

fought with great determination. On 1 occasion he led a formation against a superior number of enemy aircraft which were attacking a convoy. In the ensuing combat, 2 of the enemy bombers were destroyed, 1 of them by Flight Lieutenant Watts, while the remainder were driven off after being forced to jettison their bombs. More recently, in May, 1943, during an attack on shipping in the English Channel, Flight Lieutenant Watts flew with great distinction. This officer has invariably displayed courage, skill and tenacity.

Flying Officer Peter David John Wood (123622), Royal Air Force Volunteer Reserve, No. 605 Squadron.

Flying Officer Wood is a navigator of high merit. He has participated in many sorties and has contributed to the destruction of 3 enemy aircraft. Flying Officer Wood has rendered valuable service.

Acting Flight Lieutenant Vaughan Francis GANDERTON (Can./J.10133), Royal Canadian Air Force, No. 427 (R.C.A.F.) Squadron.

One night in June, 1943, this officer piloted an aircraft detailed to attack a target in the Ruhr. During the operation the bomber was severely damaged by gunfire when attacked by an enemy fighter. Although the entire rudder control was shot away, Flight Lieutenant Ganderton, displaying superb skill, succeeded in flying the damaged bomber back to this country. In the face of a perilous situation, this officer displayed commendable courage and determination.

Flying Officer Frank William HORRY, D.F.M. (47882), No. 40 Squadron.

This officer has completed a large number of sorties many of them in the Middle East. He has rendered valuable service, attacking his targets with great determination and often obtaining good photographs. His outstanding keenness was well illustrated on 1 occasion in June, when his aircraft was involved in a crash on the runway owing to a punctured tyre. Despite this, Flying Officer Horry took part in an operation the following night, fulfilling his duties with zeal. He has set a courageous example.

Flying Officer John Gwynedd WYNNE (117666), Royal Air Force Volunteer Reserve, No. 40 Squadron.

This officer has completed many sorties, including numerous air operations over Tunisia. He has invariably displayed outstanding determination, setting an example worthy of emulation. This was amply demonstrated during the outward flight on an operational mission, in May, 1943, when engine trouble developed and Flying Officer Wynne was compelled to return to base. Whilst over the airfield, the engines began to function properly. Thereupon, Flying Officer Wynne again set course for his target and bombed it successfully. Owing to shortage of petrol on the return route he made a landing at another airfield. Flying Officer Wynne displayed great devotion to duty.

Pilot Officer Frank Graham CRACKNELL (Aus.401813), Royal Australian Air Force, No. 100 Squadron.

This officer has undertaken numerous sorties against targets in the strongly defended Ruhr area. He has displayed outstanding devotion to duty, pressing home his attacks with vigour. One night in May, 1943, on the outward flight to Wuppertal, 1 engine of his aircraft failed. Although the bomber lost some height, Pilot Officer Cracknell continued to the target to execute a successful attack. He is a skilful and courageous captain.

Pilot Officer Stanley SLATER (145503), Royal Air Force Volunteer Reserve, No. 100 Squadron.

This officer has completed many sorties against various targets in the Ruhr and has invariably displayed skill and determination in pressing home his attacks. On 1 occasion after a successful attack on Spezia in Italy, his aircraft was engaged by enemy fighters on the return flight, but he skilfully out-maneuvred them and reached base. On 2 subsequent occasions, on the outward flight to his target, engine trouble has been experienced but Pilot Officer Slater displayed fine airmanship and completed his missions successfully. He has rendered excellent service.

*Distinguished Flying Cross.*

Squadron Leader Wallace Ivor LASHBROOK, D.F.M. (45895), No. 102 Squadron.

Flying Officer Alfred MARTIN (120240), Royal Air Force Volunteer Reserve, No. 102 Squadron.

*Distinguished Flying Medal.*

1291378 Sergeant Ralph HENDERSON, No. 83 Squadron.

In air operations, these officers and airman have displayed conduct in keeping with the highest traditions of the Royal Air Force.

*Distinguished Flying Cross.*

Flying Officer Edward Harty Elliot HEARN (131973), Royal Air Force Volunteer Reserve, No. 50 Squadron.

*Conspicuous Gallantry Medal (Flying).*

1272592 Sergeant Cecil James Morley WILKIE, No. 50 Squadron.

*Distinguished Flying Medal.*

938804 Sergeant Frank POINTON, No. 50 Squadron.  
993249 Sergeant Stanley WILKINSON, No. 50 Squadron.

One night in June, 1943, Flying Officer Hearn and Sergeants Pointon and Wilkinson were air bomber, mid-upper gunner and flight engineer respectively of an aircraft, piloted by Sergeant Wilkie, detailed to attack Cologne. Whilst over the target area, the bomber was hit by anti-aircraft fire. The windscreen round the pilot's cabin was shattered and Sergeant Wilkie was blinded by flying splinters. Despite this he remained at the controls. Flying Officer Hearn and Sergeant Wilkinson were injured by fragments of shrapnel. Nevertheless, the former uncomplainingly remained at his post ready to release his bombs whilst Sergeant Wilkinson went to the assistance of his pilot and the bombing run was completed. Still unable to see, Sergeant Wilkie remained at the controls, piloting his aircraft by touch, being aided in various ways by the flight engineer and by Flying Officer Hearn who directed him in avoiding the searchlights and continuous anti-aircraft fire to which the bomber was subjected. Some time later, whilst still over enemy territory, Sergeant Wilkie recovered his vision in one eye and soon succeeded in flying clear of the defences, afterwards flying the aircraft back to this country. In the course of the action Sergeant Pointon had one finger severed when his turret was damaged by a shattering blow. Although in considerable pain he remained at his post, constantly alert to the danger of fighter interference. In most harassing circumstances these members of aircraft crew displayed courage, fortitude and determination of the highest order.

*Distinguished Flying Cross.*

Flying Officer Robert Thomas MERRIFIELD (111567), Royal Air Force Volunteer Reserve, No. 53 Squadron.

Flying Officer Gordon Francis WOOD (Aus.402980), Royal Australian Air Force, No 53 Squadron.

*Distinguished Flying Medal.*

755147 Flight Sergeant Roy NIVEN, Royal Air Force Volunteer Reserve, No. 53 Squadron.

In July, 1943, Flying Officers Merrifield and Wood and Flight Sergeant Niven were pilot and beam gunners respectively of an aircraft engaged on an anti-submarine patrol over the Bay of Biscay. During the flight, the bomber was engaged by 4 hostile aircraft. In the running fight which ensued, these members of aircraft crew displayed great courage and tenacity. Coolly and skilfully, Flying Officer Merrifield manoeuvred his aircraft while his beam gunners used their guns most effectively shooting down 2 of the attackers and driving off the others. During the action, which lasted for 47 minutes, these members of aircraft crew set an example worthy of the highest praise.

*Conspicuous Gallantry Medal (Flying).*

Aus.401206 Sergeant George DOWNTON, Royal Australian Air Force.

This airman was the wireless operator/air gunner of an aircraft which, during a flight near Cap Bon, was engaged by 10 enemy fighters. In the ensuing combat, Sergeant Downton was wounded 3 times, while his gun became un-serviceable. Despite this, he coolly directed his pilot in taking the necessary evading action until the aircraft could no longer be flown and was