

the target where an effective attack was made at the correct time. This officer's efficiency and courage have made him a valuable asset to his unit.

Flying Officer Gordon Lee WILSON (127148), R.A.F.V.R., 296 Sqn.

This officer has participated in very many sorties and has set an outstanding example of keenness and devotion to duty. On 6th June, 1944, he piloted an aircraft detailed for an operation over Northern France. After releasing his glider near Caen his aircraft was struck by anti-aircraft fire. Two engines were set on fire whilst the controls were partially shot away. The aircraft soon became uncontrollable. It was apparent that the crew would have to leave by parachute but although the aircraft was down to a low level, Flying Officer Wilson would not leave until he had ensured that his comrades were clear. This officer has set a fine example of courage and resolution.

Warrant Officer William Arthur RICKARD (1289579), R.A.F.V.R., 297 Sqn.

Warrant Officer Rickard has completed much operational flying and has displayed exceptional ability, commendable courage and devotion to duty. On the night of 5th June, 1944, he piloted an aircraft detailed to drop paratroops in Northern France. So skilfully did he accomplish his task that the paratroops were dropped in the precise area within seconds of the allotted time. His fine work contributed materially to the success of the airborne operation as a whole.

Warrant Officer, Second Class, David Henry BALMER (Can./R.118197), R.C.A.F., 570 Sqn.

On the night of 5th June, 1944, Warrant Officer Balmer was the pilot of an aircraft detailed to transport and drop a force of paratroops whose role was to prepare and illuminate a landing zone for the use of later airborne forces representing a spearhead of the Allied invasion of Northern France. Much depended on the success of his important mission and the result obtained reflects the greatest credit on the skill and determination of this pilot. Warrant Officer Balmer has completed several sorties and his example of keenness and devotion to duty has been most commendable.

Distinguished Flying Cross.

Flying Officer Eric Arthur TANSLEY (151744), R.A.F.V.R., 158 Sqn.

Pilot Officer Bruce Douglas BANCROFT (Aus.421635), R.A.A.F., 158 Sqn.

Pilot Officer Alwyn Frederick Charles FRIPP (Aus. 423092), R.A.A.F., 158 Sqn.

Distinguished Flying Medal.

1567566 Sergeant David Robert ARUNDEL, R.A.F.V.R., 158 Sqn.

These officers and airman were air bomber, pilot, navigator and air gunner respectively of an aircraft detailed to attack Trappes. The target was successfully attacked and on the return flight the aircraft was attacked by an enemy fighter, causing extensive damage. The inter-communication

system was put out of action. The navigational instruments were rendered useless whilst fires broke out in the bomb bays and fuselage; the starboard inner engine also caught light. The situation seemed most serious, but Pilot Officer Bancroft held resolutely to his course. Meanwhile Flying Officer Tansley and Pilot Officer Fripp promptly directed their efforts towards fighting the fires. They were quickly joined by Sergeant Arundel who had struggled his way out of his damaged turret. Together, these members of the crew finally succeeded in extinguishing the flames. Afterwards they co-operated splendidly with their captain, Pilot Officer Bancroft, who flew the badly damaged aircraft to an airfield in this country. In harassing circumstances these members of aircraft crew displayed coolness, courage and devotion to duty worthy of high praise.

Distinguished Flying Medal.

1382444 Flight Sergeant Arthur William HAMMOND, R.A.F.V.R., 278 Sqn.

In air-sea rescue operations this airman has displayed skill, gallantry and devotion to duty of a high order. On 1 occasion he piloted an aircraft detailed to search for some personnel believed to be adrift. After searching for some time in the failing light, Flight Sergeant Hammond sighted 2 dinghies. He brought his aircraft down safely on to the rough sea and took the occupants of the dinghies aboard. Darkness had set in and it was impossible to take off. Nevertheless, Flight Sergeant Hammond taxied his aircraft towards home. In spite of much buffeting by the heavy seas which at time threatened to envelop the aircraft, this gallant pilot held resolutely to his course. After some time his aircraft was taken in tow by a vessel which had come to assist. Flight Sergeant Hammond displayed a high degree of courage and tenacity in the face of a trying situation.

1561263 Flight Sergeant John Luther BOWMER, R.A.F.V.R., 10 Sqn.

1551919 Sergeant Donald Murdo Stewart CAMPBELL, R.A.F.V.R., 10 Sqn.

In June, 1944, these airmen were captain and rear gunner respectively of an aircraft engaged in an attack on a target at Amiens. Shortly after leaving the target which had been successfully bombed, they were attacked five times from astern by a Focke Wulf 190. Acting on the skilful and concise directions given by Sergeant Campbell, the captain took successful evasive action which enabled the rear gunner to deliver a very accurate burst of fire. The enemy fighter burst into flames and was seen to crash to the ground. Shortly afterwards, when crossing the French coast, a Junkers 88 attacked from the port quarter. Once again Sergeant Campbell passed accurate information to Flight Sergeant Bowmer who again handled the aircraft with exceptional skill and coolness and enabled the rear gunner to destroy the second enemy fighter. During the entire fight both airmen displayed a high degree of courage, skill and initiative which resulted in the destruction of two enemy fighters and the safe return of the aircraft.

LONDON

PRINTED AND PUBLISHED BY HIS MAJESTY'S STATIONERY OFFICE

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1944

Price Sixpence net

S.O. Code No. 65-36609