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**CENTRAL CHANCERY OF THE ORDERS  
OF KNIGHTHOOD.**

*St. James's Palace, S.W.1.  
27th April, 1945.*

The KING has been graciously pleased to give orders for the following appointment to the Most Excellent Order of the British Empire and the following awards of the George Medal and the British Empire Medal:—

*To be an Additional Member of the Military Division of the Most Excellent Order of the British Empire:—*

Warrant Officer William BARNETT (973926), Royal Air Force.

*Awarded the British Empire Medal  
(Military Division).*

1521658 Flight-Sergeant Matthew ANDERSON, Royal Air Force Volunteer Reserve

In December, 1944, a Mitchell aircraft, which was fully loaded with petrol, caught fire soon after the take-off. The pilot, Flight Sergeant Anderson, made a crash landing during which he and the navigator, Warrant Officer Barnett, received head and other superficial injuries, burns and shock. They both left the wrecked aircraft by way of the escape hatch and then returned to rescue the radio operator who was trapped in the flames beneath the fuselage. Warrant Officer Barnett, using great strength, lifted the rear portion of the fuselage whilst Flight Sergeant Anderson crawled in and dragged the radio operator clear. They then assisted him away from the conflagration. They showed disregard for their own safety and injuries and, by their courage, undoubtedly saved the life of their comrade.

*Awarded the George Medal.*

526815 Sergeant Richard Frederick DYSON, Royal Air Force.

One night in November, 1944, Sergeant Dyson was rear gunner of an aircraft detailed for a bombing attack and carrying a load of incendiaries, including those of the explosive type. Shortly after taking off, the aircraft crashed, broke up and burst into flames. On impact Sergeant Dyson was thrown, whilst still in the rear turret, 50 yards from the aircraft and, although badly shaken, was able to release himself with an axe. On hearing cries for help Sergeant Dyson at once went to the aid of his fellow crew-members, despite the fact that the aircraft wreckage was scattered over the area, and was burning furiously, with incendiaries exploding and unexploded bombs lying both in and about the wreckage. He first went to the mid-upper gunner, who had been thrown clear of the aircraft in his turret. Sergeant Dyson was able to assure himself that this gunner was in no immediate

danger. Sergeant Dyson next turned his attention to those of his comrades who were nearer the fuselage. He dragged the pilot from the immediate danger area around the aircraft and then ran back to continue his search for other members of the crew. He found the navigator, who was seriously injured and with his clothing on fire, about 15 yards from the aircraft, Sergeant Dyson put out the fire with his hands receiving burns to both hands whilst doing so. Seeing assistance coming, he called out to attract attention to the navigator and himself. He was later found by rescue parties wandering around, suffering from shock. It was eventually found that more than half the bomb load had ignited. The danger was at times so great that members of the rescue parties were obliged to park vehicles 200 yards away and wait until the explosions and fires had moderated. Sergeant Dyson showed outstanding gallantry by his persistent efforts to help his comrades and undoubtedly saved the life of his pilot.

*Awarded the British Empire Medal  
(Military Division).*

546413 Acting Flight Sergeant John Urwin MARTIN, Royal Air Force.

For a period of 6 weeks in 1944, Flight Sergeant Martin was senior N.C.O. in charge of about 60 Bomb Disposal personnel engaged in mine clearance at an airfield. During this period, working without a break, he led his various sections in breaching, uncovering, neutralising and disposing of a total of 8,000 mines of all types. Many of the mines were booby-trapped, buried in ditches, under water, in thick, heavy undergrowth, tall grasses and in wooden enclosures in the vicinity of the hangars. These difficulties were surmounted with determination and in spite of many mines being in a very dangerous condition, all were detected and recovered with remarkable speed and efficiency and with no loss or accident to personnel. Flight Sergeant Martin has shown leadership and courage of the highest order and, by his example to those under his control, he has had a direct influence on the success of this very hazardous operation. He contributed greatly to the task of bringing this important airfield into full operational use ahead of schedule. Flight Sergeant Martin has been engaged continuously on bomb disposal duties since February, 1941.

