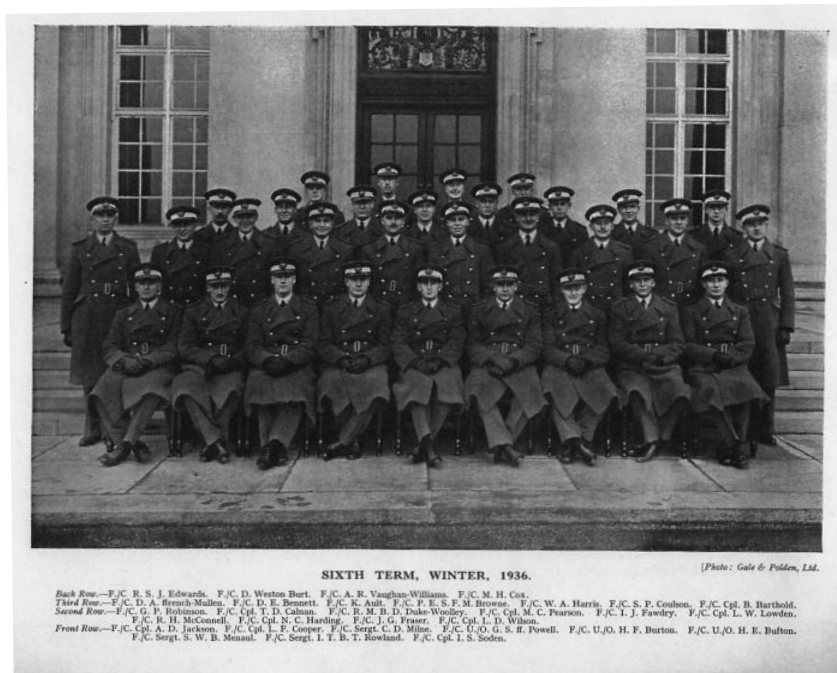


Fewest of the Few Supplement



J35 Entry Graduated December 1936

SURNAME	INITS
BURTON	HF
DUKE-WOOLLEY	RMBD
EDWARDS	RSJ
POWELL-SHEDDON	GSff





**Burton, Howard Frizelle
(J35 Entry, B Squadron)**



66



616



Burton was born in Letchworth in 1916 and educated at Bedford School. He entered the RAF College Cranwell as a Flight Cadet in January 1935. He was awarded the Sword of Honour at his graduation in December 1936.

On the 19th, he joined 46 Squadron at Digby. In October 1939 Burton was posted to 66 Squadron at Digby as a Flight Commander.

On 12 May 1940, he shared an He 111. On 2nd June, he scored a probable He 111 over Dunkirk, on the 19th damaged a Ju 88 and on 29th July he shared in the destruction of an He 111.

Promoted to Acting Squadron Leader on 3 September, he took command of 616 Squadron at Kenley. Burton had no further victories until 21 June 1941 when he shared an Me 109.



On 21 July he shared another and on the 23rd he damaged one. Awarded the DFC (gazetted 19th September 1941) Burton was posted in September for a rest from operations.

In early 1942, Burton was posted to the Middle East and later became Wing Leader of 239 (Kitryhawk) Wing.

On 18 January 1943, he destroyed an Me 109 and shot down another on 26 February. He was awarded a Bar to the DFC (gazetted 23rd February 1943).

At the end of his tour of operations, he received the DSO (gazetted 6th April 1943) and was posted back to the UK in May 1943. The first leg of his return to North Africa on 3 June 1943 was from Portreath to Gibraltar aboard Hudson VI FK386 of No.1 Overseas Air Dispatch Unit. This aircraft was intercepted over the Bay of Biscay by a long-range Ju88C-6 of KG40 (Lt. H Olbrecht) and shot down. All the occupants were reported 'Missing'.



**Duke-Woolley, Raymond Miles Beecham Duke
(J35 Entry)**



23

253

Born in Manchester on 18 August 1916, Duke-Woolley was educated at Marlborough College and entered the RAF College, as a Flight Cadet, in January 1935. He graduated on 18 December 1936 with a permanent commission and joined 23 Squadron at Northolt.

He was made 'B' Flight Commander in April 1940 and destroyed an He 111 in the early hours of 19 June, completing his night flying tour.

Accepting his request to join a day-fighter squadron, he was posted to 253 Squadron at Kenley on 12 September, claiming a probable Do 17 on the 15th. He was appointed 'A' Flight Commander on the 24th and took temporary command of the squadron on the 27th when the CO was shot down and wounded.

On 6 October, he shared the destruction of a Do 17, damaged a Ju 88 on the 21st, destroyed a Ju 88 on 9 November and shared a Do 17 and damaged another on the 22nd.

