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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 Wing Commander Robert Clifford ALABASTER, D.S.O., D.F.C. (81065), R.A.F.V.R., 608 Sqn.

This officer has a splendid operational record, having participated in a hundred bombing sorties. In these operations he has attacked a wide range of strongly defended targets and throughout has set the highest standard of devotion to duty. Highly skilled, brave and resolute at all times, Wing Commander Alabaster has set an example which has been well reflected in the operational efficiency of the squadron he commands.

Distinguished Service Order.

Acting Wing Commander Peter Livingstone CHILTON, D.F.C., A.F.C. (33459), R.A.F., 149 Sqn.

Wing Commander Chilton was pilot and captain of an aircraft detailed to lead a bomber force in a daylight attack against Bremen in April 1945. To ensure success, a high degree of accuracy was essential owing to the presence of our ground forces in the vicinity. When passing over Wilhelmshaven, much anti-aircraft fire was encountered. Wing Commander Chilton's aircraft was hit. The starboard aileron was rendered almost ineffective, the hydraulic system was made un-serviceable and petrol commenced to leak from the tank in the starboard wing. Although the aircraft became difficult to control, Wing Commander Chilton maintained his position in the formation and went on to execute a successful attack. He afterwards flew the damaged aircraft safely back to base. This officer, who has completed many sorties on his third tour of operational duty, set a splendid example of skill, courage and tenacity throughout.

Acting Flight Lieutenant George Alexander THORNE, D.F.C. (174525), R.A.F.V.R., 635 Sqn.

In April, 1945, this officer piloted an aircraft in an attack against Nuremberg. In the run-up to the target, Flight Lieutenant Thorne's aircraft was subjected to heavy and concentrated fire from the ground defences. The bomber was hit. The port aileron was affected and the aircraft became difficult to control. In spite of this, Flight Lieutenant Thorne made several runs over the target to ensure an accurate attack. He afterwards flew the damaged aircraft to base where he effected a safe landing. This officer, who has completed very many sorties since being awarded the Distinguished Flying Cross and never failed to complete his allotted task, displayed the highest standard of devotion to duty throughout.

Distinguished Service Order.

Flying Officer Joseph Fred MOONEY (Can./J.41167), R.C.A.F., 625 Sqn.

Distinguished Flying Cross.

Flying Officer Harold Harvey HARDING (Can./J.40921), R.C.A.F., 625 Sqn.

Flying Officers Mooney and Harding were pilot and navigator respectively in an aircraft detailed to attack Plauen one night in April, 1945. Early on the outward flight the front windscreen became badly smeared with oil owing to an external leak. Although this obscured his vision, Flying Officer Mooney flew on. A little later the starboard inner engine became defective. The propeller had to be feathered. Shortly afterwards, the port outer engine had to be put out of action. Despite this, Flying Officer Mooney was determined, if possible, to reach his objective. Coming down to a much lower level and increasing his speed he flew on. Although deprived of the full use of the navigational aids, Flying Officer Harding navigated the aircraft to the target with great skill. Whilst over the area, much anti-aircraft fire was directed at the bomber. Several hits were sustained. Nevertheless, Flying Officer Mooney pressed home a most determined attack. The aircraft was losing height as he turned for home. When nearing Liege, the starboard outer engine caught fire and had to be put out of action. Height could no longer be maintained. Flying Officer Mooney gave the order to abandon aircraft and ensured that all members of his crew had got clear before he himself jumped at 500 feet. After reaching the ground, Flying Officer Mooney collected his comrades together and, within a very short time they returned safely to their unit. On this notable sortie, this officer displayed the highest standard of skill and courage, coupled with superb captaincy. Flying Officer Harding also proved himself to be a most valuable crew member, showing skill, coolness and devotion to duty in the face of great difficulties.

Bar to Distinguished Flying Cross.

Acting Squadron Leader Ross Garstang GRAY, D.F.C. (Can./J.7547), R.C.A.F., 418 (R.C.A.F.) Sqn.

This officer has completed many sorties far into enemy territory since being awarded the Distinguished Flying Cross. In these operations he has displayed a high degree of skill, coupled with unswerving devotion to duty. On a recent sortie, undertaken in most adverse weather, Squadron Leader Gray most effectively attacked 6 enemy aircraft on the two enemy airfields which he operated against in Czechoslovakia. The result obtained reflects the greatest credit on his outstanding ability and determination.

Flight Lieutenant Donald Ralph CAMPBELL, D.F.C. (Can/J.24406), R.C.A.F., 196 Sqn.

