

*Distinguished Flying Cross.*

Wing Commander Douglas Griffith MORRIS (29099), No. 406 Squadron.

One night in September, 1941, this officer pursued and destroyed a Junkers 88 about 50 miles out to sea. His aircraft had been hit by the enemy's return fire and one engine put out of action. Wing Commander Morris succeeded, however, in flying back to base on the remaining engine. Two nights later, this officer destroyed a Heinkel 111 and a Dornier during one sortie in spite of intense evasive action by the enemy aircraft. Wing Commander Morris has set a fine example by his determination and skill.

Acting Squadron Leader Thomas Patrick PUGH (40137), No. 263 Squadron.

During August and September, 1941, this officer participated in many operational sorties during which a variety of targets were attacked, including shipping and wireless stations as well as enemy aerodromes on which he personally destroyed 2 Junker's 88's on the ground. On one occasion, whilst participating in an escort to a force of bombers which attacked a convoy, Squadron Leader Pugh himself attacked a 500-ton enemy escorting vessel and set the decks and superstructure on fire. One day in September, 1941, during an attack on an enemy aerodrome, he destroyed a Messerschmitt 109 on the ground. Throughout these operations, which have necessitated the most accurate navigation and skill, often in the face of heavy enemy fire, Squadron Leader Pugh has shown great courage and determination.

Acting Flight Lieutenant Jack David HUMPHREYS (41419), No. 29 Squadron.

Flight Lieutenant Humphreys has been continuously employed on night fighting duties since the war began and has completed 127 operational flights which have involved 232 hours flying at night. Throughout, this officer has maintained the highest standard of courage, efficiency and zeal and on two occasions, in most difficult circumstances, he brought his aircraft safely back to base after receiving considerable damage by return fire from enemy aircraft which he had engaged.

Flying Officer Humphrey St. John COGHLAN (90117), Auxiliary Air Force Reserve of Officers, No. 263 Squadron.

This officer has displayed excellent qualities as a fighter pilot and has participated in many operational sorties. In one attack on the aerodrome at Lannion, he destroyed 2 Junkers 88's on the ground. In another attack on the same aerodrome he successfully accomplished his mission and was compelled to return to this country in darkness. Nevertheless, he flew back with great skill and, although his petrol supply ran out, he executed a skilful forced landing. Flying Officer Coghlan has displayed great courage and initiative.

Flying Officer Hilary Beecham DUKE-WOOLLEY (80809), Royal Air Force Volunteer Reserve, No. 203 Squadron.

This officer has completed more than 400 hours of operational flying from bases in England and Egypt. One day in September

after returning, with other aircraft, from an attack on Leros harbour, Flying Officer Duke-Woolley learned that the aircraft detailed to attack the main objective had failed to reach the target. Although aware that some 40 guns on the hillside, above the target, and others on ships in the vicinity would be in readiness, this officer volunteered to return alone and attack this target which involved an approach lacking the surprise attained in the previous attack. The assault was boldly carried out in the face of the anti-aircraft defences and the bombs were well aimed. Flying Officer Duke-Woolley's aircraft received several hits which holed a petrol tank and caused damage to the controls but he skilfully reached his base. He displayed great courage in the face of heavy opposition, whilst his keenness to secure the result which the main attack had failed to achieve, was of the highest order.

Flying Officer George TAYLOR, A.F.C. (44923), No. 217 Squadron.

One night in September, this officer was the pilot of an aircraft which attacked the oil refineries at Donges. Heavy bombs and a quantity of incendiaries were released on the target from a low altitude, causing large fires. The aircraft was subjected to intense fire from the ground batteries but Flying Officer Taylor descended to 200 feet and skilfully evading the fire zone, left the target area without sustaining damage. Two nights later, Flying Officer Taylor participated in an attack on the docks at Nantes. A skilful approach to the target was made and this officer made his attack from a low level, releasing high-explosive bombs and a canister of incendiaries on the target. The determined and courageous manner in which Flying Officer Taylor flew his aircraft on both occasions enabled him to achieve maximum successes. He has always displayed skill and resolution of a high order.

*Distinguished Flying Medal.*

349632 Flight Sergeant Victor Hubert JARVIS.

Since May, 1941, this airman has taken part, as wireless operator air gunner, in 39 searches and patrols in the Dover Straits on Air/Sea Rescue work, including 6 successful rescues. He has displayed splendid judgment and resource and has assisted considerably in the evolution of a technique for Air/Sea Rescue work.

916994 Sergeant Lloyd Hollister MORGAN, No. 217 Squadron.

Sergeant Morgan was pilot of an aircraft detailed to attack the oil refineries at Donges one night in September, 1941. On approaching the target, Sergeant Morgan evaded an enemy fighter and enabled his rear gunner to fire a short burst at the enemy and another burst at a searchlight which was extinguished. Finally heavy high-explosive bombs and incendiaries were released directly among the oil tanks. All the bombs were seen to burst and their explosion shook the aircraft. A large fire was immediately observed which was still seen to be burning fiercely when the aircraft was some 25 miles from the target. Two nights later this airman participated in