

craftman Tarry, taking charge of subsequent proceedings, was instrumental in applying all available fire-fighting appliances and, later, in guiding the National Fire Service crew to the most advantageous positions from which to deal with the fire. Although fully aware of the dangerous nature of the contents of the storehouse Aircraftman Tarry, on more than one occasion, entered the building in order to direct operations more efficiently. Many of the weapons in the storehouse were split open and became ignited. Aircraftman Tarry's great powers of leadership, courage and initiative contributed materially to the saving of much of the valuable stores. He set an excellent example throughout.

1271437 Leading Aircraftman Sir Joseph Arthur Charles WEBB, Royal Air Force Volunteer Reserve.

One night in February, 1944, a Wellington aircraft, on returning from a cross country training flight, crashed in a thick spinney in the vicinity of an airfield. The crash tender, with Leading Aircraftman Webb as the leader of the crew, quickly arrived on the scene. The aircraft was burning from end to end. Leading Aircraftman Webb, having got the tender into operation, heard the rear gunner, who was trapped in his turret, calling for help. Ignoring the danger from exploding ammunition, Leading Aircraftman Webb stood in front of the guns, kicked in the panels between them and then smashed the perspex in an endeavour to extricate the airman who was trapped by his feet. Owing to the broken brushwood around Leading Aircraftman Webb it was impossible for anyone to approach near enough to render assistance. The air gunner went limp, but Leading Aircraftman Webb, by calling to him, encouraged him to rally himself sufficiently to release his feet. Both airmen eventually managed to roll clear. Leading Aircraftman Webb's disregard of danger and his courage and devotion to duty undoubtedly saved the gunner's life.

1155743 Aircraftman 1st Class Magnus Evan ANDERSON, Royal Air Force Volunteer Reserve.

In March, 1944, Aircraftman Anderson was a member of the crew of a High Speed Launch which was attacked from the air and set on fire; with the exception of Aircraftman Anderson all the motor boat's crew were injured by gunfire. Aircraftman Anderson launched the Carley float unaided, dragged the 1st coxswain to the side and then succeeded in lifting him into it. By this time the launch was burning furiously from stem to stern and ammunition was exploding; there was also the grave danger of the fuel tanks exploding. Nevertheless, Aircraftman Anderson went into the wireless cabin, wheelhouse and bridge to ascertain if anyone remained who was alive. One member of the crew, who was in the wheelhouse had sustained a shattered arm and leg and, although conscious, was unable to move. Aircraftman Anderson was responsible for saving this airman's life. It was not until he had ensured that no further members of the crew were alive that Aircraftman Anderson got into the Carley float. Then, showing presence of mind, he pulled away from the launch to avoid the spread of burning petrol. Throughout, this airman displayed great courage and devotion to duty.

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD.

St. James's Palace, S.W.1.
26th May, 1944.

The KING has been graciously pleased, on the advice of His Majesty's Canadian Ministers, to approve the award of the British Empire Medal (Military Division) to the undermentioned:—

NZ.4210033 Leading Aircraftman Peter George Petersen, Royal New Zealand Air Force.

Air Ministry, 26th May, 1944.

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.

Acting Squadron Leader George Joseph BLACK, D.F.C. (120164), Royal Air Force Volunteer Reserve, No. 250 Squadron.

This officer has taken part in many sorties since being awarded the Distinguished Flying Cross and

has displayed great skill and dash throughout. In April, 1944, he led the squadron on a reconnaissance during which an airfield in the Rieti area was attacked. In spite of light anti-aircraft fire the attack was well pressed home and eleven aircraft on the ground were set on fire. Squadron Leader Black's gallant and skilful leadership played a good part in the success achieved.

Bar to Distinguished Flying Cross.

Flight Lieutenant Ernest Albert HOLDAWAY, D.F.C. (N.Z.405761), Royal New Zealand Air Force, No. 139 Squadron.

Distinguished Flying Cross.

Flying Officer David Alun LLOYD, D.F.M. (128538), Royal Air Force Volunteer Reserve, No. 139 Squadron.

As pilot and navigator respectively these officers have completed a large number of sorties, including attacks on such well defended targets as Berlin, Hamburg and centres in the Ruhr area. They have invariably displayed great skill, courage and resolution, qualities which were well in evidence during a recent sortie against the German capital. Whilst over the North Sea a severe storm was encountered but Flight Lieutenant Holdaway flew through it and on to the enemy coast. Whilst over the target the aircraft was hit by shrapnel and one engine was rendered useless. Nevertheless, Flying Officer Holdaway flew the damaged aircraft to a home-based airfield. On the return flight, Flying Officer Lloyd, although deprived of the use of some of his instruments, navigated the aircraft with his usual skill and initiative. This is the second occasion within recent weeks in which they completed their mission with one engine out of action. Their achievements have been worthy of much praise.

Bar to Distinguished Flying Cross.

Acting Flight Lieutenant Henry Dixie CHURCHILL, D.F.C. (124782), Royal Air Force Volunteer Reserve, No. 156 Squadron.

Distinguished Flying Medal.

1094376 Flight Sergeant George MEER, Royal Air Force Volunteer Reserve, No. 156 Squadron.

This officer and airman were pilot and flight engineer respectively of an aircraft which attacked Karlsruhe one night in April, 1944. Soon after the bombs had been released, the aircraft sustained damage to both wings, the flaps and one of the petrol tanks from which a considerable amount of the contents was lost and a fire started close to the rear turret. Flight Lieutenant Churchill had great difficulty in maintaining control of the aircraft. Nevertheless, he continued to give directions for fighting the fire, a task which Flight Sergeant Meer gallantly attempted. The flames increased in intensity but, although distressed by petrol fumes and deprived of the full use of oxygen, Flight Sergeant Meer worked unremittingly and finally succeeded in putting out the fire. After a hazardous flight, Flight Lieutenant Churchill eventually landed the badly damaged bomber at an airfield in England. He displayed skill, determination and devotion to duty beyond praise. Flight Sergeant Meer also proved himself to be a most dependable member of aircraft crew. His coolness and bravery in a trying situation set a fine example.

Distinguished Flying Cross.

Acting Squadron Leader Peter Arden HUGHES (33410), Royal Air Force, No. 489 (N.Z.) Squadron.

This officer has completed very many sorties, including several successful attacks on shipping. In May, 1944, he flew the leading aircraft of a formation which attacked a large and heavily defended convoy off the Dutch coast. In the fight, Squadron Leader Hughes pressed home his attack with great skill and obtained a hit on a medium sized vessel which caught fire. His leadership was of a high order throughout and contributed materially to the success of this well executed operation. This officer has invariably set a fine example of courage and devotion to duty.

Acting Squadron Leader Robert Allan KIRP (Can./J.4743), Royal Canadian Air Force, No. 418 (R.C.A.F.) Squadron.

This officer has completed numerous sorties, most of them at night. He is a skilful and tenacious pilot, whose determination to complete