515666 Corporal Edward CHEETHAM, Royal Air Force.

In November, 1944, at an airfield, Corporal Cheetham and another airman were the first to arrive at a crashed and burning aircraft. Together they rescued one member of the crew, entering the flames in order to do so. Five days later, Corporal Cheetham ran to an aircraft which had crashed a quarter of a mile from the airfield, and, single

handed, extricated two of the trapped members of the crew, afterwards assisting in the release of another. Whilst the wreckage of the aircraft was raised by makeshift levers, which continually slipped, Corporal Cheetham remained under the debris alone, and after sawing away part of the structure, removed the fourth member of the crew. In December, 1944, an aircraft crashed and caught fire at the airfield. Corporal Cheetham ran to the aircraft and made two attempts to free the navigator. During this time a petrol tank and an oxygen bottle exploded and ammunition detonated in all directions. Corporal Cheetham only ceased his efforts when forcibly removed to hospital by two medical orderlies; he was suffering from shock, burns and eye injuries. On these three occasions he displayed great courage in dangerous circumstances.

1276385 Corporal Stanley Arthur John CONNOLLY, Royal Air Force Volunteer Reserve.

Corporal Connolly has been engaged on bomb disposal duties since December, 1941. In October, 1944, he and his section were detailed to clear mines and booby traps from six hotels in Blankenberghe. One day, a trip wire was fouled and three of his section were badly injured. Immediately after the casualties had been evacuated, Corporal Connolly continued with his hazardous work, which was completed five days later. For a period of six weeks in 1944, this airman was continuously engaged in mine clearance at an airfield and, because of his exceptional courage, he was selected to lead breaching parties to locate the mine belts and their patterns. He found numerous Schu-mine, Tellermine, "S" mine and Holzmine belts and volunteered for any operation of a specially hazardous nature. In December, 1944, whilst working on an irregularly laid minefield in tall grass, he fouled the igniter of an "S" mine which fired. After warning other personnel Corporal Connolly lay down in time to see the "S" mine ejected from its casing and thrown into the air. Fortunately the mine failed to detonate and after exchanging his detector, which was damaged by the mine, Corporal Connolly continued his work completely unperturbed. His example and personal bravery, shown throughout the operations, have been an inspiration to all.

929828 Corporal Jack Raymond DENTON, Royal Air Force.

In October, 1944, Corporal Denton was detailed with others to clear hotels in Blankenberghe of mines and booby traps. One day an explosion occurred when a trip-wire was fouled and some members of the party were badly wounded. Immediately after the casualties had been evacuated Corporal Denton and 2 other non-commissioned officers continued with their hazardous work until its completion some 5 days later. For a period of 6 weeks in 1944, Corporal Denton was engaged continuously on mine field clearance at an airfield. Throughout this period he and his section detected, neutralised and lifted large numbers of anti-tank and anti-personnel mines, many of which were booby-trapped and buried in marshy land, flooded ditches and thick undergrowth. In November, 1944, a captured enemy tank was used to push and pull a heavy roller over unchecked areas between the mine belts which had already been located and cleared. Corporal Denton volunteered to drive the tank and continued to do so for several days. Although no anti-tank mines were functioned by the tank, he was fully aware of the risk of serious injuries or death. Corporal Denton has been employed on bomb disposal duties since January, 1941.

1158832 Corporal Charles Douglas LOVELL, Royal Air Force Volunteer Reserve.

In June, 1944, 3 American Thunderbolt aircraft crashed at a Royal Air Force Station. Each aircraft carried bombs, some of which exploded and killed numerous R.A.F. personnel, including the entire station fire crew. In view of the serious situation the crash tender was called from an adjacent station. On arrival, the crew of this tender set to work on an aircraft which had been burning for some time and contained a fused H.E. bomb which was in imminent danger of exploding. Corporal Lovell, with no thought of his personal safety and without aid, manned the nozzle of a hose from the foam tender until the foam was exhausted. He then helped to re-service the tender, returned to the scene of the crash and

remained with the hose very near to the unexploded bomb, until he had extinguished the fire. Corporal Lovell set a fine example of devotion to duty in dangerous circumstances.

