# VE Day 8 MAY 1945 "A Salute to Dedication and Sacrifice"



From Grateful Cranwellians by IBM Steward (6GE)



#### **Hugh Gordon MALCOLM VC**

TUESDAY, 27 APRIL, 1943

Air Ministry, 27th April, 1943. TOYAL AIR FORCE.

The KING has been graciously pleased to confer the VICTORIA CROSS on the undermentioned officer in recognition of most conspicuous bravery:--

Acting Wing Commander Hugh Gordon · MALCOLM (33322) (deceased), No. 18 Squad-

This officer commanded a squadron of light bombers in North Africa. Throughout his service in that theatre his leadership, skill and daring were of the highest order.

On 17th November, 1942, he was detailed to carry out a low-level formation attack on Bizerta airfield, taking advantage of cloud cover. Twenty miles from the target the sky became clear, but Wing Commander Malcolm carried on, knowing well the danger of proceeding without a fighter escort. Despite fierce opposition, all bombs were dropped within the airfield perimeter. A Junkers 52 and a Messerschmitt 100 were shot down; many dispersed enemy aircraft were raked by machine gun fire. Weather conditions became extremely unfavourable and as a result, two of his aircraft were lost by collision; another was forced down by enemy fighters. It was due to this officer's skilful and resolute leadership that the remaining aircraft returned safely to base.

On 28th November, 1942, he again led his squadron against Bizerta airfield which was bombed from a low altitude. The airfield on this occasion was heavily defended and intense and accurate anti-aircraft fire was met. Nevertheless, after his squadron had released their bombs, Wing Commander Malcolm led them back again and again to attack the airfield with machine gun fire.

These were typical of every sortie undertaken by this gallant officer; each attack was pressed to an effective conclusion however difficult the task and however formidable the opposition.

Finally, on 4th December, 1942, Wing Commander Malcolm, having been detailed to give close support to the First Army, received an urgent request to attack an enemy fighter airfield near Chouigui. Wing Commander Malcolm knew that to attack such an objective without a fighter escortwhich could not be arranged in the time available-would be to court almost certain disaster; but believing the attack to be necessary for the success of the Army's operations, his duty was clear. He decided to attack. He took off with his squadron and reached the target unmolested, but when he had successfully attacked it, his squadron was intercepted by an overwhelming force of enemy fighters. Wing Commander Malcolm fought back, controlling his hard-pressed squadron and attempting to maintain formation. One by one his aircraft were shot down until only his own aircraft remained. In the end he, too, was shot down in flames.

Wing Commander Malcolm's last exploit was the finest example of the valour and unswerving devotion to duty which he con-

stantly displayed.

Air Ministry, 27th April, 1943. ROYAL AIR FORCE.

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

Second Bar to Distinguished Flying Cross.

Acting Squadron Leader Lance Wang, D.F.C. (68717), Royal Air Force Volunteer Reserve, No. 145 Squadron.

This officer is the leader of a squadron which has achieved much success in recent operations. During March, 1943, the squadron destroyed 21 enemy aircraft, 4 of which were shot down by Squadron Leader Wade. By his great skill and daring, this officer has contributed materially to the high standard of operational efficiency of the squadron he commands. Squadron Leader Wade has destroyed to enemy aircraft.



Born at Broughty Ferry, Dundee, Malcolm entered the Royal Air Force College Cranwell on 9 January 1936.

In January 1938, he joined 26 (Army Co-operation) squadron at Catterick. In May 1939, he suffered a serious head injury in a Westland Lysander crash. When the war started, Malcolm was serving with No 17 Training Group.

On 4 march 1941, he was promoted to Flight Lieutenant and was Air Liaison officer on General Bernard Montgomery's general staff.

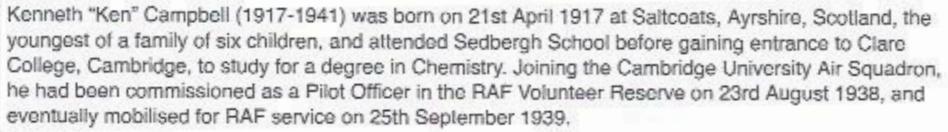
By the end of 1941, he had risen to the rank of Squadron Leader and joined No 18 Squadron as a flight commander, flying the Bristol Blenhiem based in Suffolk, UK.





#### Kenneth CAMPBELL VC

(Extract from Wikipedia)



A brief course of Service training at RAF Cranwell commenced on 21st October 1939 and was followed by a move to RAF Abbotsinch on 20th April 1940; by which time Campbell had been promoted to Flying Officer. On 8th June, he completed his training with a posting to No 1 OTU; and on 28th September 1940 joined 22 Squadron to start his operational career. The non-stop Battle of the Atlantic then being waged saw him quickly introduced to the role of 22 Squadron; attacking enemy shipping at every opportunity.

On 6th April 1941, over Brest Harbour, France, Flying Officer Campbell attacked the German battleship Gneisenau. He flew his Bristol Beaufort through the gauntlet of concentrated anti-aircraft fire from about 1000 weapons of all calibers and launched a torpedo at a height of 50 feet (15 m).

The attack had to be made with absolute precision: the Gneisenau was moored only some 500 yards (460 m) away from a mole in Brest's inner harbour. For the attack to be effective Campbell would have to time the release to drop the torpedo close to the side of the mole. That Campbell managed to launch his torpedo accurately is testament to his courage and determination. The ship was severely damaged below the waterline and was obliged to return to the dock whence she had come only the day before, she was out of action for 6 months, which thus allowed allied shipping to cross the Atlantic without any threat.

Generally, once a torpedo was dropped an escape was made by low-level jinking at full throttle. Because of rising ground surrounding the harbour Flying Officer Campbell's Beaufort was forced into a steep banking turn, revealing its full silhouette to the gunners. The aircraft met a withering wall of flak and crashed into the harbour.

When the aircraft was later salvaged the Germans found the body of "Jimmy" Scott, the Canadian navigator, in the pilot's seat, normally occupied by Campbell. All four crew members were buried by the Germans in the grave of honour in Brest Cemetery. Reports of Ken Campbell's devotion to his designated task, and the courage he showed in completing his attack in the face of unnerving odds filtered through to England from local French patriots; and on 13th March 1942 Campbell was awarded a posthumous Victoria Cross, which his parents received from King George VI at an investiture on 23rd June 1943. A memorial was erected in his memory at Sedbergh where he spent his schooldays.



#### Ian Willoughby BAZALGETTE VC



VC Citation (London Gazette):

"On 4th August, 1944, Squadron Leader Bazalgette was 'Master Bomber' of a Pathfinder Squadron detailed to mark an important target at Trossy-St. Maximin for the main bomber force. When nearing the target his Lancaster came under heavy anti-aircraft fire. Both starboard engines were put out of action and serious fires broke out in the fuselage, and the starboard main-plane. The bomb aimer was badly wounded. As the deputy master bomber had already been shot down, the success of the attack depended on Squadron Leader Bazalgette, and this he knew. Despite the appalling conditions in his burning aircraft, he pressed on gallantly to the target, marking and bombing it accurately. That the attack was successful was due to his magnificent effort. After the bombs had been dropped the Lancaster dived, practically out of control. By expert airmanship and great exertion Squadron Leader Bazalgette regained control. But the port inner engine then failed and the whole of the starboard mainplane became a mass of flames. Squadron Leader Bazalgette fought bravely to bring his aircraft and crew to safety. The mid-upper gunner was overcome by fumes. Squadron Leader Bazalgette then ordered those of his crew who were able to leave by parachute to do so. He remained at the controls and attempted the almost hopeless task of landing the crippled and blazing aircraft in a last effort to save the wounded bomb aimer and helpless gunner. With superb skill, and taking great care to avoid a small French village nearby, he brought the aircraft down safely. Unfortunately, it then exploded and this gallant officer and his two comrades perished. His heroic sacrifice marked the climax of a long career of operations against the enemy. He always chose the more dangerous and exacting roles. His courage and devotion to duty were beyond praise."



19 October 1918 **Born** Calgary, Alberta, Canada Died 4 August 1944 (aged 25) Senantes, France **Buried** Église Saint-Martin, Senantes Service/branch British Army (1940–41) Royal Air Force (1941–44) Years of service 1940-1944 Rank Squadron Leader No. 115 Squadron RAF Unit No. 635 Squadron RAF Battles/wars Second World War European air campaign †

Awards Victoria Cross

Distinguished Flying Cross

Battle of the Ruhr

Battle of Berlin



# John Nolan DOWLAND-RYAN GC Laurence Frank SINCLAIR GC





Squadron Leader John Nolan DOWLAND-RYAN board a trawler. 69 Sqn (b. 06/11/1914 Lewisham. d. 13/01/1942 Malta.)