Since being awarded the Distinguished Flying Cross this officer has participated in numerous attacks against the enemy including the airborne operations against Arnhem. In March, 1945, he took part in an airborne mission east of the Rhine. When setting course over base the port inner engine failed. Although the airspeed was affected, Flight Lieutenant Campbell continued his mission and by skilful flying, maintained height and eventually released his glider at the correct landing zone with the minimum loss of time. His consistent good work together with his keenness and determination has set a fine example to all.

Distinguished Flying Cross.

Acting Wing Commander Trenham Christopher MUSGRAVE, O.B.E. (41726), R.A.F.O., 296 Sqn.

This officer has displayed devotion to duty of the highest standard. In August, 1943, Wing Commander Musgrave was injured in a flying accident. As a result his left leg was amputated. On his recovery, within 3 months, Wing Commander Musgrave resumed operational flying. On every possible occasion he led the squadron against various targets with great skill. Wing Commander Musgrave has commanded this squadron for many months and much of the success achieved can be attributed to his skilful leadership and outstanding resolution. His example has impressed all.

Acting Wing Commander John Bernard NICHOLLS (Aus.403760), R.A.A.F., 35 Sqn.

Wing Commander Nicholls has taken part in a large number of sorties, including very many bombing missions. He has displayed a high standard of devotion to duty and his successes are a good tribute to his fine qualities of skill and courage. On one occasion, in April, 1945, Wing Commander Nicholls piloted an aircraft detailed to attack Potsdam. En route to the target, the port outer engine failed and the propeller had to be feathered. Undeterred, this resolute pilot continued to the target which he eventually attacked at a height less than originally planned. He afterwards returned safely to base. His determination was typical of that which he has shown on all occasions.

Acting Squadron Leader Hugh Robert LEDINGHAM (Can/J.12266), R.C.A.F., 420 (R.C.A.F.) Sqn.

This officer has taken part in many sorties against a wide variety of targets, including Hanover, Duisburg and Dusseldorf. On two occasions his aircraft has sustained severe damage, but with characteristic skill and gallantry he has brought the aircraft safely back to base. As flight commander, this officer has at all times displayed outstanding tenacity and courage and has set a fine example to all.

Acting Squadron Leader Peter Joseph HEARNE (129957), R.A.F.V.R., No. 19 Sqn.

On his second tour of operational duty this officer has completed many sorties including numerous attacks on enemy shipping. He has always displayed the greatest keenness for operations during which he has been responsible for the destruction of four enemy aircraft, one of them during an escort mission in April, 1945. Squadron Leader Hearne has invariably shown a high degree of courage.

Flight Lieutenant Cecil Ronald BRADFORD (Can/J.12027), R.C.A.F., 212 Sqn.

Flight Lieutenant Maurice SHNIDER (Can/J.13755), R.C.A.F., 212 Sqn.

These officers as pilot and navigator respectively have completed many long and arduous sorties and have consistently displayed a high standard of skill and determination. On two occasions they have flown with great distinction in air sea rescue missions during which they have succeeded in rescuing a number of personnel. These operations called for the highest standard of flying and navigational skill and the successes obtained reflect the greatest credit on the ability shown by these officers.

Flight Lieutenant Patrick Kitchener DEANE (Can/J.13844), R.C.A.F., 426 (R.C.A.F.) Sqn.

Throughout his tour of operational duty, this officer has set a high standard of skill, gallantry and devotion to duty. In February, 1945, he was the navigator in an aircraft detailed to attack Kamen. On the bombing run the aircraft was subjected to heavy anti-aircraft fire and sustained

damage. A large piece of shrapnel pierced the fuselage and struck Flight Lieutenant Deane over the heart. Although in great pain, Flight Lieutenant Deane refused to leave his post. Not until he was satisfied that he had done everything possible to assist in executing a successful attack would he consent to take a rest. His example on this occasion was in keeping with that which he has shown at all times.

Flight Lieutenant Harold LANNING (50995), R.A.F., 644 Sqn.

As wireless operator this officer has completed a large number of sorties, including the airborne operations against Arnhem and those in support of the Rhine crossing. He has at all times displayed the greatest keenness and throughout has set a fine example of devotion to duty. Flight Lieutenant Lanning has proved himself to be a most valuable member of aircraft crew.

Flight Lieutenant Graham Stuart PEARSON (127224), R.A.F.V.R., 65 Sqn.

This officer has at all times displayed great keenness and determination in air operations. He has participated in a large number of sorties including numerous escort missions to bomber formations. Many of these sorties have involved long and hazardous sea crossings often in very adverse weather. His outstanding ability and unflinching devotion to duty have set a fine example to all. Flight Lieutenant Pearson has destroyed four enemy aircraft.