1556525 Corporal Edmund Robert Cox MELVILLE, Royal Air Force Volunteer Reserve.

Corporal Melville has been engaged in bomb disposal duties since October, 1941. He landed with the invasion forces on "D" day and assisted in clearing mines and other enemy munitions from sites which were urgently required for special purposes. All types of mines and many bombs and grenades were successfully dealt with. On one occasion Corporal Melville and his section received information that a mine had exploded and had caused casualties. Without hesitation they proceeded to the scene and cleared a lane of mines, recovering 4 dead persons and rescuing a young boy who was seriously injured. In September, 1944, whilst working on mine clearance of an area required for use as a glider strip, an "S" mine exploded within ten yards of Corporal Melville, causing 5 casualties of which 1 was fatal. Although he had a narrow escape and suffered from shock, Corporal Melville was ready, when called upon, to continue his hazardous duties. During a period of 6 weeks when an airfield was being cleared of mines, he set an example to all ranks by the speed and efficiency with which he located and neutralised all types of enemy mines. Leading a section of 3 men, he cleared 2,062 anti-personnel Schu-mines, apart from many other mines of different types. On one day his section recovered and rendered safe as many as 336 Schu-mines. The rapid completion of the work was materially helped by his skill, leadership and determination. Corporal Melville is an exceptional courageous and determined worker and is completely unperturbed by any of the disturbing circumstances which frequently arise in the course of his hazardous work.

1173558 Corporal William Henry MORRIS, Royal Air Force Volunteer Reserve.

998304 Corporal William Kelly REID, Royal Air Force.

For a period of 6 weeks in 1944, Corporals Reid and Morris were engaged with a section in breaching minefields in order to locate the patterns of the mine belts and to assist in the general mine clearance. In spite of the worst conditions of weather they continued the work until all mine patterns had been discovered and general clearance could commence. The section detected and neutralised over 400 anti-personnel "S" mines alone, many of these being hidden in inaccessible and unexpected positions. Many "S" mines were buried in marshy ground, under water, necessitating feeling for and neutralising the igniters with hands numbed by the cold. Corporals Reid and Morris worked together as a team, the former detecting and the latter neutralising mines. Each has shown the greatest confidence in the ability of the other and their work contributed largely to the successful disposal of many anti-tank mines. They both showed exceptional skill, courage and leadership in dangerous circumstances.

958613 Corporal George Henry ROSE, Royal Air Force.

In September, 1944, Corporal Rose and others were engaged on mine clearance in a cornfield adjacent to a glider strip at Austerham. When an "S" mine exploded, causing 5 casualties including the flight commander, Corporal Rose, who was about 25 yards away, rendered first aid until the arrival of a Medical Officer and afterwards continued his work. For a period of 6 weeks, he and others were detailed to clear mines from an airfield. Though still affected by his previous experience Corporal Rose did not hesitate to continue his hazardous duties in a courageous and efficient manner, thereby setting an example to his comrades. The section he led dealt with over 2,000 Schu-mines, many of them in a dangerous condition owing to partial functioning by cattle. Other mines which were dealt with had been laid in thick undergrowth and wooded country. Corporal Rose also dealt with stock-mines in woods and all types of mines in swampy land and rough country. This airman has been engaged in bomb disposal duties since March, 1941.

1241052 Corporal Thomas Charles WOODHEAD, Royal Air Force Volunteer Reserve.

One afternoon in November, 1944, an aircraft, whilst attempting to make a forced landing on

an airfield, crashed and burst into flames. Corporal Woodhead who was working in the vicinity ran to the scene of the accident in company with other airmen. By the time they arrived one wing was burning fiercely and the fire was spreading to the cockpit and fuselage. Disregarding the flames and the ammunition which had started to explode, Corporal Woodhead and his helpers jumped on to the port wing and the cockpit perspex canopy and tried to break into the cockpit but they were unable to release the emergency roof exit or to get at the crew. They could see that the pilot was bent over the control column and that the navigator was on the floor. By this time a fire engine had arrived and commenced to play foam jets on to the cockpit, but the heat had become so intense that all were forced to retire. A few moments later the navigator's head and shoulders appeared through a hole which had been made in the side of the fuselage. Despite the intense heat and danger from exploding tanks, Corporal Woodhead immediately dashed into the flames and dragged the injured man to safety. Corporal Woodhead then attempted to return and search for the pilot but was driven back by the heat which was by then too great to allow of any further rescue attempt to be made. Corporal Woodhead had shown complete disregard of his personal safety and his action in finally rescuing the navigator from the blazing wreckage was one requiring great courage.

1805558 Leading Aircraftman Roland Norman GARRED, Royal Air Force Volunteer Reserve.

1666507 Leading Aircraftman Samuel William READ, Royal Air Force Volunteer Reserve.

These airmen were employed continuously on minefield clearance at an airfield for a period of 6 weeks in 1944. They have been of the utmost assistance to the N.C.O. in charge of the section in his work of breaching minefields and locating and neutralising mines. Both have been outstanding amongst about 25 airmen below the rank of corporal who have been engaged on the minefield and they have never hesitated to perform work far beyond that which could be expected of them in view of their classification and training. They have shown keenness and courage on work of a hazardous nature and have contributed much to the success which has been achieved.

