

has been outstanding and he has invariably pressed home his attacks with the utmost vigour. By his excellent leadership and high skill, Flight Lieutenant Murchie has won the entire confidence of his flight.

Flying Officer George Esmond JAMESON (N.Z.41479), Royal New Zealand Air Force, No. 125 Squadron.

This officer is a first class pilot whose skill has enabled him to destroy 2 enemy aircraft at night. His keenness and devotion to duty have set a praiseworthy example.

Flying Officer Gervase Francis Beaton NEWPORT-TINLEY (108998), Royal Air Force Volunteer Reserve, No. 138 Squadron.

One night in October, Flying Officer Newport-Tinley was captain of an aircraft which while flying at a height of 1,400 feet over the Northern coast of France the aircraft was heavily fired on by anti-aircraft guns. He went on and successfully completed his task but on the return journey the starboard engine caught fire. The fire was extinguished, but with only one engine working Flying Officer Newport-Tinley could not maintain height, and reached the English coast flying at only 80 ft. in bad weather. Unable to clear the cliffs by superlative airmanship he succeeded in bringing his aircraft down on to the sea without injury to his crew. This officer, who has participated in many operational sorties, has always displayed high courage and determination to complete his allotted task.

Distinguished Flying Cross.

Pilot Officer Oscar William REES (122061), Royal Air Force Volunteer Reserve, No. 35 Squadron.

Distinguished Flying Medal.

906133 Flight Sergeant Henry Randolph McMahon STROUD, No. 35 Squadron.

One night in October, 1942, Pilot Officer Rees and Flight Sergeant Stroud were captain and wireless operator/air gunner respectively of an aircraft detailed to attack Cologne. The target was bombed successfully and Flying Officer Rees continued his run in an endeavour to obtain a photograph. Whilst so doing, the aircraft was hit by anti aircraft fire. Two engines were damaged and the turrets rendered unserviceable. Flight Sergeant Stroud and 2 other members of the crew were wounded. By skilful airmanship, Pilot Officer Rees succeeded in evading the defences and headed for home. Meanwhile, the injured members of his crew were made as comfortable as possible. When an aerodrome in this country was reached, Flight Sergeant Stroud, although in much pain, insisted on returning to his wireless set and, supported by the flight engineer, transmitted the necessary signals. In spite of difficulties, Pilot Officer Rees landed his damaged aircraft safely. Both these members of the crew displayed great courage and resolution.

Distinguished Flying Medal.

Can/R.78574 Flight Sergeant Alexander Gerald MCKENZIE, Royal Canadian Air Force, No. 50 Squadron.

Flight Sergeant McKenzie has participated in many attacks on the enemy. As air bomber he has always shown great determination to press home his attack and hit the primary target. On many occasions excellent photographs have been obtained which reflect great credit to him. He took part in the daylight raids on Le Creusot and Milan and also in the night raid on Genoa on 22nd October, 1942. In the raid on Milan the aircraft flew at a very low altitude, and Flight Sergeant McKenzie released his bombs, with unerring skill, in the middle of a large factory, which was left in flames. He has set a high standard in bomb aiming and has always displayed great devotion to duty.

Can/R.54068 Flight Sergeant Alan Wilson MORRIS, Royal Canadian Air Force, No. 50 Squadron.

This airman has taken part in many operational sorties. It is largely through his skill as navigator that the crew has been able to achieve so many successes. Flight Sergeant Morris participated in the daylight raids on Le Creusot and Milan and the very successful night raid on Genoa. He has set a very high standard among the navigators in the squadron and at all times has shown the greatest devotion to duty.

977402 Sergeant William BRAMWELL, No. 10 Squadron.

This airman was the rear gunner of an aircraft engaged on a sortie one night in September, 1942. On the return journey, whilst flying over the enemy coast, the aircraft was subjected to anti-aircraft fire from an armed ship. A large hole was torn in the fuselage and the inter-communication system rendered unserviceable. Consequently, Sergeant Bramwell, who had observed an enemy fighter within close range, was unable to warn his captain of the added danger. The fighter closed in and its pilot raked the fuselage and tail with gunfire. Despite this, Sergeant Bramwell delivered 2 accurate bursts causing the attacker to break away and plunge towards the sea with its engine in flames. In the face of a trying situation, this airman displayed great courage and devotion to duty.

1079335 Sergeant Tom St. Luke BURR, No. 50 Squadron.

As wireless operator/air gunner Sergeant Burr has participated in a large number of operational sorties over Germany, many of which have been against the heavily defended north western and Ruhr districts. He also took part in the very successful raids in daylight on Le Creusot and Milan and one of the night raids on Genoa. During the raid on Milan the aircraft was badly damaged and the rear gunner seriously wounded. Although at a low altitude Sergeant Burr was able to communicate with base and arranged for medical attention to be available on landing. He has always shown great coolness and has helped to infuse an excellent spirit in the personnel of his squadron.

986600 Sergeant Reginald Gustav HUTTON, No. 50 Squadron.

Throughout his operational career Sergeant Hutton has always shown exceptional keenness and has earned the full confidence of his pilot by his resourcefulness, efficiency and enthusiasm. His cool manner in the face of danger has been consistently helpful. He took part in the daylight attack on Milan when his aircraft was badly damaged and the rear gunner seriously wounded. Sergeant Hutton attended to his wounds expertly and had the duration of the flight been shorter it is very probable that his skilful first aid would have saved his comrade's life. This airman has set a fine example of courage and devotion to duty.

Aus. 411624 Sergeant Norman Francis WILLIAMS, Royal Australian Air Force, No. 10 Squadron.

One night in September, 1942, this airman was the rear gunner of an aircraft which attacked Bremen. On the homeward flight, the aircraft was intercepted by a Junkers 88 whose pilot manoeuvred to attack from the rear. By his skilful evading directions, Sergeant Williams enabled his captain to keep the attacker at bay and, when the opportunity occurred, delivered a devastating burst which caused the enemy aircraft to burst into flames and dive steeply towards the ground. Throughout the engagement, this airman displayed exceptional skill and resource, setting an example which inspired his colleagues.

Air Ministry, 24th November, 1942.

ROYAL AIR FORCE.

GENERAL DUTIES BRANCH.

To be Plt. Offs. on prob. (emergency):—
Wt. Offs.

590710 Hugh Rowland WADLEY (49913). 31st July 1942.

566325 Stanley Samuel Steward WARD (50037). 5th Aug. 1942.

580837 Kenneth Douglas BABINGTON-BROWNE (50038). 28th Sept. 1942.

Sgts.

656321 Ernest Ronald Wheeldon ARIS (49992). 19th Dec. 1941.

591496 Peter James EVANS (49534). 4th Aug. 1942.

11th Sept. 1942.

531156 Thomas Hugh COLLINSON (49728).

591202 Ronald Charles PENNING (49784).

567225 Kenneth William WHITEFIELD (49795). 25th Sept. 1942.