



FOURTH SUPPLEMENT
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Air Ministry, 25th January, 1944.

The KING has been graciously pleased to approve the following awards in recognition of gallantry displayed in flying operations against the enemy:—

Distinguished Service Order.

Acting Squadron Leader Allyn Clive DOUGLASS, D.F.C. (Aus.404374), Royal Australian Air Force, No. 105 Squadron.

Since being awarded the Distinguished Flying Cross this officer has participated in a large number of sorties, involving operations in the battle of the Ruhr. He has displayed exceptional skill and his efforts have played a good part in the successes achieved in this phase of the attack on the enemy. He is a fine leader and his sterling qualities have inspired all.

Acting Squadron Leader Norman Harold SCRIVENER, D.F.C. (102596), Royal Air Force Volunteer Reserve, No. 83 Squadron.

Squadron Leader Scrivener is a navigator of high merit. He has taken part in a very large number of sorties, involving attacks on targets in the Ruhr, Berlin, Hamburg and many others equally important to the enemy's war effort. Throughout these operations, he has displayed outstanding determination and the successes obtained are an excellent tribute to his great skill. His loyal and devoted service has been worthy of the highest praise.

Distinguished Service Order.

Flight Lieutenant Algernon Ivan SLADEN (102578), Royal Air Force Volunteer Reserve, No. 58 Squadron.

Distinguished Flying Cross.

Flying Officer Alan James STARR (125582), Royal Air Force Volunteer Reserve, No. 58 Squadron.

Warrant Officer James Ernest ABBEY (Can/R.82627), Royal Canadian Air Force, No. 58 Squadron.

One night, Flight Lieutenant Sladen, Flying Officer Starr and Warrant Officer Abbey were pilot, navigator and wireless operator/air gunner respectively of an aircraft which attacked a fully surfaced U-boat. In the face of considerable anti-aircraft fire, Flight Lieutenant Sladen pressed home his attack from a low level and straddled the vessel with his depth charges. In the operation, which was executed with great skill and accuracy, Flying Officer Starr and Warrant Officer Abbey co-operated excellently with their pilot. Three nights later, this crew attacked another U-boat which was straddled with depth charges

from a low level. Flight Lieutenant Sladen, who has completed an extremely large number of sorties has invariably displayed skill, courage and leadership of a high order. Flying Officer Starr and Warrant Officer Abbey have also completed very many sorties and have rendered most valuable service. They are highly efficient and have set a fine example of determination and devotion to duty.

Bar to Distinguished Flying Cross.

Flight Lieutenant Anthony Herbert TOMLIN, D.F.C. (111497), Royal Air Force Volunteer Reserve, No. 619 Squadron.

Distinguished Flying Medal.

991981 Flight Sergeant Albert Edward BROOKES, Royal Air Force Volunteer Reserve, No. 619 Squadron.

On the night of 16th December, 1943, this officer and airman were pilot and flight engineer respectively of an aircraft detailed to attack Berlin. When nearing the target area the aircraft was attacked by fighters and one of the starboard engines was put out of action and it caught fire. Quick work by Flight Sergeant Brookes extinguished the flames and, although much height had been lost, Flight Lieutenant Tomlin flew on to the target and bombed it. On the return flight, Flight Sergeant Brookes displayed great engineering skill and his efforts proved of material assistance to his pilot in his endeavour to reach this country. On reaching base, a second engine failed but Flight Lieutenant Tomlin effected a successful crash-landing without injury to any of his crew. This officer displayed outstanding determination and devotion to duty; Flight Sergeant Brookes displayed similar qualities and proved himself a valuable member of aircraft crew.

Distinguished Flying Cross.

Wing Commander Reginald Neville STIDOLPH (37513), Reserve of Air Force Officers, No. 61 Squadron.

One night in January, 1944, this officer was the pilot of an aircraft detailed to attack Stettin. Soon after bombing the target the aircraft was attacked by a fighter. The enemy aircraft was eventually driven off, however, and was seen to dive steeply smoke pouring from one of its engines. In the encounter, Wing Commander Stidolph's aircraft sustained extensive damage, making it extremely hard to control; 1 engine was also rendered useless and had to be feathered. In spite of this Wing Commander Stidolph flew the dis-