1406476 Leading Aircraftman Patrick CROWLEY, Royal Air Force Volunteer Reserve, Royal Air Force Regiment.

After the explosion of a bomb in January, 1945, this airman, assisted by a Flight Sergeant, crawled beneath a huge piece of reinforced concrete which had fallen on top of an officer. The concrete was precariously supported by loose bricks and rubble and was in imminent danger of crushing Leading Aircraftman Crowley as he worked beneath it. Failing to extricate the officer at the first attempt, this airman made a further effort by burrowing under the concrete from the opposite side. The officer was later found to have died whilst the rescue attempts were being made and was extricated by a heavy rescue party, who cut through the concrete. Leading Aircraftman Crowley made persistent and gallant efforts to rescue the officer although he had set himself an impossible task. His services were outstanding, even amongst other acts of gallantry displayed in connection with this incident.

Ind.14825 Leading Aircraftman Sitacendra PURKAYASTA, Royal Indian Air Force.

In October, 1944, an aircraft, with overload petrol tank, developed an internal glycol leak whilst taking off from an R.A.F. Station, and crashed near the end of the runway, immediately bursting into flames. Leading Aircraftman Purkayasta, who was working in the M.T. yard, saw the aircraft crash and, taking the nearest vehicle, drove to the scene of the accident. He was the first person to arrive and found the aircraft enveloped in flames with the pilot, whose clothing and parachute were on fire, lying half out of the cockpit in an unconscious condition. Disregarding the flames, this airman endeavoured to drag the pilot clear but found that he was held by his tangled harness. Leading Aircraftman Purkayasta was then obliged to retire before the intense heat. He secured a knife from a native labourer who had arrived on the scene and with this he returned to the rescue. He cut the retaining straps of the equipment, dragged the pilot clear and proceeded to extinguish his burning

clothing. Unfortunately the pilot died on the way to hospital. Leading Aircraftman Purkayasta displayed great gallantry and complete disregard for his own safety.

158734 Leading Aircraftman Francis Frederick SPRULES, Royal Air Force Volunteer Reserve.

In January, 1945, a Fortress aircraft, in attempting to land at an airfield, crashed into a hangar. Leading Aircraftman Sprules, who was the only airman in the vicinity, was working at a point about 100 yards away from the accident and ran to the scene, where he assisted 7 members of the crew to escape from the furiously burning aircraft. Although the crew warned him that the aircraft was loaded with bombs he continued to help the injured. The bomb load (3,800 lbs.) exploded about 5 minutes after his arrival, showering debris around him, but his only thought was for the men who needed medical attention. He took some of the casualties to the sick quarters in a lorry which drove up to the scene after the explosion had occurred, afterwards returning to the scene of the crash to give any further help which might be required. Until the arrival of many helpers after the explosion, Leading Aircraftman Sprules had worked alone with courage, coolness and a complete disregard for his own safety. He was fully aware that a devastating explosion was likely to occur. He was shocked by the concussion but continued to render all the assistance he could in spite of ammunition which was exploding around him. Had it not been for his efforts it is probable that the fatalities would have been more numerous. In fact, only 2 of the crew lost their lives.

*Air Ministry, 27th April, 1945.*

The KING has been graciously pleased to approve the following awards in recognition of gallantry and devotion to duty in the execution of air operations:—

*Bar to Distinguished Service Order.*

Acting Group Captain Alan Ford ANDERSON, D.S.O., D.F.C., R.A.F. (Captain, Royal Warwickshire Regiment).

As commanding officer of several squadrons, Group Captain Anderson has displayed the highest standard of efficiency, great drive and outstanding devotion to duty. Much of the great success of the squadrons under his command can be attributed to this officer's brilliant leadership and tactical ability. Since being awarded the Distinguished Service Order, Group Captain Anderson has participated in very many sorties during which much loss has been inflicted on the enemy. Throughout he has continued to display a high degree of bravery, setting an example which has inspired all.

*Distinguished Service Order.*

Acting Group Captain Keith James SOMERVILLE, D.F.C., A.F.C. (41486), R.A.F.O., 105 Sqn.

