

Bar to Distinguished Flying Cross.

Acting Squadron Leader Ray Donald HEMPHILL, D.F.C. (Can/J.13447), R.C.A.F., 425 (R.C.A.F.) Sqn.

One night in April, 1945, this officer was the pilot in an aircraft detailed to attack Harburg-Rhenania. When nearing the target, the port inner engine and the electrical system became unserviceable. Despite loss of height Squadron Leader Hemphill continued his mission and eventually bombed his objective. On the return journey the hydraulic system and brakes became useless. The port outer engine commenced to give trouble and the aircraft was continually losing height. Nevertheless, displaying great skill and determination, Squadron Leader Hemphill flew to an emergency airfield in England where he executed a successful landing. Squadron Leader Hemphill has completed a large number of sorties and has invariably shown a high degree of courage, coupled with great skill and devotion to duty.

Flight Lieutenant Joseph Roland LAPORTE, D.F.C. (Can/J.6958), R.C.A.F., 425 (R.C.A.F.) Sqn.

This officer was the pilot of an aircraft detailed to attack Hagen one night in March, 1945. The target was successfully attacked but, whilst photographs of the bombing were being taken, the aircraft was hit several times by anti-aircraft fire. A little later, the bomber was engaged by 2 enemy fighters. The enemy came in with guns blazing. Flight Lieutenant Laporte's aircraft was struck by a stream of bullets. Considerable damage was sustained. The starboard engine burst into flames. A fire commenced in the fuselage but it was extinguished by a member of the crew. Unfortunately, the flames in the burning engine could not be controlled. It became imperative to abandon the aircraft. Flight Lieutenant Laporte gave the necessary order. Ammunition was exploding intermittently as his comrades jumped. In these harassing moments, Flight Lieutenant Laporte, who had been struck by a bullet which passed through both his elbows, displayed great coolness, remaining at the controls until his crew members were clear. As he was preparing to leave an explosion occurred. Flight Lieutenant Laporte was thrown to the floor. He got clear of the debris, however, and jumped to safety. This officer set a magnificent example of courage, coolness and resolution.

Distinguished Flying Cross.

Squadron Leader Alan John RADCLIFFE (Aus. 405138), R.A.A.F., 241 Sqn.

Squadron Leader Radcliffe has a fine record of operational flying. He has participated in a very large number of sorties involving attacks on a wide variety of targets ranging from the Western Desert in the earlier stages of the war to the fighting in Northern Italy. He is a highly skilled and resolute pilot whose keenness to engage the enemy has set a fine example to all. In April, 1945, Squadron Leader Radcliffe led a small formation of aircraft on a sortie during which a good number of enemy mechanical vehicles were destroyed and others severely damaged. In an attack on a similar target some days later, Squadron Leader Radcliffe's aircraft sustained damage. Soon after crossing our own lines, the aircraft caught fire. Nevertheless, Squadron Leader Radcliffe effected a masterly landing on a semi-completed landing ground. His example of courage and devotion to duty has won great praise.

Flying Officer Charles Bernard RACICOT (Can/J.92018), R.C.A.F., 425 (R.C.A.F.) Sqn.

One night in March, 1945, this officer was detailed to attack Witten. On the bombing run his aircraft was illuminated in a cone of searchlights. Flying Officer Racicot flew clear, however, and resumed the bombing run. Immediately after the bombs had been released the aircraft was hit by enemy fire and sustained heavy damage. The engines on the starboard side were hit, the outer one being put out of action completely, while the inner engine caught fire; the propeller of the latter had to be feathered. Other damage sustained, very badly affected the controls. The aircraft began to lose height rapidly. Although Flying Officer Racicot gave the order to prepare to abandon the aircraft he remained at the controls and finally succeeded in levelling out. Shortly afterwards,

it became necessary to leave the aircraft by parachute. Flying Officer Racicot came down safely, but in enemy territory. He was captured. Within a few days he escaped and later came in contact with the liberating forces. This officer has completed numerous sorties and has displayed exceptional ability, skill and cool judgment. He has at all times been a source of great confidence to his crew.

Distinguished Flying Cross.

Flying Officer George Ernest REYNOLDS (Can/J. 35869), R.C.A.F., 424 (R.C.A.F.) Sqn.

Distinguished Flying Medal.

Can/R.269129 Flight Sergeant Alfred James HORNE, R.C.A.F., 424 (R.C.A.F.) Sqn.

This officer and airman were pilot and rear gunner respectively in an aircraft detailed for a mine laying mission in enemy waters. After leaving the target area, smoke began to filter into the rear turret. Presuming the trouble to be caused by a defect in the electrical circuit, Flight Sergeant Horne switched off his electrically heated flying suit. At this stage flames appeared from underneath the rear compartment. Flight Sergeant Horne immediately obtained an extinguisher with which he attempted to quell the flames. He had reported the position to his captain, Flying Officer Reynolds, who requested another member of the crew to assist in fighting the fire. The flames increased. The turret became enveloped causing ammunition in the guns to explode. Nevertheless, Flight Sergeant Horne worked strenuously and finally brought the fire under control. By now, Flying Officer Reynolds was nearing land. He therefore altered course for the nearest airfield where he brought down the badly damaged aircraft safely. Under harassing circumstances this pilot and captain displayed the greatest coolness and determination. Flight Sergeant Horne also proved himself to be a most valuable member of aircraft crew. His promptitude, courage and devotion to duty set a fine example.

Air Ministry, 3rd July, 1945.

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

Military Medal.

1349371 Leading Aircraftman Ian FIDDLES.

During three days in March, 1945, this airman displayed great courage and devotion to duty whilst in charge of wounded personnel who were under enemy fire in Burma. At great personal risk he removed the patients from an aircraft and took them to a place of safety. For two days they were attacked and ambushed by the Japanese forces but throughout this period Leading Aircraftman Fiddles attended the wounded with devotion and care and with complete disregard for his personal safety. For 48 hours he acted as stretcher bearer and refused to leave until his patients had been evacuated by aircraft. Leading Aircraftman Fiddles' gallantry on this occasion undoubtedly prevented further loss of life and was in keeping with the highest traditions of the Royal Air Force medical service.

Air Ministry, 3rd July, 1945.

The KING has granted unrestricted permission for the wearing of the undermentioned decorations conferred upon the personnel indicated in recognition of valuable services rendered in connection with the war:—

CONFERRED BY THE PRESIDENT OF THE UNITED STATES OF AMERICA.

*Distinguished Flying Cross.**Acting Wing Commanders.*

Antony Francis CARLISLE, D.F.C. (44818), R.A.F.
Evan Dall MACKIE, D.S.O., D.F.C. (NZ.41520), R.N.Z.A.F.

Acting Squadron Leader.

Antony John REEVES, D.F.C. (60099), R.A.F.V.R.