On 11 Feb 40, the SS Kildare washit by two bombs. One exploded in the grain cargo, which shifted, causing the ship to list heavily; the other lodged in the after deck cabin, but did not explode. The ship limped into Immingham Dock.

Dowland-Ryan, with Armament Instructor Leonard Harrison GC, fitted a voltmeter to drain the electric charge. The locking rings were removed and the defused bomb was lowered into a truck for further examination.

In Jun 40, Dowland-Ryan performed a similar feat of bravery with the same efficiency and promptitude on

He was killed in action near Malta in 1942.



Wing Commander Laurence Frank SINCLAIR 110 Sqn (b. 13/06/1908 Frinton on Sea, Essex. d 14/05/2002 Oxfordshire )

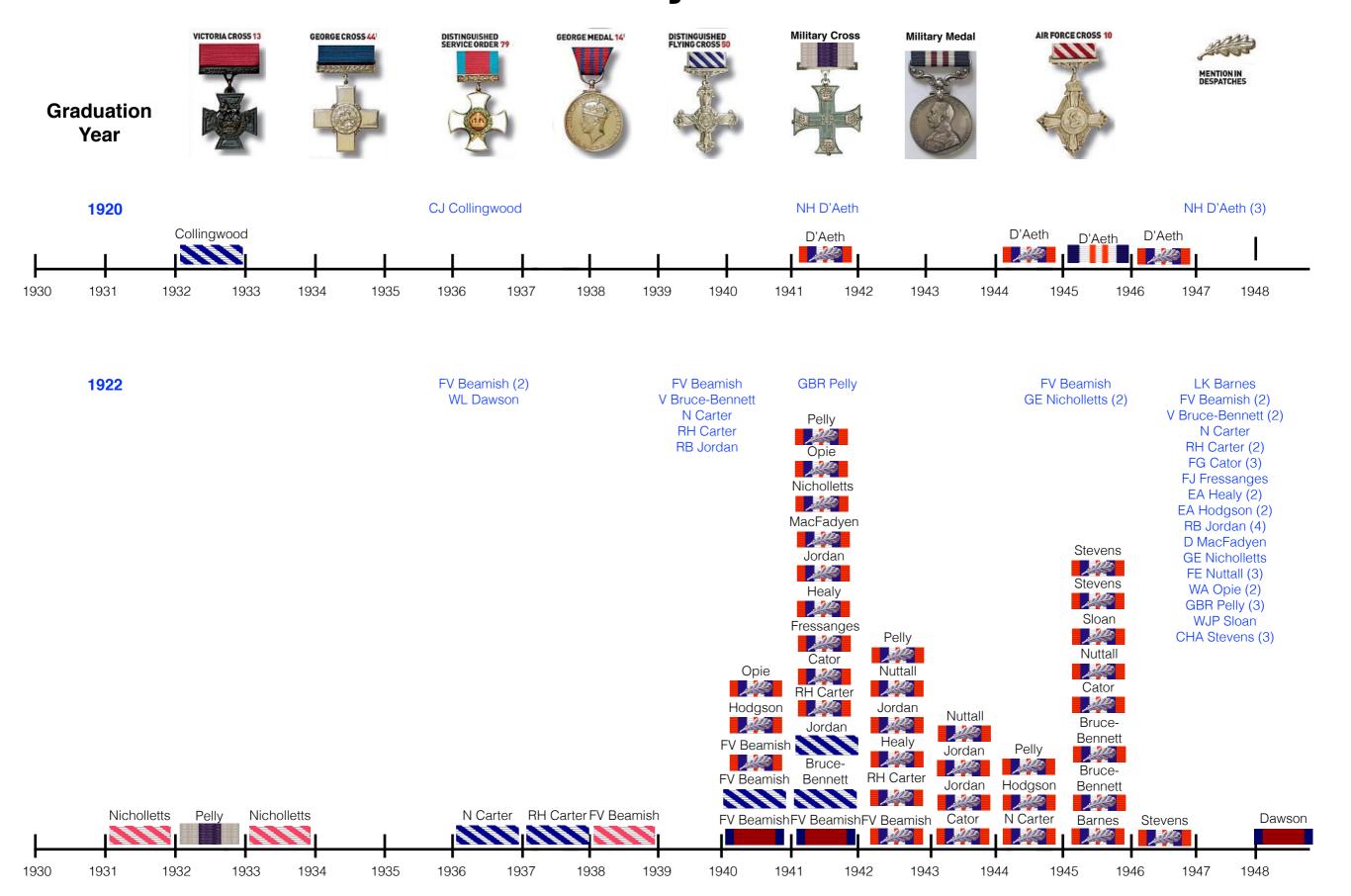
On 30 Sep 40, a Blenheim bomber was taking off from RAF Wattisham when one engine cut out and the bomber crashed in flames.

Sinclair immediately went to the scene to help, but two 250lb bombs exploded before he reached it. Undeterred. and knowing full well that there were two more 250lb bombs on board, he pressed on and dashed into the burning wreck.

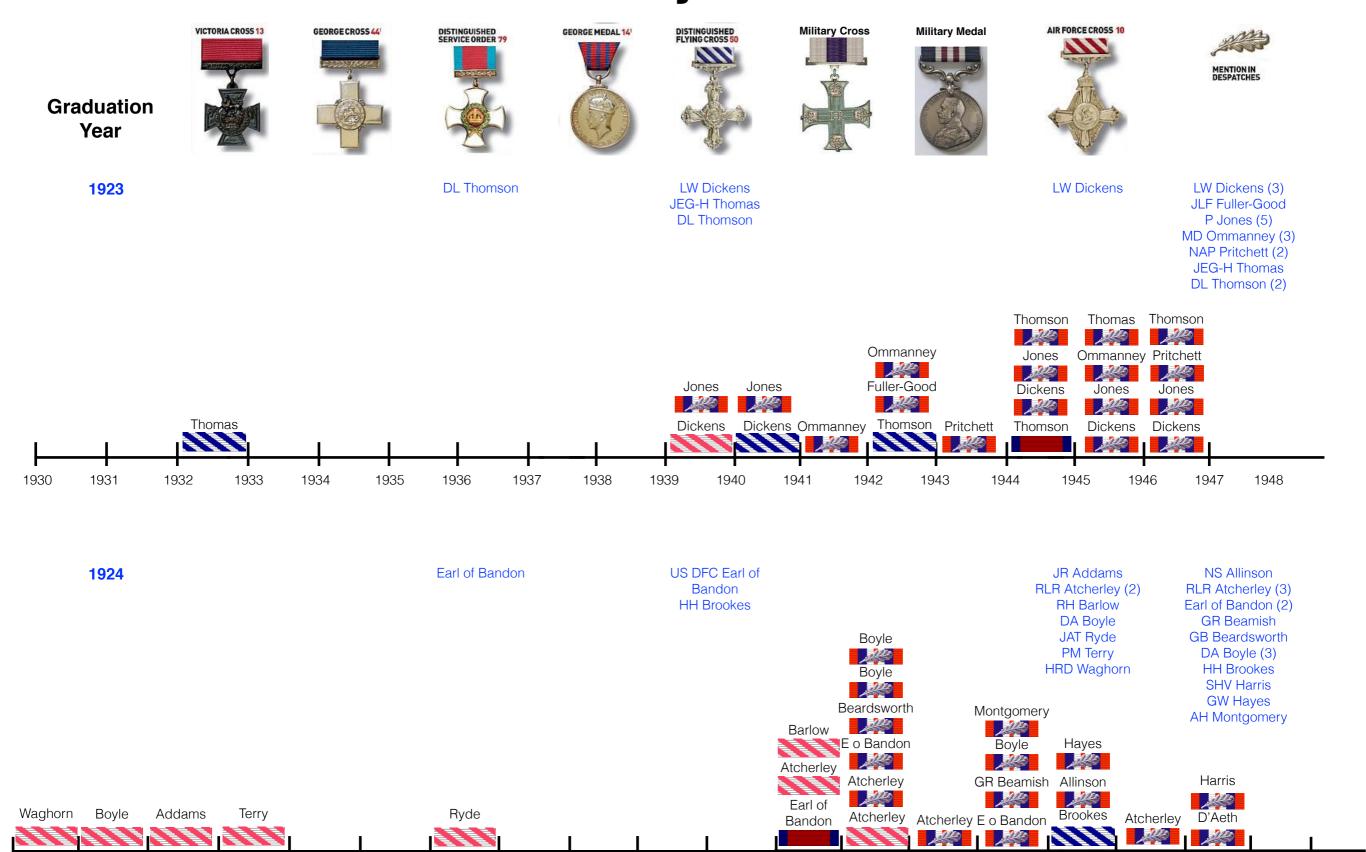
Of the three crew, he was able to drag out the air gunner, Sergeant Walters, and take him to an ambulance. Unfortunately, he died from his injuries. The pilot, Sergeant J Merrett was killed.

