



Air Marshal Sir Sholto Douglas, K.C.B., D.F.C., M.C., A-O-C. in C. Fighter Command.

He has destroyed at least five and damaged seven enemy aircraft; four of these he damaged in one combat.

P/O. A. F. TAYLOR (R.A.F.V.R.), No. 9 Sqn.—One night in April, 1942, this officer captained an aircraft which attacked Rostock successfully. On the return journey his aircraft was attacked by an enemy fighter, fire from which killed the rear gunner and inflicted much damage to the aircraft, causing the rear turret to catch fire. At this time the second pilot was at the controls, but P/O. Taylor, although wounded in the back, immediately occupied his seat and regained control of the aircraft, which was diving towards the sea.

Skilfully evading a further attack from the enemy, who then broke off the engagement, P/O. Taylor set course for base, although a fire was blazing fiercely at the stern of the fuselage. Despite the efforts of other members of the crew, the flames could not be entirely subdued, but P/O. Taylor continued his course, and, displaying great skill, he finally flew his almost uncontrollable aircraft back to this country, where he landed safely with the undercarriage retracted.

In the face of extremely difficult and harassing circumstances, this officer, despite physical pain due to his wounds, displayed great skill and gallantry. He has completed numerous sorties, and he has always shown great thoroughness and determination to complete his tasks.

P/O. E. W. WALKER, No. 608 Sqn.—This officer has completed numerous sorties, including attacks on the enemy's shipping, ports and airfields. Undeterred by the heaviest opposition, he has invariably pressed home his attacks with vigour. During recent attacks he has scored hits on destroyers, an armed ship, and on supply vessels. In May, 1942, during a patrol off the Norwegian coast, he observed a destroyer and four minesweepers. Skilfully approaching the destroyer, he made a low-level attack on it, releasing his bombs from a height of only 100 feet. It is believed that three hits were obtained. This officer has at all times shown outstanding courage and keenness.

P/O. J. R. N. MOLESWORTH, R.A.A.F., No. 114 Sqn., and P/O. E. F. K. DENNY, R.A.F.V.R., No. 114 Sqn.—One night in April, 1942, P/Os Molesworth and Denny were the pilot and observer respectively of an aircraft detailed to attack Eindhoven airdrome. On the outward journey the air gunner reported that his guns would not fire. Nevertheless, despite the danger of interception by enemy fighters, P/O. Molesworth flew on to his allotted target, which he bombed from 2,000 feet.

On the return journey his aircraft was attacked by an enemy fighter and sustained much damage. The instrument panel was shot away, the wireless rendered unserviceable, and the hydraulics put out of action, while a large hole was torn in the floor of the cockpit and the aircraft was riddled with holes.

Nevertheless, P/O. Molesworth, ably assisted by P/O. Denny, who gave a running commentary on the attacker's movements, finally shook off the attacker and headed for this country. Immediately following the action, P/O. Denny, despite the holes in the floor of the aircraft, climbed through the bomb well to make contact with the air gunner. P/O. Molesworth flew the damaged aircraft back to this country but, shortly after crossing the coast at 700 feet, the starboard engine failed. Displaying great skill, however, he force-landed in the darkness, with the undercarriage retracted.

On impact the aircraft caught fire, but, with complete disregard for danger, P/O. Denny entered the rear cockpit and rescued the trapped air gunner. Throughout the operation these

officers showed great courage and set an example worthy of high praise.

Act. Flt. Lt. A. W. RAW, R.A.F.V.R., No. 144 Sqn.—Flt. Lt. Raw has completed many successful raids, and despite adverse weather has shown great perseverance in locating and attacking his target. He has displayed gallantry and devotion to duty during raids into enemy territory.

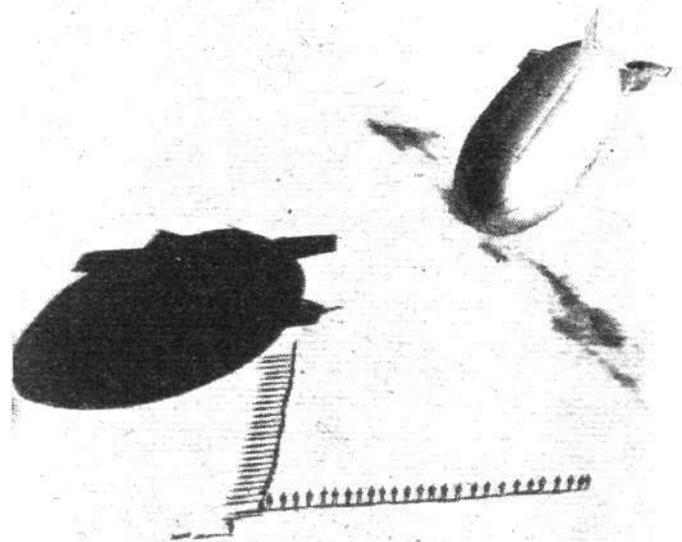
F/O. R. B. MILBURN, R.A.F.V.R., No. 148 Sqn.—This officer has completed several hundred operational flying hours. He participated in attacks against targets in Germany and German-occupied territory and in the Middle East. F/O. Milburn has invariably displayed high courage and devotion to duty. One night in November, 1941, whilst force-landing his aircraft in foggy weather, he was injured about the head and face. His keenness was such that, on being discharged from hospital, he insisted on immediately returning to operational flying.

