

crashed aircraft and in the centre of the fire. He obtained assistance and the bomb was successfully removed. Flying Officer Thomson showed outstanding courage, leadership, and determination and, with Leading Aircraftman Trotter who also played a valiant part in dangerous conditions, was responsible for the saving of much valuable equipment.

*Awarded the George Medal.*

Wing Commander Basil Gibson Carroll (37003), Royal Air Force.

Flight Lieutenant Wilfred Turner (48336), Royal Air Force.

In July, 1944, two Typhoon aircraft and a petrol dump were set on fire during an enemy air attack against an airfield. Fire tenders were brought into action and, under the supervision of Wing Commander Carroll, the fire in one aircraft was extinguished quickly. A second aircraft loaded with cannon shells and also carrying rocket projectiles, was burning furiously. Ammunition, petrol tanks and rockets were exploding in all directions. Two rockets, which were pointing towards other aircraft and a dispersal area, remained in the starboard wing. Realising that it was impossible to extinguish the fire, Wing Commander Carroll and Flight Lieutenant Turner donned asbestos gloves and endeavoured to remove the rockets. This necessitated crawling under the wing and, had the starboard oleo leg collapsed, both officers would probably have been crushed to death. Undaunted by the intense heat and grave danger, these officers succeeded in removing the rockets. Wing Commander Carroll also assisted to roll away two 500-lb. bombs which were near the fire. Throughout the whole operation Wing Commander Carroll and Flight Lieutenant Turner displayed courage and determination of a very high standard and set an excellent example. By their action they nullified a very great potential danger to personnel and aircraft in the vicinity.

Squadron Leader Leonard William Waldron Modley, O.B.E. (24098), Reserve of Air Force Officers.

One night in November, 1943, this officer displayed courage in assisting ashore the survivors of the crew of a Wellington aircraft which had crashed on a heavy sea. He was one of a party of helpers who managed to climb out on to some rocks at a point about 50 yards from the airmen who were then in their dinghy. Squadron Leader Modley volunteered to swim to them with a rope but the heavy seas rendered the chance of success unlikely and he was dissuaded from this. Eventually a weighted rope was thrown to the nearest airman in order that it might be secured to the rocks which the survivors had now reached. In order to obtain sufficient length of rope to enable the airmen to fasten the rope to the rocks at their end, Squadron Leader Modley tied the other end around his waist and clung to the furthestmost point of the rocks on which the rescue party was stationed. In this position, with heavy seas breaking over him, he was able to act as an anchor. The survivors were able to cross the sea by using the rope and, with Squadron Leader Modley's assistance they were pulled to safety.

On another occasion in May, 1944, a Spitfire aircraft dived into the ground from a height of about 100 ft.; the pilot sustained severe injuries and was rendered unconscious. The fire tender arrived on the scene within 30 seconds of the crash and Squadron Leader Modley, who was in command at the airfield, arrived almost simultaneously. He saw the pilot amongst the wreckage, and, with the assistance of two members of the fire crew, immediately endeavoured to rescue him. Whilst the three men were lifting the pilot out of the cockpit, a violent explosion occurred which threw them to the ground. The petrol tanks had exploded and the aircraft became enveloped in flames. The pilot remained face downwards over the side of the fuselage. Squadron Leader Modley, completely undaunted by the explosion, at once rushed back into the flames and resumed his rescue work. He was successful in dragging the pilot clear. Meanwhile, two members of the fire crew brought the fire hose into action and assisted Squadron Leader Modley to extinguish the flames on the pilot's burning clothes. Unfortunately the pilot died of his injuries. In effecting this rescue Squadron Leader Modley sustained burns to his hands, face and ankles.

Acting Squadron Leader Samuel James Davies, M.B.E. (45085), Royal Air Force.

In May, 1944, this officer was in the vicinity when an aircraft, shortly after taking off on an operational flight, crashed and burst into flames. Squadron Leader Davies immediately drove to the scene and observed the rear gunner collapse in an attempt to get out of the aircraft. Heedless of the danger from the ammunition which was exploding, and also being aware that the aircraft carried bombs, he climbed on to the wing to extricate the rear gunner whose head and shoulders were hanging over the side of the cockpit. He had to free the latter's harness which had become entangled in some part of the aircraft, but he finally managed to lift him out of the cockpit and drag him clear of the burning wreckage. Squadron Leader Davies then attempted to lift the body of the pilot out of the blazing front cockpit but was unsuccessful in doing this owing to the smoke and flames. He could see that the pilot had been killed in the crash. After warning all personnel of an imminent explosion he, with assistance from another airman, carried the gunner to the sick quarters. Less than two minutes after he had left the scene, two 500 lb. bombs exploded completely destroying the aircraft. The timely and courageous action of Squadron Leader Davies had saved the life of the rear gunner.

Acting Warrant Officer James Trevor Seward Stevens (618154), Royal Air Force.

In February, 1944, an aircraft returned from operations with ten bombs fused with three types of long delay fuses. When work was in progress to remove the bombs from the aircraft, seven fell from the bomb racks and, in view of the nature of the fuses, they were quickly segregated by the Station Ordnance Officer. Special equipment was necessary to remove the fuses and, later, Warrant Officer Stevens, accompanied by another officer, reported at the station with apparatus which he had designed to deal with these types of fuses by remote control. Although a safety period had occurred equal to twice the normal delay of the fuses, Warrant Officer Stevens knew that, in the cold weather which prevailed, the behaviour of such fuses is quite unpredictable and that detonations might occur whilst he was still working on the bombs. In spite of this he carried out his task and, after two hours, had successfully withdrawn the fuses from the bombs. He was using his apparatus for the first time and it had not been subjected to any previous test. He showed complete disregard of danger throughout. Warrant Officer Stevens has displayed great devotion to duty whilst employed on bomb disposal work for the past three years and, in conjunction with other officers, has taken part in some 16 bomb disposal operations, a good proportion of which have been of an experimental nature in which apparatus made by him has been employed.

*Awarded the British Empire Medal (Military Division).*

Aus.427452 Flight Sergeant Donald Houssemayne Duboulay, Royal Australian Air Force.

In June, 1944, this airman was the wireless operator of a Stirling aircraft detailed for a mine laying operation. The mines were laid successfully but, almost immediately afterwards, the aircraft was coned by searchlights and subjected to intense and accurate anti-aircraft fire. The bomber was hit in many places; the brakes were rendered useless and the engineer was seriously wounded. On the return journey Flight Sergeant Duboulay rendered valuable assistance to the navigator and tended the engineer whilst watching his instruments for him. Base was eventually reached but, owing to the failure of the brakes, the aircraft ran off the end of the runway and immediately burst into flames. Despite the danger from the exploding petrol tanks and ammunition, Flight Sergeant Duboulay remained in the blazing aircraft and picked up the wounded engineer. He helped him along the fuselage which was at a very steep angle. This task was rendered doubly difficult as the hydraulic fluid from the mid-upper turret was running down inside the fuselage. Nevertheless Flight Sergeant Duboulay, displaying complete disregard for his own safety, assisted his comrade to the fuselage door which he succeeded in opening. As the door was some 20 feet from the ground Flight Sergeant Duboulay was unable to get his comrade to safety unaided. Calling for assistance from the remainder of the crew, who