



FOURTH SUPPLEMENT TO The London Gazette

Of TUESDAY, the 31st of JULY, 1945

Published by Authority

Registered as a newspaper

FRIDAY, 3 AUGUST, 1945

Air Ministry, 3rd August, 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:—

Distinguished Service Order.

Acting Wing Commander George Raymond NOTTAGE, A.F.C. (44566), R.A.F., No. 177 Sqn.

Wing Commander Nottage has completed much operational flying. He has participated in a very large number of sorties including many night fighter patrols and has consistently displayed skill and courage of a high order. He has effectively attacked such targets as enemy transport, bridges, railway trucks and some river craft and has inflicted much damage. On one occasion his aircraft was damaged by enemy fire and his navigator wounded. Despite this, Wing Commander Nottage skilfully navigated the aircraft back to base and made a safe landing. His ability as a leader and his personal example of initiative and devotion to duty have been well reflected in the operational efficiency of the squadron he commands.

Distinguished Service Order.

Acting Flying Officer Arthur COX (184305), R.A.F.V.R., No. 463 (R.A.A.F.) Sqn.
Flying Officer John Alfred WAINWRIGHT (176147), R.A.F.V.R., No. 463 (R.A.A.F.) Sqn.

Conspicuous Gallantry Medal (Flying).

1594208 Sergeant George Wilfred SIMPSON, R.A.F.V.R., No. 463 (R.A.A.F.) Sqn.

One night in April, 1945, these officers and this airman were pilot, navigator and flight engineer respectively of an aircraft detailed to attack the heavily defended oil target at Tonsberg. When nearing the target the aircraft was attacked and severely damaged by an enemy fighter. Flying Officer Cox and Sergeant Simpson sustained injuries but nevertheless remained at their posts. The nose of the aircraft was shattered and gaping holes were torn in the fuselage. The windows of the pilot's compartment were blown out and much equipment was lost. The bombsight was rendered useless and it was therefore impossible to bomb the target with any accuracy. The aircraft began to lost height and it seemed as though it would have to be abandoned but Flying Officer Cox succeeded in regaining control. He then skilfully manoeuvred his aircraft to enable his gunners to attack the enemy fighter which was shot down in flames. Meanwhile, despite suffering intense pain from severe frost bite, caused to their hands by the bitter winds blowing through the open nose of the aircraft, Flying Officer Wainwright and

Sergeant Simpson did everything possible to assist their pilot in his endeavour to fly the crippled aircraft to a friendly airfield. After much difficulty this was eventually accomplished and a skilful landing was made. The coolness, courage and devotion to duty of these officers and this airman were an inspiration to their squadron.

Distinguished Flying Cross.

Acting Squadron Leader Thomas Roche LEE (Can/J. 6644), R.C.A.F., No. 357 Sqn.

As flight commander, Squadron Leader Lee has displayed skill and determination of a high order and has set a fine example to the crews under his command. He has completed many sorties over difficult terrain and in adverse weather and the results achieved have been outstanding. His courage and devotion to duty have been most commendable.

Flight Lieutenant Walter William Charles Reginald SHACKEL (128484), R.A.F.V.R., No. 191 Sqn.

Flight Lieutenant Shackel has completed much operational flying. He has displayed skill and initiative of a high order and his keenness together with great determination have contributed materially to the successes obtained. One morning in April, 1945, this officer was captain of a flying boat detailed to undertake an Air Sea Rescue search. After an unsuccessful search lasting some 18 hours, he left the area to return to base. On the homeward flight a dinghy, containing five survivors, was sighted. Flight Lieutenant Shackel skilfully alighted his aircraft on a very rough sea and effected a rescue. His coolness and determination throughout have been an inspiration to all.

Flight Lieutenant George Edward SHARP (127943), R.A.F.V.R., No. 570 Sqn.

One night in April, 1945, this officer was captain of an aircraft engaged on a mission in the Rotterdam area. On the outward flight extremely adverse weather was encountered but despite this the objective was reached on time. Immediately after leaving the target area the aircraft was attacked and badly damaged by enemy fighters. The two port engines were hit and burst into flames and the inter-communication system was rendered unserviceable. Flight Lieutenant Sharp decided to attempt a crash landing. A successful landing was made and Flight Lieutenant Sharp and his navigator, who was injured, managed to get clear of the burning aircraft. On finding that the remainder of his crew were trapped in the aircraft, this officer immediately went to the rescue. He dragged the unconscious wireless operator and the air bomber to a safe distance and then returned to the blazing aircraft to assist the flight engineer