Group Captain Somerville has a long and distinguished record of operational flying, having completed more than 100 sorties, most of them against well defended targets. He has displayed a high degree of skill throughout and his example of coolness and courage in the face of the fiercest enemy fire has inspired all with whom he has flown. His sterling qualities have been reflected in the efficiency and fine fighting spirit of the squadron he commands.

Squadron Leader Jack Vincent WATTS, D.F.C. (Can/J.4688), R.C.A.F., 105 Sqn.

This officer has completed more than 100 sorties. He has at all times displayed the greatest keenness and devotion to duty and his example has impressed all. Squadron Leader Watts is a navigator of high merit and the successes obtained on the many sorties in which he has taken part are a fine tribute to his outstanding skill. This officer has proved of the greatest value to the squadron.

Acting Squadron Leader Henry ALMOND, D.F.C. (106110), R.A.F.V.R., 105 Sqn.

This officer's operational record is most impressive. Since being awarded the Distinguished Flying Cross he has completed a large number of sorties, many of them against targets in the Ruhr and Rhineland areas. On one occasion, whilst over Cologne, his aircraft was severely damaged when hit by anti-aircraft fire. Nevertheless, Squadron Leader Almond flew back to an airfield in this country. When coming in to land, the starboard engine failed. The hydraulic system

had sustained damage and the undercarriage would not lower beyond the half-way down position. Despite these hazards, and without the assistance of the flaps, Squadron Leader Almond effected a successful crash-landing. This officer has invariably displayed skill, courage and coolness of a high order.

Acting Squadron Leader George BAXTER, D.F.C. (133453), R.A.F.V.R., 83 Sqn.

This officer has participated in numerous sorties since being awarded the Distinguished Flying Cross. He has shown the highest standard of navigational ability, coupled with great courage and resolution. His faultless work, often in the face of fierce opposition, has played an important part in the successes obtained. Squadron Leader Baxter has rendered much loyal and devoted service.

Acting Squadron Leader William Albert George GALLIENNE, D.F.C. (127457), R.A.F.V.R., 139 Sqn.

This officer has participated in more than eighty sorties during which attacks have been made on a wide range of enemy targets. He is a navigator of high merit, whose exceptional skill, great courage and devotion to duty have set a splendid example to all. In spite of more than one trying experience, Squadron Leader Gallienne has shown the greatest keenness and has taken every opportunity to operate against the enemy. His efforts have been untiring and he has contributed much to the success of the squadron.

Acting Squadron Leader John Thomas HALL, D.F.C. (Can./J.25802), R.C.A.F., 35 Sqn.

This officer has completed a large number of operational missions. He has displayed exceptional skill and throughout has set a magnificent example of determination and devotion to duty. His record is worthy of the highest praise.

Acting Squadron Leader Desmond Ossiter SANDS, D.F.C. (102110), R.A.F.V.R., 467 (R.A.A.F.) Sqn.

This officer has completed many sorties on his second tour of operational duty. Throughout these operations, most of which have been against strongly defended targets, Squadron Leader Sands has displayed the highest standard of determination and devotion to duty. By his undoubted ability as navigator and his efficiency as captain, this officer has played a good part in the successes obtained. His services have been invaluable.

Acting Squadron Leader Charles Peter Crauford de WESSELOW, D.F.C. (114160), R.A.F.V.R., 635 Sqn.

This officer has set a fine example of courage and devotion to duty. He has completed a very large number of sorties, involving attacks on targets important to the enemy's war effort. Undeterred by the heaviest opposition, Squadron Leader de Wesselow has invariably pressed home his attacks. His successes are a fine tribute to his great skill and iron determination.

#### *Distinguished Service Order.*

Pilot Officer Richard Marshall PERKINS (187288), R.A.F.V.R., 180 Sqn.