The navigator, Sergeant Byron, survived, but Sinclair did not discover this for 50 vears.

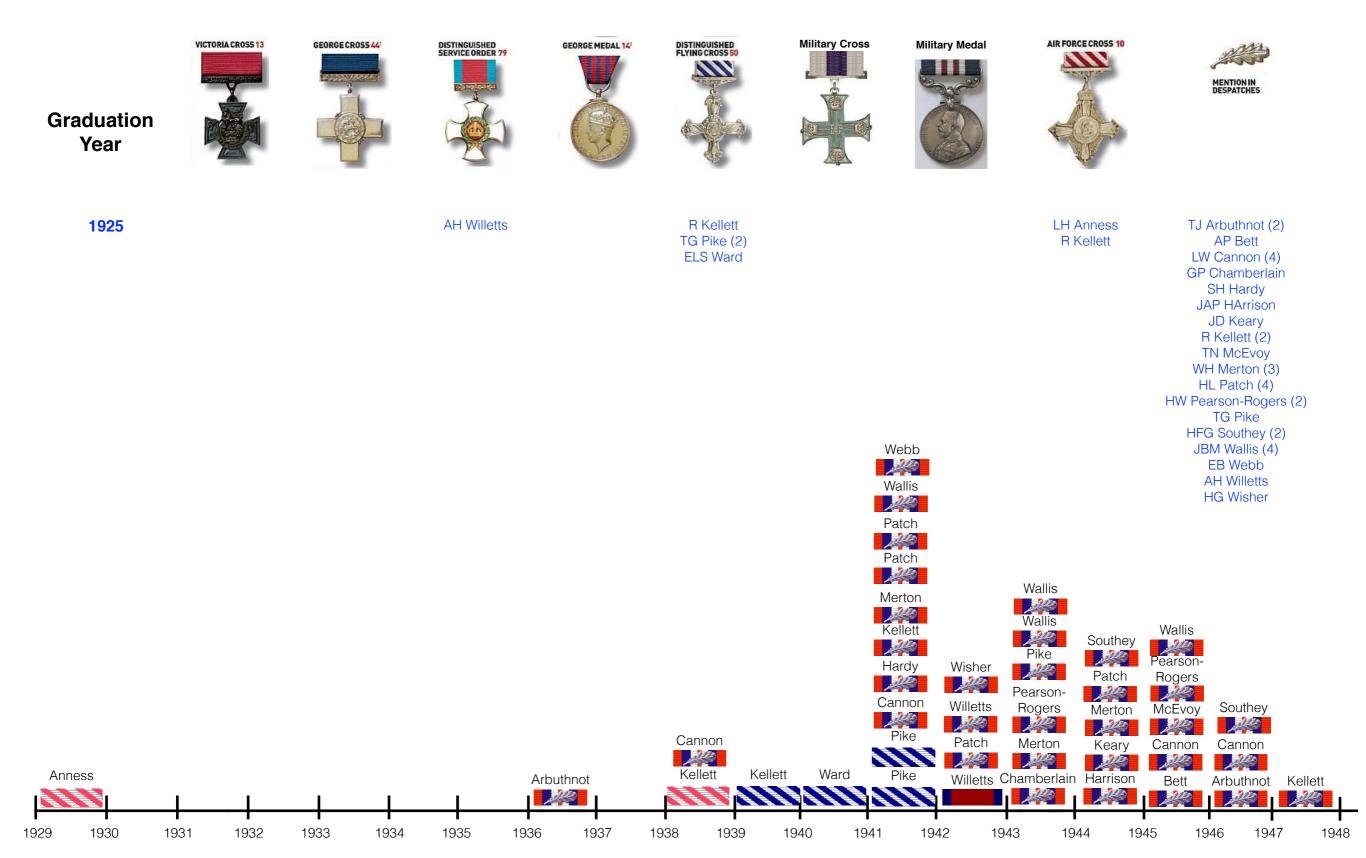
#### Awards for Gallantry - 1920 and 1922 Cadets



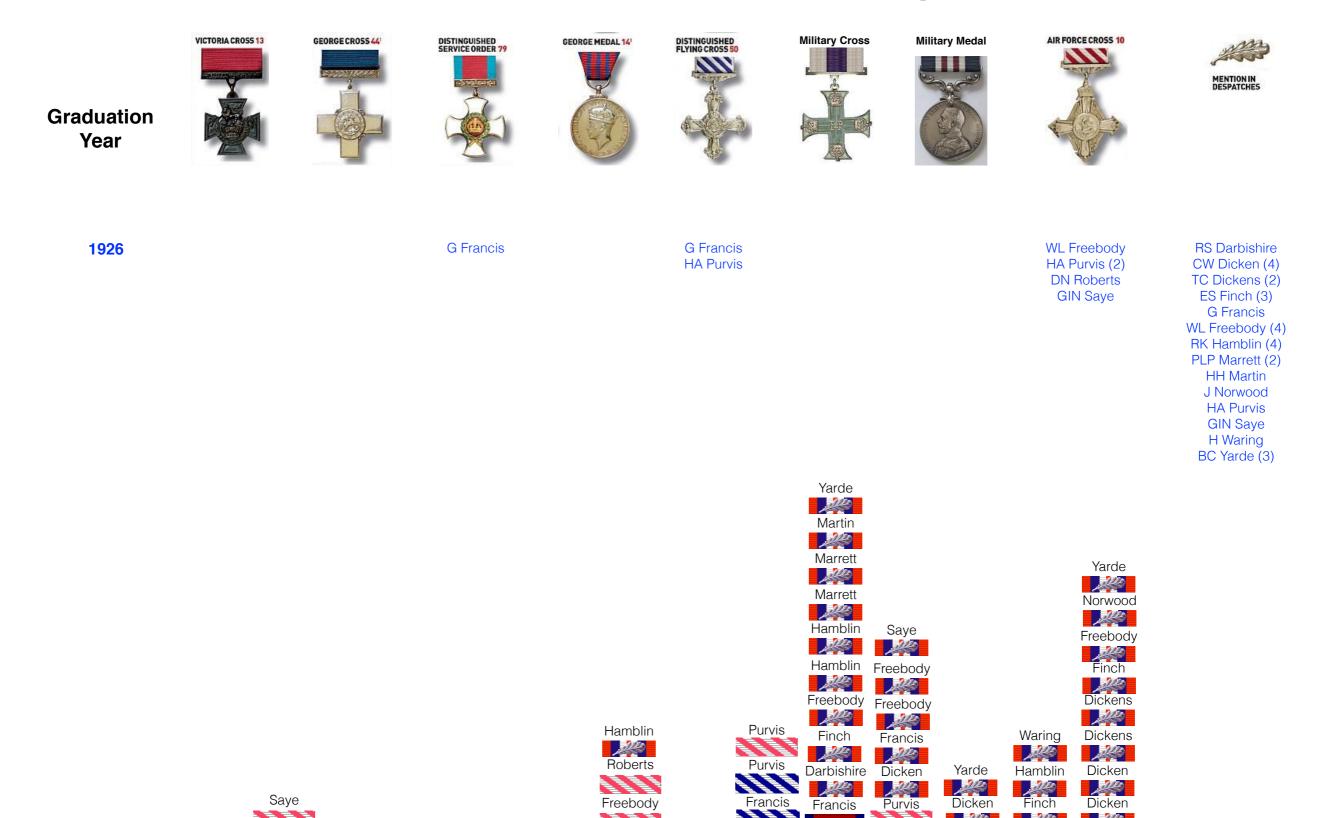
### Awards for Gallantry - 1923 and 1924 Cadets



