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ROYAL AIR FORCE.

The KING has been graciously pleased to approve the following awards in recognition of gallantry displayed in flying operations against the enemy:—

Distinguished Service Order.

Acting Flight Lieutenant Winston Herbert KELLAWAY (49688), No. 149 Squadron.

Flight Lieutenant Kellaway has completed a large number of operational sorties. In March, 1943, he was captain of an aircraft detailed to attack Hamburg. Shortly after the target had been bombed, the aircraft was caught in a cone of searchlights and subjected to heavy and concentrated anti-aircraft fire. The aircraft was hit many times, sustaining very severe damage. A considerable quantity of fuel was lost from holed tanks in both mainplanes. The starboard outer engine failed shortly afterwards and the propeller was feathered. As the English coast was crossed the port outer engine also stopped. Though all petrol gauges were now reading zero, this engine was restarted and Flight Lieutenant Kellaway then effected a masterly landing at the nearest airfield. This officer has achieved a fine record of sustained gallantry and has been a source of inspiration to all with whom he has come into contact.

Distinguished Flying Cross.

Flying Officer James Anthony HOPE (111768), Royal Air Force Volunteer Reserve, No. 196 Squadron.

Flying Officer Hope was captain and pilot of an aircraft which was detailed to attack Essen one night in March, 1943. While the target was still a distance of 200 miles away the aircraft was involved in a collision and severely damaged, making any evasive action which might become necessary well nigh impossible. It was also found impracticable to climb much beyond 14,000 feet. Despite the serious handicaps Flying Officer Hope, with grim determination, proceeded on his mission which he successfully accomplished. This incident is typical of the fine fighting spirit, courage and devotion to duty which have characterised all this officer's operational flying.

Flying Officer Robert Bernard HOPE (122129), Royal Air Force Volunteer Reserve, No. 83 Squadron.

In March, 1943, Flying Officer Hope was captain of an aircraft detailed to attack Berlin. When about 40 miles from the target, one engine had to be switched off owing to overheating. Despite this and the fact that the rear turret was unserviceable, this officer pressed home his attack

and bombed his objective in the face of intense anti-aircraft fire and a considerable number of searchlights. On the return journey whilst at 9,000 feet, the aircraft was held by searchlights once more and again subjected to very heavy fire, being forced down to 6,000 feet. Although the manoeuvrability of the bomber was greatly hampered by the loss of one engine, Flying Officer Hope, by superb airmanship, was able to take successful evasive action and return safely to base. Throughout this very hazardous operation this officer displayed outstanding coolness, courage and devotion to duty.

Pilot Officer Peter Stuart ISAACSON, D.F.M. (Aus.401068), Royal Australian Air Force, No. 156 Squadron.

One night in March, 1943, this officer was detailed for an attack on Berlin. Following the attack and while still over the target area, his aircraft was hit by anti-aircraft fire and severely damaged. The mid-upper turret frame was twisted, the perspex and 2 engine cowlings blown off, the aileron controls damaged and the aircraft forced down to 4,000 feet. On the return journey the aircraft was driven off the route and held in a cone of searchlights for 15 minutes; during this time a further loss of height down to 900 feet occurred. In the face of this perilous situation Pilot Officer Isaacson, showing coolness, resolution and skilful airmanship, succeeded in flying his aircraft back to base. This officer is an outstanding captain of aircraft who has a fine record of many successful operational sorties.

Pilot Officer Walter Scott SHERK (Can/J.16137), Royal Canadian Air Force, No. 419 (R.C.A.F.) Squadron.

Pilot Officer Sherk, as captain of aircraft, was detailed to attack Cologne in February, 1943. When about 70 miles short of the target the port engine failed. This officer, with great determination pressed on, however, and successfully completed his mission. On all his operational sorties this officer has displayed the same fine fighting spirit and his determination and courage have been a source of inspiration to the whole squadron.

Conspicuous Gallantry Medal (Flying).

1382143 Flight Sergeant George ASHPANT, No. 166 Squadron.

One night in February, 1943, Flight Sergeant Ashplant, after successfully completing an operational sortie on Lorient, was returning to base when, while over this country, his aircraft came into collision with a Halifax bomber. As a result his aircraft was severely damaged. Both engines were torn from their bearers, the front turret and the underside of the nose were completely ripped