Flight Lieutenant John Lyall STORMS (Can/J.20845), R.C.A.F., 427 (R.C.A.F.) Sqn.

Flight Lieutenant Storms has an excellent operational record. He has completed many bombing attacks against the enemy and also numerous mine-laying missions. He has shown skill of a high standard and has invariably pressed home his attacks with exceptional determination, often in the face of heavy opposition. Whilst over Hamburg, in March, 1945, his aircraft sustained serious damage. Some five feet of one of the wings was torn away, thus rendering the aileron useless. Although the aircraft became difficult to control, Flight Lieutenant Storms pressed home his attack and afterwards flew the damaged aircraft to base. He set a very fine example of devotion to duty.

Flight Lieutenant William Merle WALKER (Can/J.21276), R.C.A.F., 427 (R.C.A.F.) Sqn.

This officer has taken part in thirty-two sorties against enemy targets and has invariably displayed a high degree of skill and determination throughout. On one occasion in February, 1945, whilst over Essen, his aircraft sustained extensive damage. The propeller of one of the engines was pierced. Both wings were holed. The hydraulic system was put out of action and the tail unit was damaged. Despite this, Flight Lieutenant Walker flew the aircraft to base. On two subsequent occasions this officer's aircraft has sustained damage whilst over his target but each time, Flight Lieutenant Walker has executed his attack and afterwards flown back to base. He is a fine captain, whose example has greatly inspired his crew.

Acting Flight Lieutenant Arthur Deane COOK (149369), R.A.F.V.R., 625 Sqn.

In air operations, this officer has displayed the highest standard of skill, courage and fortitude.

Acting Flight Lieutenant Frederick Desmond MOSS (179566), R.A.F.V.R., 10 Sqn.

One night in March, 1945, Flight Lieutenant Moss was pilot and captain of an aircraft detailed to attack Chemnitz. Soon after leaving the target following a successful attack, the aircraft was engaged by an enemy fighter. Severe damage was sustained. Despite this, Flight Lieutenant Moss manoeuvred with much skill, enabling his gunners to bring their guns to bear on the attacker. The enemy attacked with great persistence, however, until finally a well placed burst, caused it to dive towards the ground with the engine on fire. Flight Lieutenant Moss's aircraft was very severely damaged and was now on fire. It became necessary to abandon it. Displaying great coolness this captain requested his crew to leave by parachute, meanwhile retaining a good measure of control of the burning aircraft, although in much distress due to the smoke and fumes and to burns to his face. After his comrades had got clear, Flight Lieutenant Moss

jumped. He landed in enemy territory and was captured. Later this brave officer escaped and returned to this country. He displayed the highest standard of courage, skill and fortitude. Prior to this sortie, this officer had completed many successful missions against well defended targets in Germany.

Lieutenant Colin Charles BEATTIE (205777V), S.A.A.F., 31 (S.A.A.F.) Sqn.

This officer has completed very many bombing missions against enemy targets. He has at all times set a fine example of keenness, together with a high degree of skill and determination. One night in March, 1945, Lieutenant Beattie piloted an aircraft detailed to attack the railway yards at Verona. At one point en route to the target the aircraft was engaged by a fighter and two engines were hit. The propeller of one of them had to be feathered. Although Lieutenant Beattie manoeuvred with much skill his aircraft sustained more hits and one of the gunners was slightly wounded. At this stage, Lieutenant Beattie had to feather the propeller of a second engine which had become useless. Another fighter, closed in but Flight Lieutenant Beattie evaded its machine-gun fire. Five attacks were sustained in all before this pilot, manoeuvring the crippled aircraft with great skill, succeeded in evading the enemy. He afterwards flew back to an airfield where he effected a masterly landing. He set a fine example of devotion to duty in the face of most harassing circumstances.

Flying Officer Leslie BROOKES (56114), R.A.F., 240 Sqn.

This officer has at all times proved a most determined and courageous captain of aircraft. He has completed many operational missions against a variety of targets and has invariably pressed home his attacks with great resolution. On a recent occasion he successfully completed a sortie which necessitated a flight far into enemy territory, over difficult terrain and in most adverse weather. The skill, courage and resolution shown by this officer was typical of that which he has displayed throughout his tour of operational duty.

Acting Flying Officer Douglas Leonard WOOD (189210), R.A.F.V.R., No. 158 Sqn.

Throughout his operational tour, Flying Officer Wood has set a high standard of skill, gallantry and devotion to duty. He has participated in very many bombing missions, most of them against well defended targets. On one occasion in April, 1945, Flying Officer Wood showed his fine qualities and disregard for danger, by escorting a severely damaged bomber of his formation which had fallen behind the main force, until well over allied territory. Flying Officer Wood's operational record is worthy of the greatest praise.