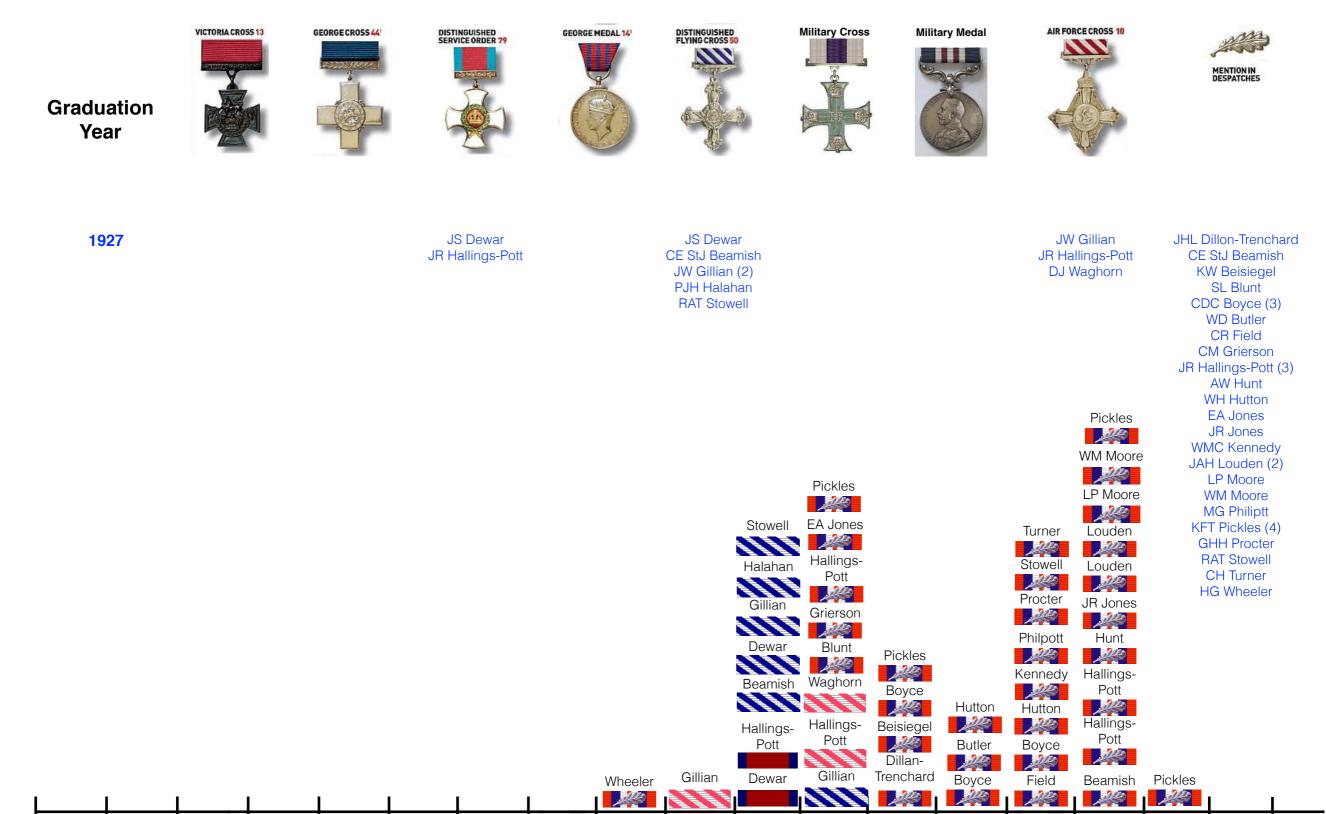
# **Awards for Gallantry - 1925 Cadets**



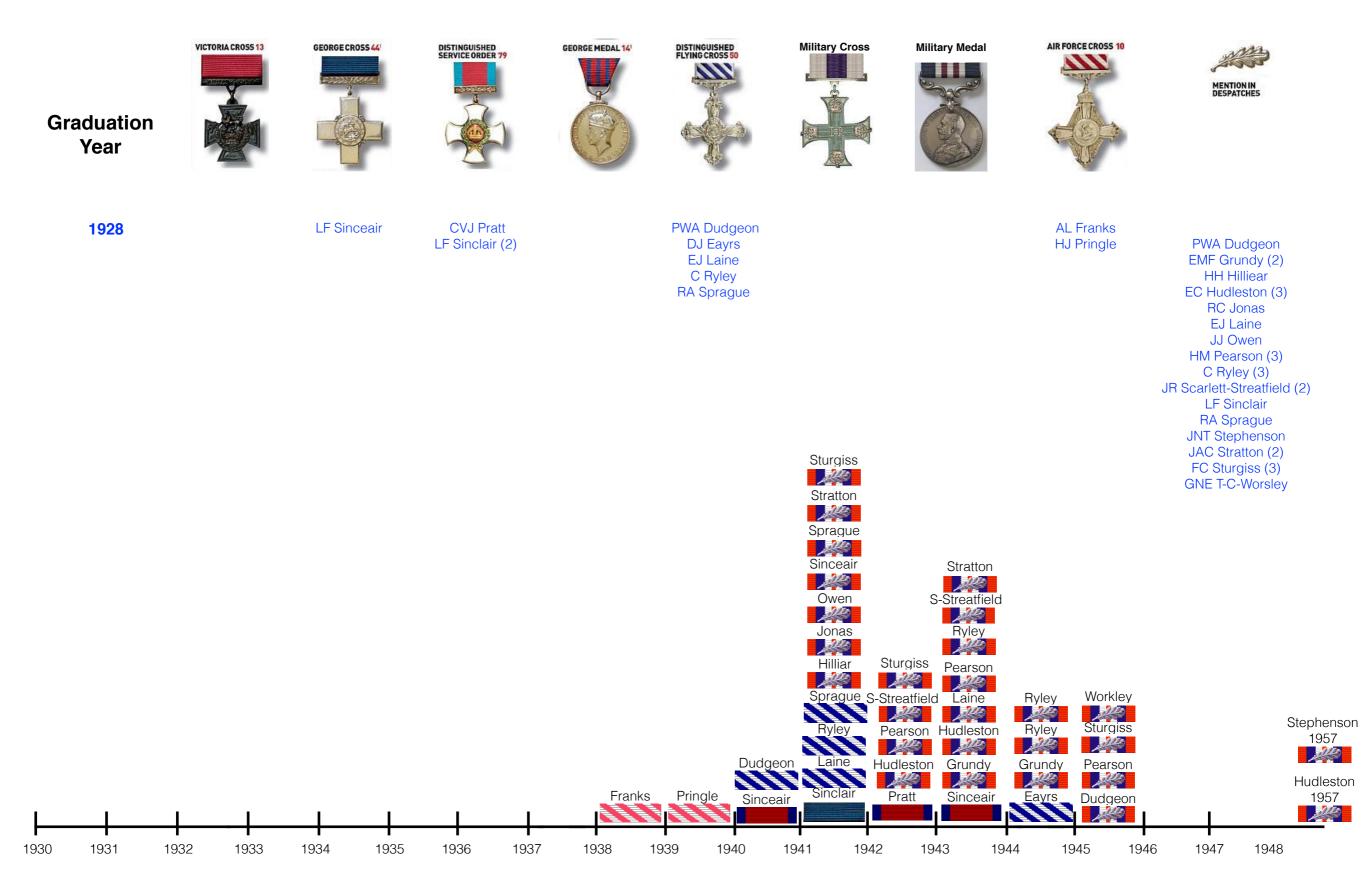
# **Awards for Gallantry - 1926 Cadets**



