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

Bar to Distinguished Flying Cross.

Squadron Leader Anthony Ives HOSTAGE LYNCH, D.F.C. (40180), No. 44 Squadron.

This officer was the pilot of an aircraft detailed to attack Berlin one night in December, 1943. On the bombing run the aircraft was hit by shrapnel and one of its engines was rendered useless. In spite of this, Squadron Leader Lynch made another run over the target. The aircraft was again hit. The greater part of the mid-upper turret cupola was torn away and other damage was sustained. Nevertheless, Squadron Leader Lynch pressed home his attack and afterwards flew the damaged bomber to base where he effected a masterly landing. This officer has completed very many sorties and has invariably displayed great skill, courage and resolution.

Bar to Distinguished Flying Cross.

Flight Lieutenant Howard CHARLES KELSEY, D.F.C. (112445), Royal Air Force Volunteer Reserve, No. 141 Squadron.

Distinguished Flying Cross.

Flying Officer Edward Miles SMITH, D.F.M. (149151), Royal Air Force Volunteer Reserve, No. 141 Squadron.

As pilot and observer respectively, these officers have completed many sorties over enemy territory at night and have destroyed four enemy aircraft. They have displayed a high degree of skill, keenness and determination, setting a very fine example.

Distinguished Flying Cross.

Squadron Leader Frank Cromwell GRIFFITHS, A.F.C. (37967), Reserve of Air Force Officers, No. 138 Squadron.

As captain of aircraft, Squadron Leader Griffiths has completed a large number of sorties. He has displayed great courage and determination and his skill as pilot has played a large part in the success achieved. His sterling qualities have proved an inspiration to the flight he commands.

Acting Squadron Leader Basil Silva JONES (40834), Reserve of Air Force Officers, No. 684 Squadron.

Flight Lieutenant Robert Copeland HAWSON (129909), Royal Air Force Volunteer Reserve, No. 684 Squadron.

As pilot and observer respectively, these officers recently completed a reconnaissance, involving

a flight of 1,700 miles. They displayed great skill, determination and fortitude and obtained much valuable information.

Flight Lieutenant James Albert KING (45734), Royal Air Force.

This officer has completed a large number of reconnaissances, involving flights over mountainous country, often in adverse weather. On one occasion, when returning from a mission, engine trouble developed. Flight Lieutenant King landed safely at an emergency landing ground and, after effecting a temporary repair, took-off again and flew safely to base. He has displayed great skill, fortitude and determination.

Flying Officer Oswald Arthur DUPEE, D.F.M. (123298), Royal Air Force Volunteer Reserve, No. 684 Squadron.

Flying Officer Patrick Joseph McDONNELL (49646), Royal Air Force, No. 684 Squadron.

These officers, as pilot and observer respectively, have completed several long distance reconnaissance missions and have obtained excellent results. They have set a fine example of skill, determination and devotion to duty.

Pilot Officer Kenneth Frank CORNWELL (168642), Royal Air Force Volunteer Reserve, No. 166 Squadron.

Pilot Officer Joseph HORSLEY (161592), Royal Air Force Volunteer Reserve, No. 166 Squadron.

These officers were navigator and pilot respectively of an aircraft detailed to attack Berlin one night in December, 1943. Soon after crossing the enemy coast one of the aircraft's engines became useless. Pilot Officer Horsley continued his mission, however, being greatly assisted in reaching the target at the prescribed time by excellent navigation on the part of Pilot Officer Cornwell who, despite the fluctuations in height and speed displayed great accuracy. In spite of intense light anti-aircraft fire, Pilot Officer Horsley displayed great persistence and made three runs over the target before releasing his bombs. Considerable height had been lost and one of the starboard engines was hit and caught fire; the artificial horizon and the directional gyro were also rendered useless. Two engines were now unserviceable. Nevertheless, Pilot Officer Horsley flew the damaged aircraft to base. On the homeward flight, Pilot Officer Cornwell proved his skill in extremely difficult circumstances and his faultless navigation contributed materially to the safe return of the bomber. These officers, who have completed many sorties, have invariably displayed a high degree of skill, courage and devotion to duty.