




F/S. D. F. Cameron.



 BUCKINGHAM PALACE

I greatly regret that I am  
unable to give you personally the  
award which you have so well earned.  
I now send it to you with  
my congratulations and my best  
wishes for your future happiness.

*George R.*

Warrant Officer Douglas F. Cameron, D.F.C.

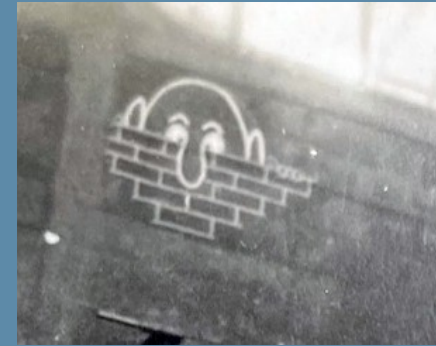


YEAR 1945	AIRCRAFT		PILOT, OR 1ST PILOT	2ND PILOT, PUPIL OR PASSENGER	DUTY (INCLUDING RESULTS AND REMARKS)
	Type	No.			
					TOTALS BROUGHT FORWARD
				APRIL 45	LANCASTER I
			115 SQD		
			31-4-45		
			2. Camera		
				115 SQDRN 48-45	LANCASTER I
			115 SQD		
			15-7-40		
			2. Camera		
			VIN HIGGINS		NAVIGATOR
			JOCK SCOTT		AIR BOMBER
			JIMMY BOYD		ENGINEER
			SLIM SUMMERVILLE		WIRELESS OPERATOR
			GARTH GRAHAM		MID-UPPER GUNNER
			DAVE DAVISON		REAR GUNNER

GRAND TOTAL [Cols. (1) to (10)]  
1071 Hrs 00. Min.

TOTALS CARRIED FORWARD

SINGLE-ENGINE AIRCRAFT							MULTI-ENGINE AIRCRAFT					PASS- ENGER	INSTR. CLOUD FLYING [Cols. 12 to 13] (1) to (10) 1	
DAY		NIGHT		DAY			NIGHT		1ST PILOT	2ND PILOT	(11)		Dual	Pilot
Dual	Pilot	Dual	Pilot	Dual	1st Pilot	2nd Pilot	Dual	1st Pilot				2nd Pilot	(12)	(13)
128-05	444-30	16-45	14-05	62-20	257-00	10-55	29-55	120-00	9-05	16-50	00-50	20-10		
							8-20							
							E. Q. Morrison S/LDR							
							COMMANDING OFFICER FLIGHT, No. 115 (B) SQUADRON							
							No OF OPERATIONS = 39							
							TOTAL OPERATIONAL FLYING DAY = 152-45 Hrs							
							" " " NIGHT = 69-00 HRS							
							" NON-OPERATIONAL - DAY = 16-30 HRS							
							" " " NIGHT = NIL							
							GRAND TOTAL = 238-15 HRS.							
							CERTIFIED CORRECT							
							E. Q. Morrison S/LDR							
							COMMANDING OFFICER FLIGHT, No. 115 (B) SQUADRON							
							CERTIFIED CORRECT							
							W/COR							
							COMMANDING 115 SQUADRON							



## Kilroy was here

is a meme that became popular during World War II, typically seen in graffiti.

Its origin is debated, but the phrase and the distinctive accompanying doodle became associated with GIs in the 1940s: a bald-headed man (sometimes depicted as having a few hairs) with a prominent nose peaking over a wall with his fingers clutching the wall.



1-1-45	Types	3. _____
ure	D. Cameron	4. _____
CREW.	OPS. MUNCHEN-GLADBACH.	(1 LOST)
CREW.	OPS. WISBADEN.	(3 LOST)
CREW	* OPS. DORTMUND.	(4 LOST. LANDED 3 ENGINES WITH 'COOKIE')
CREW	OPS. WESEL.	

		NON OPERATIONAL FLYING Two Air Tests, 1 Ferry Flight, 2 G.H. exercises.	
WITCHFORD	3rd Feb 1945	OPERATION FLYING 24 aircraft were detailed to attack BORSBENE. All took off and completed their duty with the exception of three aircraft who returned early. One due to A.S.I. being iced up and aircraft sluggish, the second due to failure of port outer engine. Two minutes after take off shear drive on C.S.U. sheared. The third due to failure of starboard outer. Immediately after take off Starboard outer cut through flame traps failure. Of the remaining aircraft five bombed Bottrop in error. This was due to the fact that Dortmund was badly marked and there was a lack of flak, searchlights and bomb bursts whilst the other target (Bottrop) was seen to be going well, leading them to believe that the markers which were really Dortmund were dummies. The Bottrop attack was very heavy, probably getting main attack. The attack on Dortmund was slow in developing but was considered concentrated. Bomb bursts, several fires and large explosion seen. 1 FW.190 seen and also fighter flares. Flak was	A.68-72
WITCHFORD	3rd Feb. 1945 (cont)	slight to moderate heavy and accurate. Two aircraft were hit. Searchlights were active in cones and many aircraft were caught in the cones. 1 JU.88 also seen attacking aircraft. Over Bottrop & JU.88s and 1 FW. seen. Bombing carried out from 17500 to 20000ft.	
	2206	All aircraft returned safely to base.	
	4th Feb. 1945	WEATHER. Continuous rain until 1800 hrs, becoming cloudy with occasional showers.	
		NON OPERATIONAL FLYING 2 G.H. exercises.	

Lancaster I (ED)W. NO. 122	F/S. D. F. CAMERON SGT. HIGGINS, V. SGT. SCOTT, C. H. SGT. GRAHAM, G. SGT. DAVIDSON, R. SGT. BOYD, J. W/O. SOMERVILLE, H.	Captain Navigator Air Bomber Mid Upper Rear Gunner Plt. Eng. Wcy/Air	1615	2202	Bomb Load as above. Located target by red T.I. and sky markers and bombed from 19400 ft. Some fires and bombing appeared concentrated. 1 x 1000 brought back hung up. Hit by heavy flak after bombing, broke fuel pipe port outer. Had to feather engine. Moderate heavy flak and searchlights coming over target and Ruhr. Photo attempted.
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YEAR		AIRCRAFT		PILOT, OR	2ND PILOT, PUPIL	DUTY (INCLUDING RESULTS AND REMARKS)
MONTH	DATE	Type	No.	1ST PILOT	OR PASSENGER	
APR	3	CESSNA	PFW	BRIAN MOON	SELF.	TOTALS BROUGHT FORWARD TYPE EXPERIENCE AND LANDING. 45.
		172				

SINGLE-ENGINE DAY	
DUAL (1)	PILOT (2)
45	

On my 82nd birthday, I was given a gift certificate by my son Ian for 45 minutes in a dual-controlled aircraft at Victoria Flying Club. On the 3rd April, 2004 after an absence of 58 years, I sat in the left hand seat and started flying again. A type I had never flown before but, after being introduced to cockpit layout and controls by the instructor, felt quite at home. Taxied out to the runway end and the instructor took off but handed over to me on the climb out. Thereafter, I was in control (he looked after R/T communications with tower control - quite stringent in a busy area). Stopped around for twenty minutes getting the feel of things and then entered the circuit and the instructor, quite decently, let me land! A good one too. Oh for my youth again.