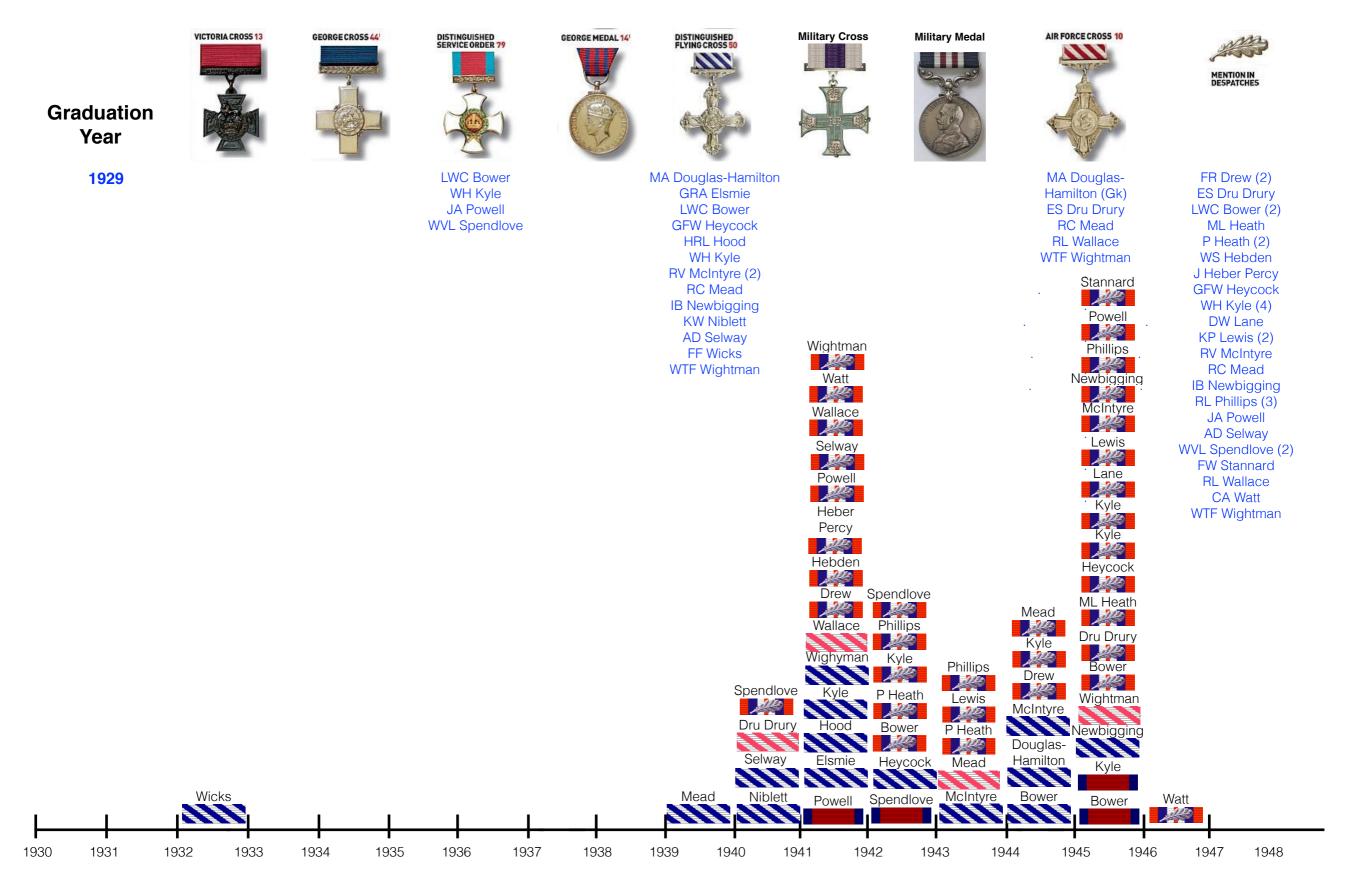
# **Awards for Gallantry - 1927 Cadets**



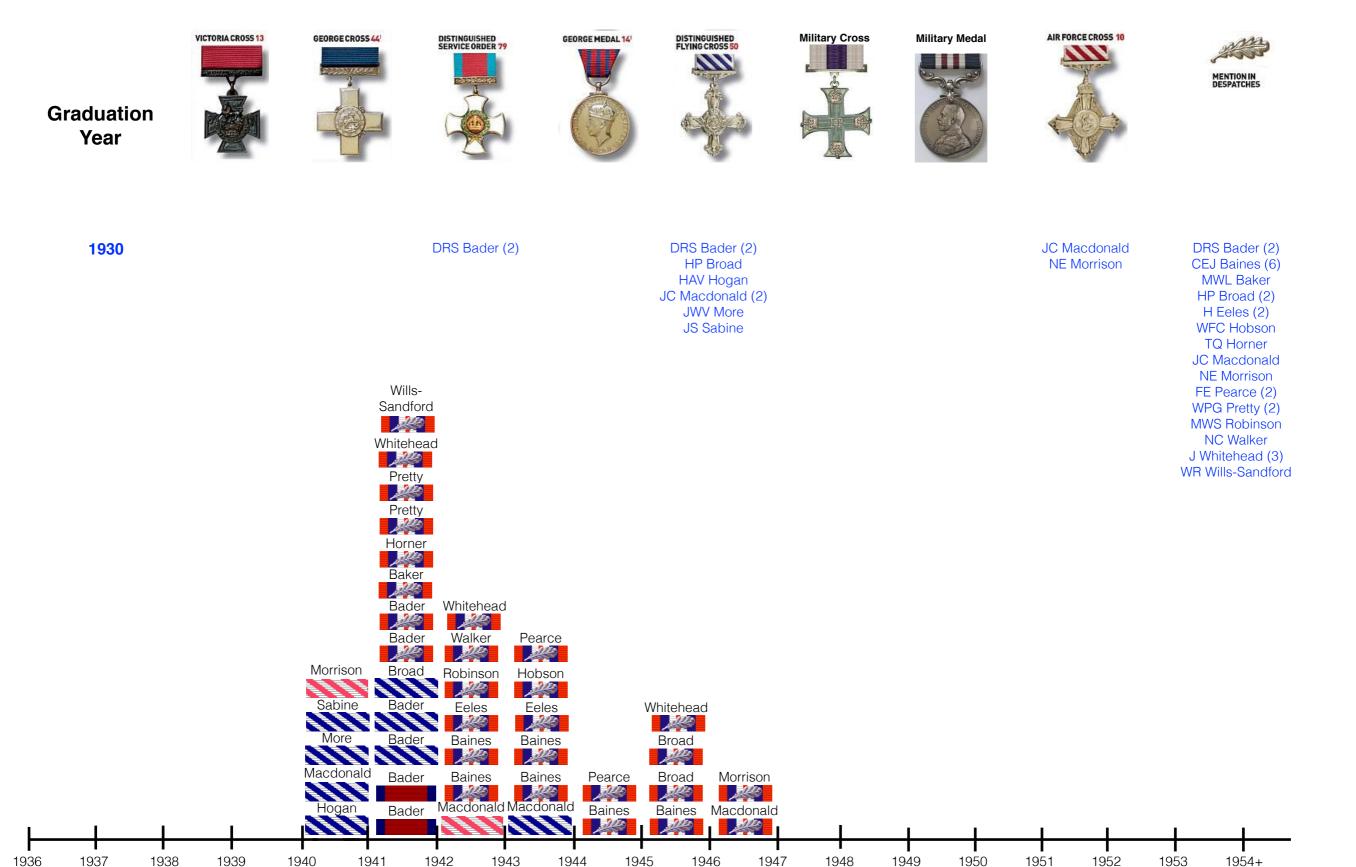
# **Awards for Gallantry - 1928 Cadets**