#### *Conspicuous Gallantry Medal (Flying).*

605494 Flight Sergeant James Mansfield HALL, R.A.F., 180 Sqn.

This officer and airman were pilot and air gunner respectively in an aircraft detailed to attack the railway yards at Bocholt in March, 1945. During the bombing run the aircraft was hit by fire from the ground defences. Pilot Officer Perkins was severely wounded. His right thigh was smashed; he also sustained injuries to his back. His suffering became intense. Nevertheless this brave pilot, tended by Flight Sergeant Hall who stood at his side, flew the aircraft to an allied airfield. As the airfield was reached Pilot Officer Perkins was in great distress. Although the aircraft had sustained serious damage it was decided to attempt a landing. Flight Sergeant Hall assisted to remove his wounded comrade into the second pilot's seat and then himself took over the controls in an effort to bring the aircraft down. During the descent, Pilot Officer Perkins, injured as he was, advised and directed his resolute air gunner in the control of the aircraft so well that a successful crash-landing was effected. Pilot Officer Perkins displayed outstanding fortitude, great courage and unbeatable determination in the face of extreme suffering. Flight Sergeant Hall also proved himself to be a valiant crew member. His coolness, courage and resource set a fine example.

#### *Distinguished Flying Cross.*

Flight Lieutenant Bernard FORD (144787), R.A.F.V.R., 192 Sqn.  
Flying Officer Donald Joseph COATES (169608), R.A.F.V.R., 192 Sqn.

These officers were pilot and wireless operator respectively in an aircraft detailed to attack Dessau. During the operation the aircraft was badly hit when attacked by an enemy fighter. The nose of the bomber was severely damaged. The port inner engine was put out of action. The inter-communication and the oxygen systems were rendered unserviceable and some important equipment was destroyed. Flying Officer Coates was wounded in both legs and about the face; the navigator also was wounded. The aircraft dived out of control. Coolly and skilfully, Flight Lieutenant Ford succeeded in levelling out and headed for allied territory. Although deprived of the services of the navigator, he flew the badly damaged aircraft to an airfield and effected a safe landing. This officer displayed exceptional skill, coolness and courage in most trying circumstances. Flying Officer Coates also proved himself to be a courageous and resourceful crew member. In spite of much physical distress he remained at his post to co-operate splendidly with his pilot throughout the return flight. His example was worthy of high praise.

Flight Lieutenant Geoffrey Markham HOWARD-JONES (42229), R.A.F., 180 Sqn.

In March, 1945, this officer was the pilot and captain in an aircraft detailed to attack the railway siding at Bocholt. Shortly after crossing enemy territory the aircraft was hit by anti-aircraft fire. The petrol tanks were damaged and commenced to leak. The hydraulic system had also been damaged, causing the starboard leg of the undercarriage to drop to the down position. The aircraft subsequently became difficult to control. Undaunted, Flight Lieutenant Howard-Jones went on to the target and pressed home a good attack. He afterwards flew the damaged aircraft to an airfield in allied territory and landed safely. This officer set a fine example of courage and determination throughout.

Flight Lieutenant Owen Clifford MUNDIN (119648), R.A.F.V.R., 640 Sqn.

In March, 1945, this officer piloted an aircraft detailed to attack Essen. On the outward flight, the propeller of the port outer engine had to be feathered owing to a leak in the oil system. In spite of this, Flight Lieutenant MUNDIN continued his mission. Later, the starboard engine became troublesome. Some height was lost and Flight Lieutenant MUNDIN was unable to keep his place with the main bomber force. Nevertheless, he went on to the target and executed his attack. When some 200 miles from the English coast on the return flight, the defective starboard engine failed completely but Flight Lieutenant MUNDIN flew on to reach an airfield where he brought the aircraft down safely. This officer, who has completed very many sorties, has invariably displayed praiseworthy skill, gallantry and devotion to duty.

Acting Flight Lieutenant George Glen Harrison COWPER (149348), R.A.F.V.R., 550 Sqn.

As pilot and captain of aircraft this officer has completed very many sorties, involving attacks on a wide variety of enemy targets. He has consistently shown a high degree of skill, together with the greatest determination. One night in March, 1945, he took part in an attack on Kassel. On the outward flight, the port inner engine caught fire and had to be put out of action. In spite of this, Flight Lieutenant Cowper went on to the target and pressed home his attack. His determination to complete his mission successfully was typical of that which he has shown throughout his tour of operational duty.

Flying Officer Robert Charles KENDALL (173876), R.A.F.V.R., 239 Sqn.

As observer, this officer has completed a number of sorties on his second tour of operational duty. During these operations he has assisted in the destruction of 3 enemy aircraft. Cool, determined and highly skilled, Flying Officer Kendall has proved a most valuable member of aircraft crew.

Acting Flying Officer Geoffrey Elliott DARVILLE (Aus.420812), R.A.A.F., 622 Sqn.

