sqn., with effect from 11th Aug. 1944 (since deceased).

*Pilot Officer.*

Peter Augustine GLEESON (179415), R.A.F.V.R., 83 Sqn., with effect from 11th Aug. 1944 (since deceased).

*Warrant Officers.*

Clifford Reginald LAWRENCE (907013), R.A.F.V.R., 62 Sqn.  
Eric John WOODIWISS (623276), R.A.F., 194 Sqn.

*Distinguished Flying Medal.*

*Sergeants.*

963253 John Victor BRIGGS (now Flying Officer) R.A.F.V.R., 89 Sqn., with effect from 6th Nov. 1942.  
947067 Donald HEAP, R.A.F.V.R., 156 Sqn., with effect from 4th Mar. 1943 (since deceased).

ROYAL AUSTRALIAN AIR FORCE.

*Distinguished Flying Cross.*

*Flight Lieutenant.*

Peter KINGSFORD-SMITH (Aus.402241), 138 Sqn., with effect from 19th Feb. 1943.

*Flying Officer.*

Daniel Randall DOSSETOR (Aus.401478), 194 Sqn.

*Pilot Officer.*

Leo Gordon GOSPER (Aus.402985), 7 Sqn., with effect from 7th Mar. 1943.

ROYAL CANADIAN AIR FORCE.

*Bar to Distinguished Flying Cross.*

*Flying Officer.*

Richard Winter TAYLOR, D.F.C. (Can/J.15535), 161 Sqn., with effect from 13th Mar. 1943.

*Distinguished Flying Cross.*

*Flying Officer.*

Norman BROWN (Can/J.16839), 194 Sqn.

ROYAL NEW ZEALAND AIR FORCE.

*Distinguished Flying Cross.*

*Flight Lieutenants.*

Jack DAVIDSON (N.Z.411383), 194 Sqn.  
Benjamin Donald NEW (N.Z.411436), 117 Sqn.

*Pilot Officers.*

Kenneth Howard BLINCOE (N.Z.412194), 75 (N.Z.) Sqn., with effect from 1st Feb. 1943.  
John McCULLOUGH (N.Z.40410), 75 (N.Z.) Sqn., with effect from 1st Feb. 1943.

The above awards are in recognition of gallantry and devotion to duty in the execution of air operations.

*Department of National Defence for Air.*

*Ottawa, 24th April, 1945.*

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.*

*Wing Commanders.*

Peter Scott DELANEY (Can/C.819), 145 (R.C.A.F.) Sqn.  
Joseph Jean Marie VIAU (Can/C.1160), 5 (R.C.A.F.)

*Flight Lieutenants.*

Richard James JONES (Can/J.11550), 116 (R.C.A.F.) Sqn.  
Edward Cavell SNIDER (Can/J.8620), 11 (R.C.A.F.) Sqn.

*Flying Officer.*

Walter Frederick LUDLAM (Can/J.14773), 116 (R.C.A.F.) Sqn.

*Distinguished Flying Medal.*

*Sergeants.*

Can/R.112038 Elmer Freeman BECK, 161 (R.C.A.F.) Sqn.  
Can/R.113809 Norman John BILES, 161 (R.C.A.F.) Sqn.  
Can/R.85071 Jennings Mickelson Elwood DAHL, 116 (R.C.A.F.) Sqn.  
Can/R.71729 Raymond George GILES, 161 (R.C.A.F.) Sqn.  
Can/11634 Lester Howard GREENOUGH, 11 (R.C.A.F.) Sqn.

*Department of National Defence for Air.*

*Ottawa, 24th April, 1945.*

ROYAL CANADIAN AIR FORCE.

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

*Air Force Cross.*

*Group Captains.*

Martin Pare FRASER (Can/C.374).  
Elmer Garfield FULLERTON (Can/C.25).  
William Romeo POLLOCK (Can/C.616).  
Joseph Menard William St. PIERRE (Can/C.786).

*Wing Commanders.*

John L. BERVEN (Can/C.229).  
Norman Salisbury EDGAR (Can/C.1460).  
Arthur FLEMING (Can/C.1567).  
Edward Robertson GARDINER (Can/C.380).

Richard Fleming GLADDEN (Can/C.1404).  
 George Low INGRAM (Can/C.1285).  
 Harry MALKIN, D.F.C. (Can/J.15521).  
 William Gordon WELSTEAD (Can/C.1276).

*Squadron Leaders.*

Paul Morrow HALE (Can/C.3880).  
 Ian Roy Cardew MACPHERSON, D.F.C. (40311),  
 R.A.F.O.  
 William Grant MCPHERSON (Can/J.6024).  
 John Gavin SHOWLER (Can/J.3108).  
 Herbert Collier STEWART (Can/C.1494).  
 Hubert Roy STUDER (Can/J.4909).