Pilot Officer James Henry COLE (189896), R.A.F.V.R., 644 Sqn.

This officer has participated in a large number of operations as navigator, including numerous airborne missions. He has at all times displayed great keenness for operational flying and his consistent good work throughout has been highly commendable.

Warrant Officer William John WALSH (N.Z.4212875), R.N.Z.A.F., 158 Sqn.

Warrant Officer Walsh has completed many sorties as pilot and captain of aircraft against a variety of well defended enemy targets. On one occasion in April, 1945, he was detailed to attack Nurnburg. On the bombing run his aircraft was hit and severely damaged by enemy fire. The port outer engine was rendered unserviceable and a portion of the aileron and wing were shot away. The aircraft temporarily went out of control, but Warrant Officer Walsh succeeded in levelling out and continued his bombing run. Despite great loss of height, this officer skilfully flew his crippled aircraft back to base and executed a safe landing. His example of courage and determination throughout was highly commendable.

Distinguished Flying Medal.

1233515 Flight Sergeant Stanley Gordon BOYES, R.A.F.V.R., 49 Sqn.

This airman was the bomb aimer in an aircraft detailed to attack a target at Ladbergen. On the outward flight, engine trouble developed. Some airspeed was lost but the flight was continued. When nearing the Ruhr, the aircraft

was illuminated in a cone of searchlights and subjected to fire from the ground defences. Whilst taking the necessary evading action, the captain was taken suddenly ill and became unconscious. Acting with great promptitude, Flight Sergeant Boyes seized the control column and succeeded in pulling the aircraft out of its dive. Afterwards, he took the place of the stricken pilot. Though not as experienced as a regular pilot he flew the aircraft back to this country. By this time the pilot had recovered sufficiently to bring the aircraft down safely. Flight Sergeant Boyes set a fine example of skill, coolness and resource and was undoubtedly mainly responsible for the safe return of the aircraft.

1851549 Flight Sergeant Herbert Thomas Samuel JONES, R.A.F.V.R., 10 Sqn.

This airman was the wireless operator (air) in an aircraft detailed to attack Woms one night in February, 1945. Shortly after the target had been bombed, the aircraft was struck by a burst of machine-gun fire from an enemy fighter. A fire started in the fuselage. Although the aircraft was in a fairly steep dive, Flight Sergeant Jones turned his attention towards quelling the flames. After a strenuous effort he succeeded in so doing. The enemy fighter came in again, however, and inflicted further damage. Another fire commenced. This time it was impossible to extinguish the flames. The crew were forced to leave by parachute. Although he came down in enemy territory, Flight Sergeant Jones evaded capture and eventually arrived back in this country. This airman, who has participated in many sorties, has invariably displayed a high degree of skill, courage and devotion to duty.

Government House, Canberra, 15th June, 1945.

ROYAL AUSTRALIAN AIR FORCE.

The KING has been graciously pleased to approve the following awards with effect from 12th May, 1945, in recognition of gallantry and devotion to duty in the execution of air operations in the South-West Pacific area:—

Distinguished Flying Cross.

Flight Lieutenants.

Charles Ralph BULMAN (Aus.416145).
Robin Morton CORRIE (Aus.404170).
Norman William HASTIE (Aus.402706).
Walter Raymond MILLS (Aus.412170).

Flying Officers.

Thomas William ELLIS (Aus.420808).
Kenneth William SOUNNESS (Aus.427359).

Distinguished Flying Medal.

Flight Sergeant.

Aus.19191 Arthur Joseph SCHOLLES.

Air Ministry, 15th June, 1945.

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

CONFERRED BY THE BELGIAN GOVERNMENT.

Croix de Guerre.

Acting Wing Commanders.

Walter Thomas BROOKS, D.S.O. (39932), R.A.F.O.
Frank Pritchard DAVIS, D.F.C. (78721), R.A.F.V.R.
Raymond Hiley HARRIES, D.S.O., D.F.C. (87447), R.A.F.V.R.
Donald Ernest KINGABY, D.S.O., D.F.M. (112046), R.A.F.V.R.

Acting Squadron Leader.

John Christopher WELLS, D.F.C. (45883), R.A.F.

CONFERRED BY THE PRESIDENT OF THE UNITED STATES OF AMERICA.

Legion of Merit (Degree of Officer).

Wing Commander.

Leonard Harold BARTLETT, D.S.O. (102959), R.A.F.V.R.

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