Flt. Lt. V. A. RICKETTS, R.A.F.V.R.—On the morning of March 4th, 1942, as pilot and observer respectively, Flt. Lt. Ricketts and Sgt. Lukhmanoff were detailed to take photographs of the Renault works near Paris, which had been attacked by our bombers on the previous night. The weather was extremely bad, and necessitated the aircraft flying in clouds and by instruments until Paris was reached. Here cloud was about 500 feet and visibility poor.

On reaching the target area, about 35 minutes were spent in locating the works and taking photographs; the results obtained proved extremely valuable. On a previous occasion Flt. Lt. Ricketts, accompanied by Sgt. Lukhmanoff, obtained valuable photographs. This operation was also undertaken despite fog and poor visibility at their base aerodrome. As pilot and observer, they have shown outstanding courage and ability.

Lt. P. V. LONG-INNES, S.A.A.F., No. 21 (S.A.A.F.) Sqn.—This officer is an outstanding bomber pilot. His tireless efforts, brilliant flying and complete disregard of danger have had a marked effect on the morale of the members of his squadron during the present campaign. On one occasion, whilst on patrol over the sea, he observed four Junkers 52s which he attacked and damaged. During the engagement his aircraft sustained damage, causing it to lose height rapidly. Nevertheless, flying on one engine, Lt. Long-Innes reached the coast and, flying low, he passed over strong enemy forces who opened fire. He finally flew on until near base where he

The ground crew prepare to handle a U.S. Navy blimp at Lakehurst, New Jersey. The Vee formation is by way of correctness, not sentiment.



successfully crash-landed with the undercarriage retracted. Throughout, he showed great skill and endurance.

P/O. D. M. CROSSLEY, R.A.F.V.R., No. 148 Sqn.—This officer has completed numerous sorties involving a large number of hours of flying. Throughout, he has displayed a high standard of courage and ability. One night in March, 1942, owing to engine trouble he was compelled to return to an advanced landing ground and later he was forced to alight on the sea when within sight of the Egyptian coast. He accomplished this without any of the crew sustaining injury and all were able to embark safely in the dinghy. They were rescued after a few hours.

Some nights later, during an operation against Benghazi, P/O. Crossley succeeded in flying to an advanced landing ground, some 450 miles distant, on one engine, and in making a safe landing in the darkness.

Act. Flt. Lt. G. R. WATSON, R.A.F.V.R., No. 57 Sqn.—Flt. Lt. Watson has participated in many bombing raids, including targets at Bremen, Kiel, Mannheim, Hamburg and Cologne. As an air gunner he has shown outstanding ability.

F/O. D. A. GREEN, R.A.F.V.R., No. 207 Sqn.—This officer has shown great perseverance in locating and bombing his target accurately. He is a keen, conscientious and efficient captain of aircraft.

F/O. E. M. C. GUEST, No. 200 Sqn.—This officer has now completed over 1,000 hours operational flying. His qualities of endurance are phenomenal, his ability as a pilot is exceptional, and his devotion to duty is of the highest order. All his work has been done quietly and efficiently. He has set an excellent example to the younger pilots of the Squadron.

W/O. E. C. WAVELL.—W/O. Wavell is an extremely efficient navigator. During the past five months he has participated in operations which have resulted in damage being inflicted on at least ten of the enemy's convoys. The majority of his sorties have necessitated a high degree of navigational skill whilst flying over the sea. W/O. Wavell has displayed great devotion to duty and he has undoubtedly contributed in a large measure to the high standard of efficiency of his crew.

W/O. W. J. HEMMING, No. 61 Sqn.—W/O. Hemming has completed eleven operational sorties prior to joining his present unit. His skill as an observer, combined with a fine offensive spirit, keenness and devotion to duty, have contributed largely to the successes achieved.

W/O. R. LAMBERT, D.F.M., No. 15 Sqn.—W/O. Lambert has participated in numerous sorties, including attacks on Berlin, Wilhelmshaven and the Ruhr. He has shown outstanding ability as a navigator and bomb aimer.

W/O. H. V. PETERSON, R.C.A.F., No. 35 Sqn.—W/O. Peterson has completed many operational sorties, of which 13 have been as captain of aircraft. One night in April, 1942, he was detailed to attack the German naval base at Trondheim. On arrival over the target, despite the intense barrage of anti-aircraft fire which he encountered, he dived to a very low altitude and pressed home his attack. On the following night he carried

Key Stone