*Flight Lieutenants.*

John William Thomas AMEY (66536), R.A.F.V.R.  
 James Russell BONAR (Can/J.20721).  
 William Thomas FERGUSON (Can/C.2643).  
 Stuart James GRIGG (Can/J.8823).  
 George LEITH (Can/J.12331).  
 Norman MacIVER (Can/J.22945).  
 John Hubert Victor MATTHEWS (Can/J.6688).  
 Allan Henry MIDDLETON (Can/J.13604).  
 William Michael PURCELLO (Can/J.22330).  
 Clarence Arnold RAWSON (Can/J.12089).  
 Andrew Keirs Murdochson REID (111117),  
 R.A.F.V.R.  
 Howard Lenly SPINNEY (Can/J.14020).  
 John Thomas Van HOUTEN (Can/J.8163).

*Flying Officers.*

Joseph Dixon GRAVESON (Can/J.21266).  
 Cameron Fraser GREEN (Can/J.16495).  
 Donald Robert MacKAY (Can/J.36573).  
 James Matthews McLAREN (Can/J.25215).  
 John Carleton NESBITT (Can/C.45065).  
 John Albert WATSON (Can/J.23057).

*Pilot Officer.*

Clifford Gerald JESSUP (Can/J.46883).

The KING has been graciously pleased to give orders for the publication of the names of the following R.C.A.F. personnel who have been mentioned in despatches:—

*Wing Commanders.*

P. A. GILBERTSON (Can/J.3709).  
 W. MICHALSKI (Can/C.1534).

*Squadron Leaders.*

F. BUTLER (Can/J.5045).  
 J. W. GLEDHILL (Can/C.387).  
 E. HENDERSON (Can/C.2635).  
 E. J. McLEOD (Can/J.4922).

*Flight Lieutenants.*

J. T. BROWN (Can/C.14913).  
 J. L. GREER (Can/J.6017).  
 R. G. HARLE (Can/J.12964).  
 A. E. HARLEY (Can/J.3702).  
 W. J. JOHNSTON (Can/J.9408).  
 P. KRYSKOW (Can/J.12267).  
 E. T. MARRIOTT (Can/J.7031).  
 A. L. PENNY (Can/C.23804).  
 V. D. PRENTICE, D.F.C. (Can/J.27360).  
 J. B. SCOTT (Can/J.10988).

*Flying Officers.*

G. R. COOK (Can/J.38584).  
 D. L. W. DICKSON (Can/J.8818).  
 F. W. EDWARDS (Can/J.26275).  
 J. R. FISHER (Can/J.41914).  
 T. J. HARRISON (Can/J.21996).  
 J. E. LAWRENCE (Can/J.41928).  
 J. L. RICE (Can/J.29420).  
 R. L. SIMPSON (Can/J.25998).  
 R. G. THORNDYCRAFT (Can/J.27140).

*Pilot Officer.*

R. K. ROSS (Can/J.50545).

*Warrant Officers Class I.*

P. BODNAREK (Can/R.155560).  
 R. B. ROBERTS (Can/R.92291).

*Warrant Officer Class II.*

W. H. YOUNG (Can/R.182469).

*Sergeant.*

C. HUNTER (Can/R.73046).

The KING has also been graciously pleased to give orders for the publication of the names of the following personnel who have been commended for valuable service in the air:—

*Wing Commander.*

A. L. ANDERSON (Can/C.1309).

*Squadron Leaders.*

F. J. ALDRIDGE (43281), R.A.F.  
 J. H. COOPER (Can/J.7549).  
 A. W. HOOPER (Can/C.20761).

*Flight Lieutenants.*

G. R. ALLEN (Can/J.14043).  
 A. F. BANVILLE (Can/J.20930).  
 J. P. CULLITON (Can/C.3773).  
 D. O. DAVIES (Can/J.12241).  
 E. V. DETENBACK (Can/C.24754).  
 T. J. EVANS (Can/C.24752).  
 H. H. FRUDD (Can/J.27780).  
 J. S. HENRY (Can/J.23018).  
 H. A. HOAR (Can/J.15086).  
 G. W. HOPGOOD (126787), R.A.F.V.R.  
 C. D. B. IRETON (Can/J.6803).  
 W. H. JOHNSON (Can/J.11577).  
 R. R. L. MITCHELL (74723), R.A.F.V.R.  
 R. W. WADDS (Can/J.3737).  
 J. R. WRIGHT (Can/J.10273).

*Flying Officers.*

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