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THE DISTINGUISHED FLYING CROSS(contd).

to 10,000 feet the E.A. crashed near HAUCOURT.

On the morning of May 30th, 1918 he shot down two E.A. out of control, a two-seater N.E. of ALBERT, and an Albatross Scout near ACHIET-LE-GRAND.

Since joining No.201 Squadron in August 1917, this Officer has destroyed 7 enemy machines, and brought down 7 out of control.

His courage and determination has done much towards maintaining the high state of efficiency of this Squadron.

Capt. Henry Garnet FORREST,
No.2.Squadron. Australian Flying Corps.

For gallantry and determination. On 2/6/18 while leading a patrol, this Officer observed an enemy formation of six scouts over ESTREES flying from the South. By skilful manoeuvring he placed his formation East of and above these machines, thus securing a favourable position for attack. He dived on one scout, following it down until he was satisfied that it was completely out of control.

Re-forming his patrol, which had accounted for 1 E.A. destroyed and 1 out of control, he met another enemy formation of 8 machines over ALBERT. Though greatly outnumbered, he attacked at once and shot down one out of control.

In addition to the above he has accounted for five E.A. destroyed and three out of control, as follows:- destroyed:
on 22/3/18 one two-seater near ST QUENTIN:
on 23/3/18 one two-seater in flames near BAPAUME:
on 2/4/18 one two-seater near VIEILLE CHAPELLE:
on 1/6/18 one triplane near CHUIGNES. out of control:
on 23/3/18 two Albatross scouts near ST QUENTIN:
on 30/3/18 one 2-seater near QUESNIL.

His leadership of patrols has been characterised by great dash and determination, whether on high or low work and as a flight commander he has set an excellent example to the squadron.

Lieut(T/Capt) Denys GILLEY,
Devonshire Regt and R.A.F. No.58.Squadron.

For gallantry skill and determination. On the night of 2nd/3rd June, 1918 this Officer bombed VALENCIENNES railway station and sidings. Owing to thick clouds and mist he was one of the few who succeeded in reaching his objective. When gliding down to drop his bombs he realised that he would overshoot the mark, so he opened out his engine at 1000 feet and in the face of very severe machine gun fire, climbed sufficiently to enable him to glide over the station and drop his bombs with accuracy. He performed this successfully and released all his bombs from 600 feet. Continuing his glide to about 200 feet he enabled his observer to fire several bursts of machine gun fire into the station and sidings.

On the night of 14/15th May, 1918, when carrying out a reconnaissance of the ARRAS-CAMBRAI-BAPAUME area, his machine was badly hit by A.A. Fire, cutting landing and centre section wires, also petrol pipe. In spite of this and the fact that his machine was becoming almost uncontrollable owing to cut wires twisting around the propeller boss, he continued the reconnaissance and completed the same before returning to his aerodrome, landing safely with the machine practically a wreck. In addition, he has successfully carried out many long distance raids. He invariably shews a fine example to his squadron and sets a high standard of keenness and proficiency.