

Flight Lieutenant Harry PEARS (134139), R.A.F.V.R., No. 175 Sqn.

This officer is a most skilful and determined pilot. He has completed a large number of sorties and throughout has displayed the greatest keenness to engage the enemy. In May, 1945, he led a formation of aircraft in an attack on motor transport near Schwern. Many vehicles were destroyed and a good number damaged. The following day he participated in another sortie during which an Ha.139 and a B.V.222 were most effectively attacked on the water. By skilful leadership, coupled with great courage and tenacity, Flight Lieutenant Pears played a prominent part in the success obtained.

Captain Robert Cardigan EGNER (103562V), S.A.A.F., No. 3 (S.A.A.F.) Sqn.

Captain Egnér has an outstanding operational record. He is a keen, skilful and courageous fighter, whose example has set a high standard of efficiency in the flight he commands. In April, 1945, his aircraft was hit by anti-aircraft fire when completing a sortie over enemy territory. Captain Egnér had to leave the aircraft by parachute. On landing he was taken prisoner by the Germans. Shortly afterwards when the enemy began to retreat, Captain Egnér was forced to march with them for a distance of nearly 100 miles before he finally eluded his captors and was picked up by advancing liberating forces. This officer displayed the highest standard of courage and fortitude throughout a trying experience.

Lieutenant Derek Ronald BOND (206420V), S.A.A.F., No. 15 (S.A.A.F.) Sqn.

One night in April, 1945, this officer was detailed for a reconnaissance in the Padua area. A convoy of enemy transport was located. Whilst making his attack on this target his aircraft sustained serious damage and caught fire which spread from the cockpit and back along the fuselage. Lieutenant Bond gave the order to abandon aircraft. Although he had sustained burns to his face, hands and legs, Lieutenant Bond remained at the controls and kept the aircraft steady so that his comrades could leave with a greater measure of safety. The fire was growing in intensity. The cockpit became almost enveloped. Not until he was satisfied that his comrades had left would he leave the controls. As he prepared to leave himself, the aircraft exploded. Lieutenant Bond was thrown out. He had apparently been struck by a heavy piece of debris and rendered unconscious. Nevertheless his parachute opened in some way and he came down safely to the ground. It was here that he was found in a semi-conscious state and taken to hospital a short distance away. In hazardous circumstances this officer set a magnificent example of courage, coolness and fortitude.

Flying Officer Jack DUGGAN (Can/J.89754), R.C.A.F., 424 (R.C.A.F.) Sqn.

As flight engineer, this officer has taken part in many sorties. He has invariably displayed a high degree of skill and determination and has proved himself to be a most valuable member of aircraft crew. His devotion to duty was well illustrated in an attack against Wangerooze in April, 1945. During the bombing run the aircraft came under heavy anti-aircraft fire. Flying Officer Duggan was wounded in the leg. In spite of this, he remained at his post to execute his engineering tasks with his usual efficiency. His conduct was exemplary.

Flying Officer Donald Robert SAUNDERS (Can/J.89293), R.C.A.F., 424 (R.C.A.F.) Sqn.

As pilot and captain of aircraft, this officer has participated in very many attacks against enemy targets. He has set a very fine example in pressing home his attacks and his determination to make all his sorties a success has won great praise. On one occasion, whilst over Bremen, his aircraft was hit by anti-aircraft fire. Flying Officer Saunders was struck about the eye with fragments of shrapnel. Although suffering from shock, loss of vision in the injured eye and bleeding profusely, Flying Officer Saunders pressed home a successful attack. His example of courage and devotion to duty was typical of that which he has shown throughout his tour of operational duty.

Flying Officer William Gordon TOMKINS (186741), R.A.F.V.R., 292 Sqn.

This officer is a highly skilled pilot. He has taken part in numerous air-sea rescue missions and throughout has shown the highest standard of determination and devotion to duty. On 2 occasions his brilliant work has contributed in a large way to the rescue of a number of air crew from the sea. He has rendered excellent service.

Pilot Officer Joseph Allan Hudson WHIPPLE (Can/J.93135), R.C.A.F., No. 426 (R.C.A.F.) Sqn.

This officer has completed numerous sorties and throughout has displayed great keenness and determination. In April, 1945, he was pilot and captain of an aircraft detailed to attack an airfield at Heligoland. Whilst on the bombing run his aircraft sustained severe damage. Despite this, Pilot Officer Whipple completed the bombing run and made a successful attack. He skilfully flew his crippled aircraft back to base where he executed a safe landing. On other occasions he has shown outstanding skill in attacking strongly defended targets despite heavy enemy opposition and damage to his aircraft. His devotion to duty has been most commendable.

Distinguished Flying Medal.

643401 Flight Sergeant Charles Henry Cooper ANTLETT, R.A.F., No. 354 Sqn.

This airman has taken part in many sorties in the role of flight engineer. He is a most capable and resolute crew member whose devotion to duty has set a fine example. In April, 1945, he took part in an attack on enemy shipping. During the operation the aircraft was repeatedly hit. The hydraulic system was rendered useless. Throughout the flight home, Flight Sergeant Antlett toiled unremittingly to effect repairs. As a result of his efforts, enough power to work the brakes successfully on landing was produced. His engineering skill was worthy of much praise.

542779 Flight Sergeant Patrick Joseph McNULTY, R.A.F., 356 Sqn.

This airman has taken part in very many sorties as a flight engineer and has invariably displayed a high standard of devotion to duty. On one occasion, when attacking enemy positions on Ramree Island, his aircraft was hit by anti-aircraft fire during the bombing run. Flight Sergeant McNulty was heavily thrown and temporarily stunned. A fire started in the floor of the aircraft. Flight Sergeant McNulty, who had quickly recovered, promptly directed his energies towards quelling the flames. Disregarding the danger from bursting oxygen bottles and from exploding bullets this resolute airman subdued the flames by means of extinguishers and finally put out the remains of the fire by smothering it with his flying suit. He displayed courage, resolution and devotion to duty of a high standard.

Air Ministry, 17th July, 1945.

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

Bar to Distinguished Service Order.

Acting Wing Commander.

David William DONALDSON, D.S.O., D.F.C. (70185), R.A.F.V.R., 192 Sqn.

Distinguished Service Order.

Acting Wing Commanders.

John Evelyn GRINDON (33206), R.A.F., 630 Sqn.
Nigel Graeme MACFARLANE (40725), R.A.F., 15 Sqn.

Squadron Leader.

Ralph Albert NEWMARCH (80226), R.A.F.V.R., 44 Sqn.

Acting Squadron Leaders.

John Bernard BURT, D.F.C. (116579), R.A.F.V.R., 109 Sqn.

Ronald Edgar CURTIS, D.F.C. (106040), R.A.F.V.R., 109 Sqn.

Frederick Gordon DAVY, D.F.C. (121512), R.A.F.V.R., 109 Sqn.

John Frederick Campbell GALLAHER, D.F.C. (63434), R.A.F.V.R., 105 Sqn.