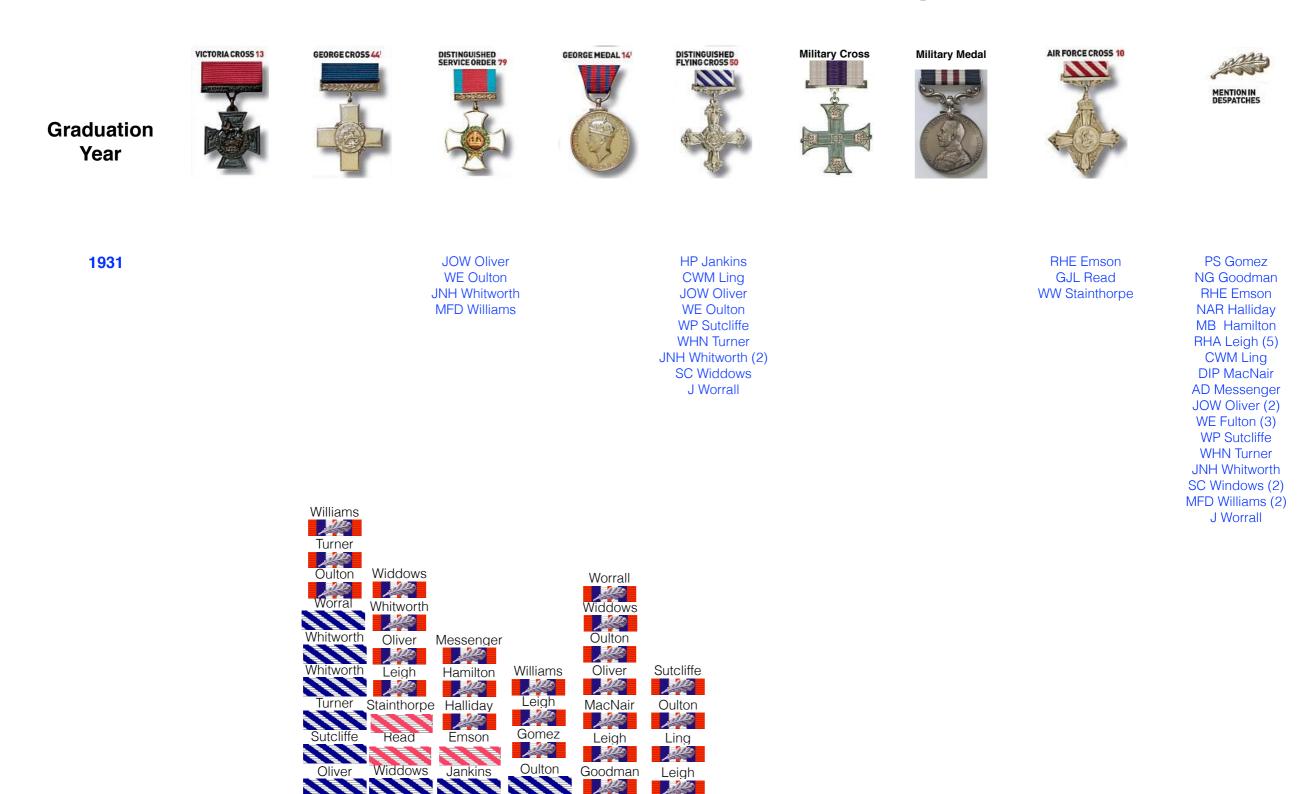
## Awards for Gallantry - 1929 cadets



#### **Awards for Gallantry - 1930 Cadets**



# **Awards for Gallantry - 1931 Cadets**



Ling

Leigh

Emson

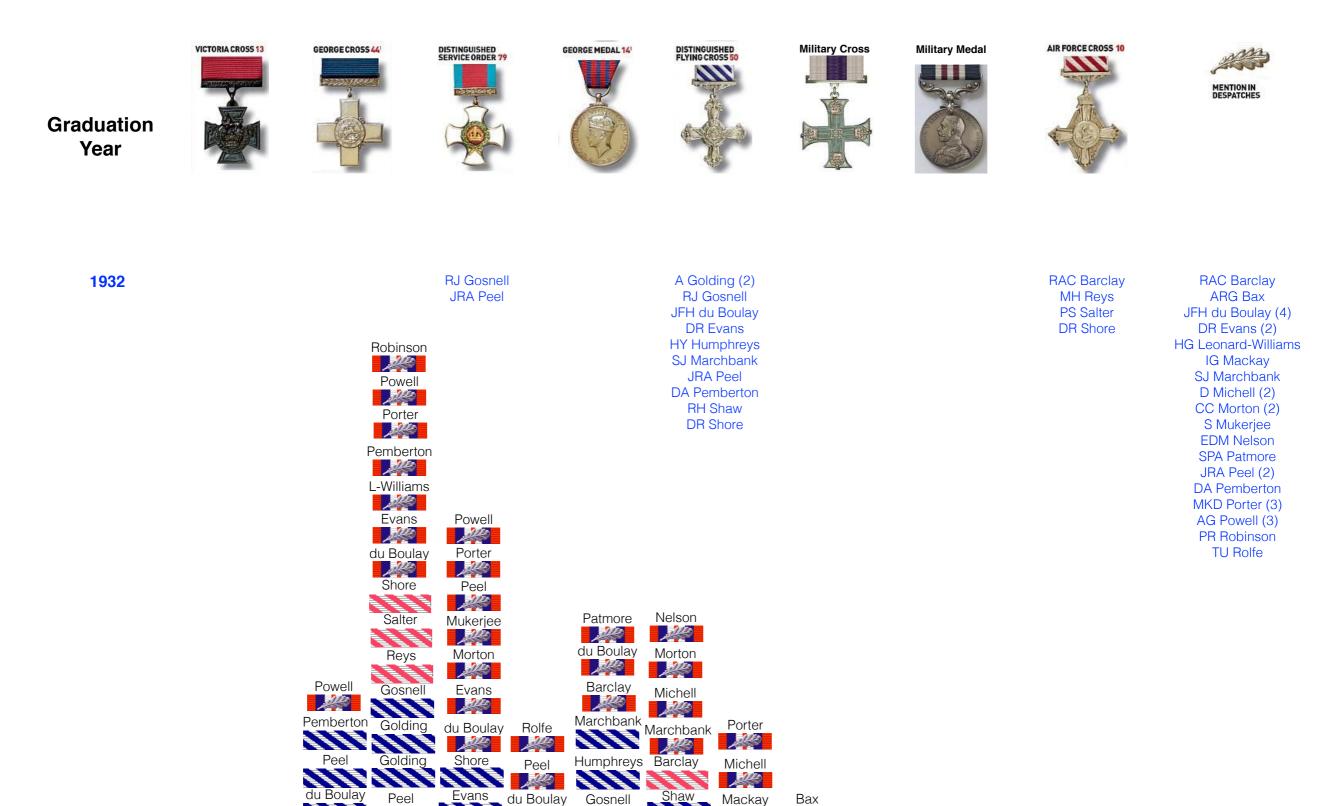
1954 +

Williams

Oulton

Whitworth

# **Awards for Gallantry - 1932 Cadets**



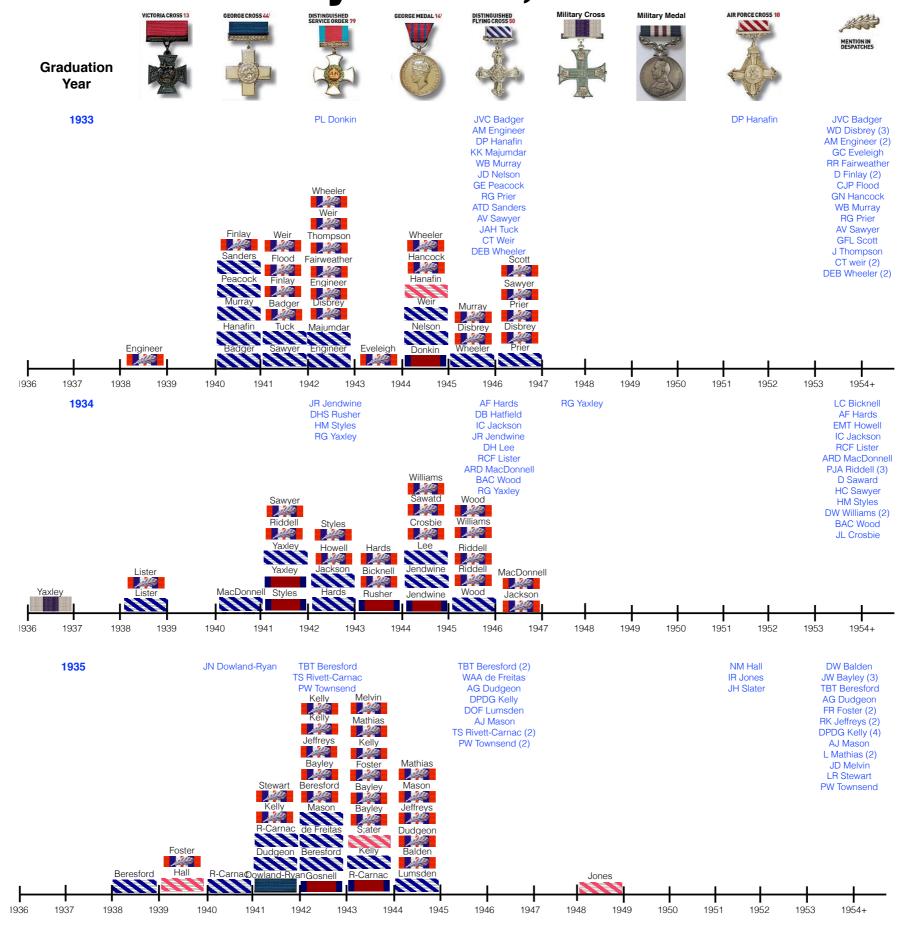
Gosnell

Mackay

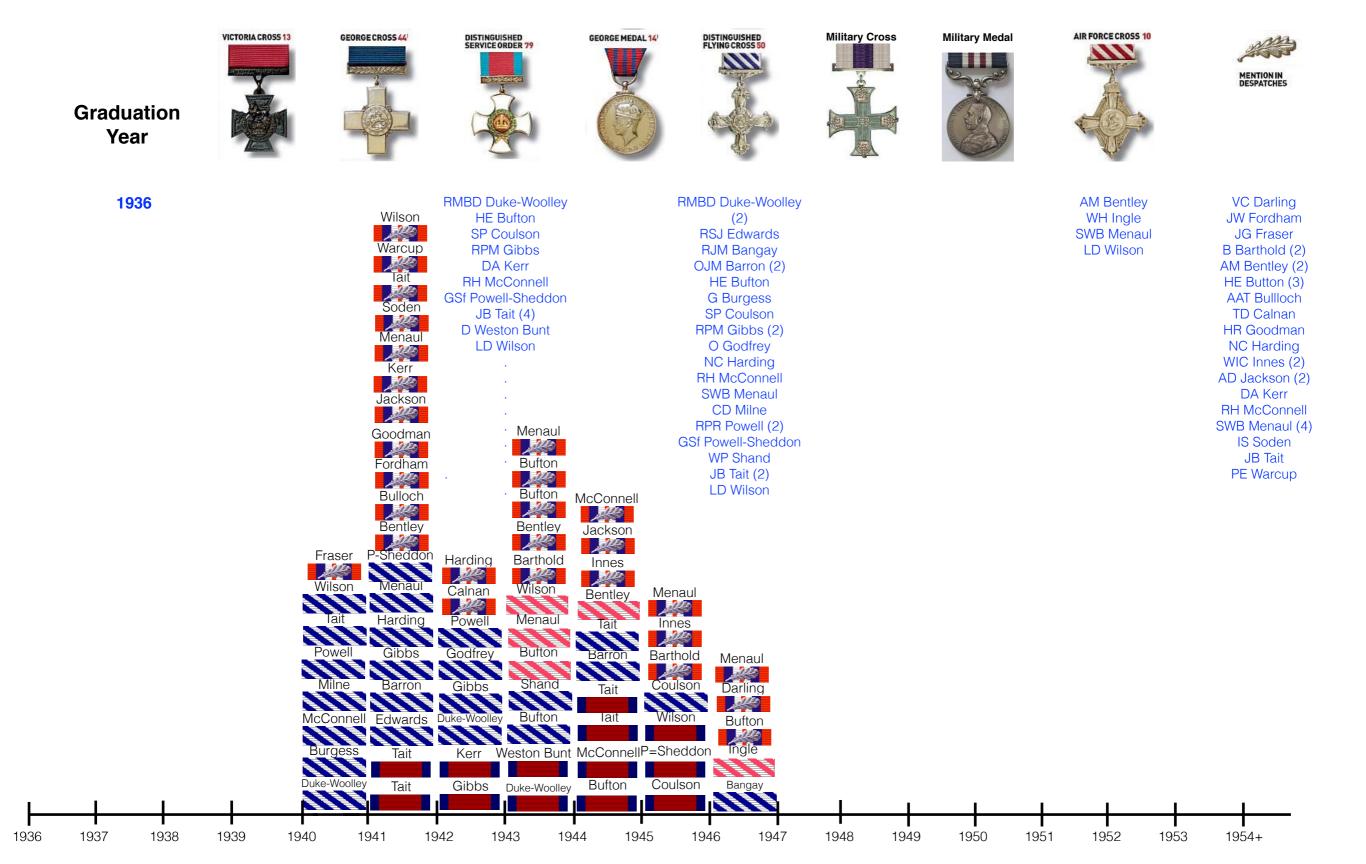
Bax

1954 +