This officer has set a fine example of devotion to duty. His keenness for air operations has

always been evident and in attacks on strongly-defended targets, Squadron Leader Darville has shown a high degree of skill and courage. On several occasions his aircraft has been damaged by anti-aircraft fire but Squadron Leader Darville has always pressed home his attacks and returned safely to base. His fine qualities have been well reflected in the operational efficiency of his crew.

Acting Flying Officer Thomas DUTTON (184934), R.A.F.V.R., 192 Sqn.  
Warrant Officer Frank COULTON (1026583), R.A.F.V.R., 192 Sqn.

Flying Officer Dutton and Warrant Officer Coulton were pilot and wireless operator respectively in an aircraft detailed for a sortie over Bohlem. On the return flight one engine failed. Some air speed was lost. Later, as the aircraft straggled behind the main bomber force, it was attacked by an enemy fighter. For more than an hour the enemy persisted and, in all, made 15 attacks. But Flying Officer Dutton manoeuvred with great skill and thus prevented the attacker from closing in. After the engagement had terminated, Flying Officer Dutton flew the damaged aircraft to base. This officer displayed superb skill, great coolness and courage. Warrant Officer Coulton also displayed a high degree of gallantry and devotion to duty, throughout the whole of a harassing period. He obtained excellent photographs which provided much valuable information.

*Distinguished Flying Medal.*

1826205 Sergeant Allan GIBB, R.A.F.V.R., 75 (N.Z.) Sqn.

This airman was flight engineer in an aircraft detailed to attack Cologne in March, 1945. When nearing the target the aircraft was hit by anti-aircraft fire and sustained much damage. Sergeant Gibb was severely wounded in the leg. The injury bled profusely. Nevertheless, this airman applied himself to the task of feathering the propeller of the damaged starboard engine without thought for his own welfare. It was then that other members of the crew became aware of his plight and gave him first aid. Although forced to lie on the floor of the aircraft, Sergeant Gibb insisted on remaining near his station in order to advise another member of the crew with regard to the various engineering duties to be performed. This airman set a fine example of courage and devotion to duty.

*Air Ministry, 27th April, 1945.*

The KING has been graciously pleased to approve the following awards:—

*Distinguished Service Order.*

*Acting Group Captain.*

George folliott POWELL-SHEDDEN, D.F.C., R.A.F.

*Distinguished Flying Cross.*

*Flight Lieutenants.*

David Dunbar CARROW (121259), R.A.F.V.R., 298 Sqn.  
Robert Armfield WIGELSWORTH (133363), R.A.F.V.R., 29 Sqn.

*Flying Officers.*

Stanley Thorpe BLOOMFIELD (187110), R.A.F.V.R., 29 Sqn.  
John Thomas Gordon DAVIES (184506), R.A.F.V.R., 298 Sqn.  
Douglas Charles EVA (147195), R.A.F.V.R., 165 Sqn.

ROYAL AUSTRALIAN AIR FORCE.

*Distinguished Flying Cross.*

*Flight Lieutenant.*

William Robert BENNETT (Aus.414189), 453 (R.A.A.F.) Sqn.

ROYAL CANADIAN AIR FORCE.

*Bar to Distinguished Flying Cross.*

*Flight Lieutenant.*

Donald Aikins MACFADYEN, D.F.C. (Can/J.3103), 406 (R.C.A.F.) Sqn.

*Distinguished Flying Cross.*

*Flight Lieutenant.*

Donald Allan Blake SMILEY (Can/J.23876), 64 Sqn.

The above awards are in recognition of gallantry and devotion to duty in the execution of air operations.

*Air Ministry, 27th April, 1945.*

The KING has granted unrestricted permission for the wearing of the undermentioned decoration conferred upon the personnel indicated in recognition of valuable services rendered in connection with the war:—

CONFERRED BY THE PRESIDENT OF THE UNITED STATES OF AMERICA.

*Air Medal.*

*Flight Lieutenant.*

Gilbert Rex WARRINGTON (Can/J.20446), R.C.A.F.

*Flying Officers.*

John Austin NICHOLLS (N.Z.413463), R.N.Z.A.F.  
Robert Donald SAUNDERS (186489), R.A.F.V.R.

*Pilot Officers.*

Harold McCONVILLE (Aus.422630), R.A.A.F.  
Stephen Thompson WELLS (186941), R.A.F.V.R. (since missing).

*Warrant Officer.*

Robert DALTON (1074412), R.A.F.V.R.

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