

craft which carried out a low level attack on the battle cruisers Gneisenau and Scharnhorst at Brest. The task demanded a high degree of skill and initiative and, although the night was extremely dark, Warrant Officer Mycock finally approached the target in the desired direction. In spite of heavy opposition from the enemy's defences, a daring and determined attack was made from a height of only 500 feet. This non-commissioned officer has at all times performed his operational tasks with great keenness and enthusiasm.

*Distinguished Flying Medal.*

CAN/R.78203 Sergeant Charles Lorne BRAY, Royal Canadian Air Force, No. 103 Squadron.

AUS/404553 Sergeant Douglas Wilberforce SPOONER, Royal Australian Air Force, No. 103 Squadron.

One night in January, 1942, Sergeants Bray and Spooner were captain and second pilot respectively of an aircraft which participated in an attack on Wilhelmshaven. Sergeant Bray carried out a determined attack in spite of intense anti-aircraft fire but, when making a second run over the target, a violent explosion shook the aircraft and an ignited flare was blown from the rear of the bomb compartment into the fuselage where it set fire to the fabric, the floor and a seat. The aircraft was now brightly

illuminated so that it was an easy target and, whilst held in a concentration of some 30 searchlights was subjected to intense enemy fire. The situation began to appear hopeless and Sergeant Bray ordered the crew to escape by parachute. He then set the controls and, when making his way to the rear of the aircraft to ensure that the crew had left safely, he observed Sergeant Spooner still battling with the flames. Sergeant Bray thereupon returned to the controls and skilfully and coolly extricated his aircraft from a perilous situation. The flare eventually burned its way through the floor of the aircraft and Sergeant Spooner, having exhausted the extinguisher, finally subdued the flames with his gloved hands. He then went forward and, to enable Sergeant Bray to fulfil the duties of navigator, took over the controls. Although suffering acutely from the effects of the fumes, he flew the aircraft safely back to this country. Throughout, these airmen showed great courage and set an example worthy of the highest praise.

AMENDMENTS.

In notification of 1st January, 1942 (p. 43, col. 1):—

*Delete* (since deceased) after Group Captain A. HESKETH, O.B.E., D.F.C.

*For* Group Captain J. SYLVESTER *read* Group Captain J. SILVESTER.

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