# Awards for Gallantry - 1933, 1934 and 1935 Cadets

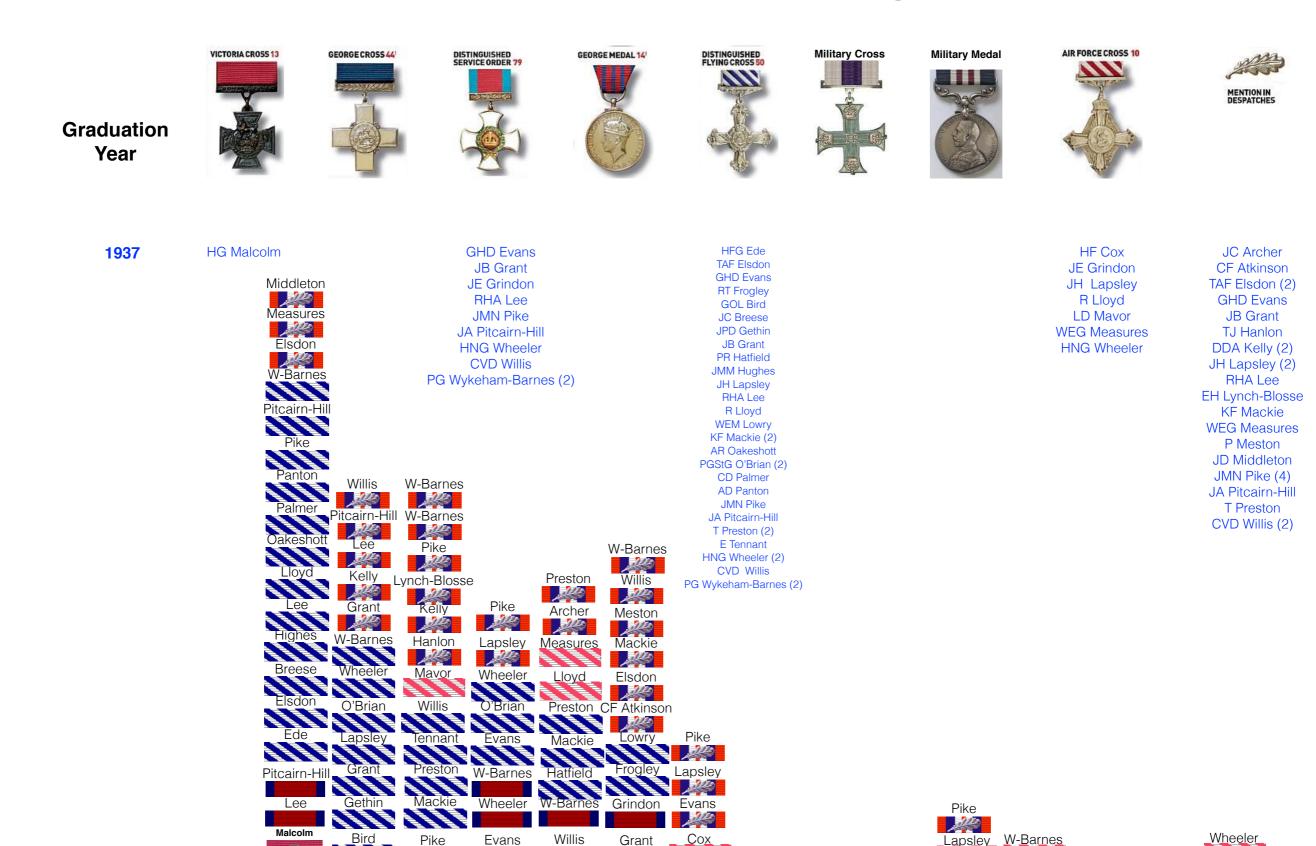


# **Awards for Gallantry - 1936 Cadets**

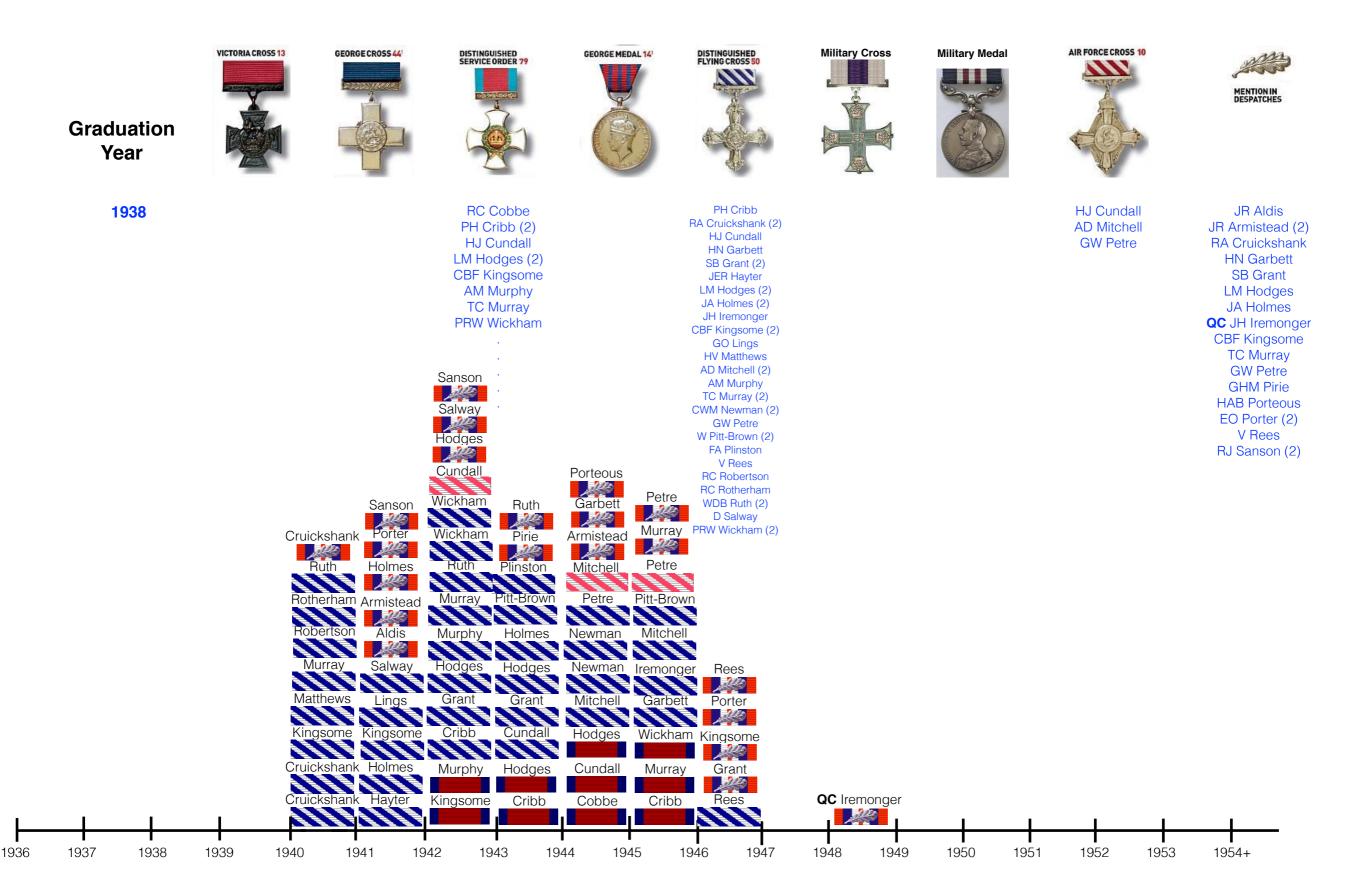


### **Awards for Gallantry - 1937 Cadets**

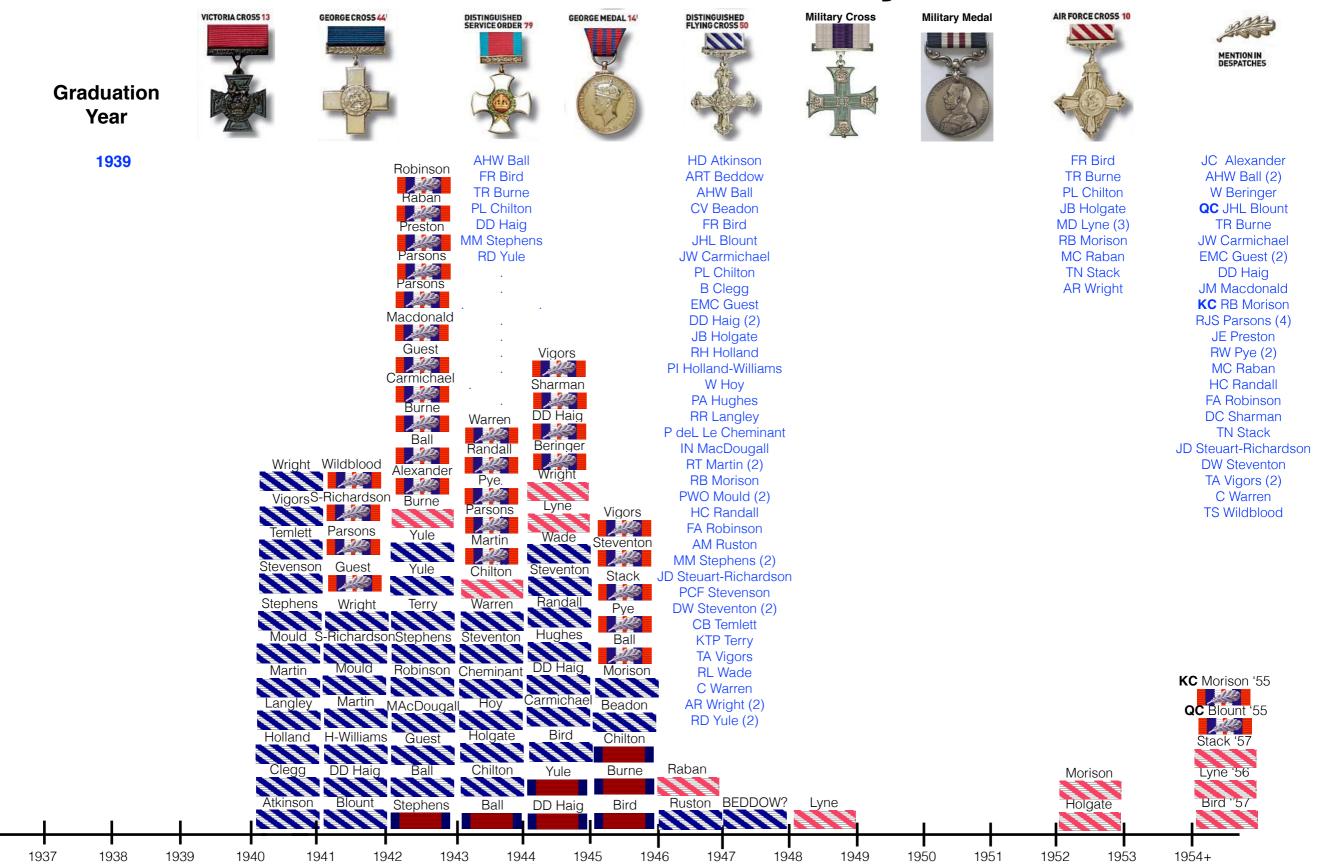
1954+



# **Awards for Gallantry - 1938 Cadets**



## **Awards for Gallantry - 1939 Cadets**



# Awards for Gallantry - 1940 & War Entry Cadets

Graduation Year



















1940

PR Casement JN Rowland

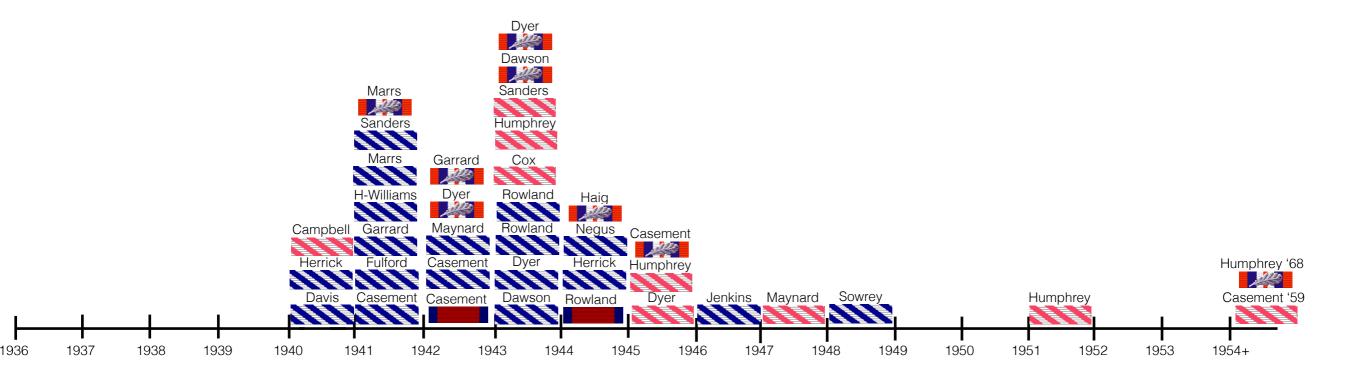
CT Davis
IP Howard-Williams
JMO Dyer
ES Marrs
M Negus
JN Rowland (2)
AAJ Sanders
JA Sowrey

IR Campbell
JMO Dyer
AH Humphrey (3)
AAJ Sanders

JMO Dyer (2) AH Humphrey ES Marrs

1940 War Entry PR Casement (2)
GN Dawson
D Fulford
P Gerrard
MJ Herrick (2)
HA Jenkins
NMMaynard

PR Casement MI Cox NM Maynard PR Casement GN Dawson P Garrard JG Haig



#### **The Flight Cadet Sacrifice**