Duke-Woolley relinquished temporary command of the squadron on 16 November and received the DFC on 24 December.

He was posted in January 1941 and ended up at RAF Castletown, IoM, in May to form and command 124 Squadron. He claimed the squadron's first victory, a Ju 88 shot down on 17 December 1941. He was awarded the bar to his DFC on 29 May 1942.

In June 1942, Duke-Woolley assumed responsibilities of Wing Leader of the Debden Wing and flew four sorties with 71 Squadron over Dieppe on 19 August. On the 27th, he destroyed a FW 190 and on the 29th probably another.

In September 1943, the Eagle Squadrons were subsumed within the USAF as the 4th Fighter Group, and Duke-Woolley (flying with it on 16 October) shared the destruction of a FW 190.

He was awarded the DSO (gazetted 8 January 1943) and posted in January 1943 to HQ 8th USAF Bomber Command as Fighter Liaison Officer. On 5 March 1943, he was the first non-americas to be awarded the DFC (US).

In July 1943, Duke-Woolley formed and operated a Mobile Group Control Centre for 84 Group. He went to Normandy in June 1944, as second in command and returned to England in January 1945 to attend Staff College.

Duke-Woolley retired from the RAF on 30 January 1961 as a Group Captain. He was Yeoman Usher of the Black Rod in the House of Lords from 1973 to 1979.

He died in Sussex on 10 October 1991.



Edwards, Robert Sidney James (J35)



Born on 12 February 1916, Edwards went to Brentwood School. He entered the RAF College as a Flight Cadet in January 1935 and graduated with a permanent commission in December 1936.

He joined 79 Squadron on 22 March 1937 and was promoted to acting Flight Lieutenant on 7 March 1939 and appointed 'A' Flight Commander; he relinquished this post and rank on 28 June. He was reappointed 'A' Flight Commander on 12 September and had his rank reinstated on 8 December (backdated to 11 September).

After a detachment to Northolt on an Air Fighting course, he was back with his squadron when it was sent to France on 10 May. He was shot down on the 11th in action against He 111s; he baled out with burns to one arm. The squadron returned to Biggin Hill on 20 May.

Edwards was posted to the admin staff of HQ 11 Group on 18 May, reporting there on the 23rd. He returned to Ops on 10 September 1940, joining 56 Squadron at Boscombe Down as 'B' Flight Commander.

He was shot down on 30 September in combat with Do 215s and Bf 110s over Portland, in Hurricane P3088.

In 1941, Edwards moved to Bomber Command and was awarded the DFC (gazetted 21 November 1941) serving with 9 Squadron at Honington.

Edwards retired from the RAF on 12 February 1963 as a Wing Commander. He died on 2 May 1974.



**Powell-Shedden, George ffOlliott
(J35 Entry, C Squadron)**



242 615

Powell-Shedden was born at Cowes on 1 April 1916 and educated at Wellington College, where he became a sergeant in the Officers' Training Corps. He entered the Royal Military Academy, Woolwich, but then switched to the RAF College, Cranwell where he was commissioned in 1936.

The next year he was posted to 47 Squadron, a Vickers Vincent squadron based at Khartoum. In 1939, he was transferred to 33 Squadron, a fighter squadron equipped with Gloster Gladiator biplanes for policing Palestine.

During the Battle of Britain, he served as a flight commander in Group Captain Douglas Bader's 242 Squadron joining in June 1940 and the next summer fought against even greater odds in the defence of Malta. Though somewhat bulky for a Hurricane cockpit, and handicapped by a pronounced stutter, Powell-Shedden was recommended to Bader as "a very good type". "Stutters! Stutters!" Bader exploded "that's no damn good to me. What's going to happen over the radio in a fight?" Told that Powell-Shedden was a Cranwell man, though, Bader changed his mind. "Just the chap" he agreed "send him along".

As the battle raged across southern England from July to September, Bader wheeled his controversial Duxford Big Wing of five fighter squadrons in defence of London. Powell-Shedden shot down at least four enemy aircraft. As fighting subsided at the end of the Battle's greatest day (September 15), there was consternation at Duxford as the wing counted its victories and losses: Powell-Shedden was missing. It transpired that he had shot down a Dornier bomber and was chasing another when an Me 109 came out of cloud behind him and set his Hurricane on fire. While baling out, he hit the tail and dislocated a shoulder.

After the Battle of Britain, Powell-Shedden was sent to No 258, another Hurricane squadron, as a flight commander; the next April he received his first command - that of 615, County of Surrey, an Auxiliary Air Force Hurricane squadron.

In July 1941 he was posted to the embattled island of Malta, where he formed the Malta Night Fighter Unit, a handful of Hurricanes working with searchlight and anti-aircraft gun crews. After adding two more kills to his score Powell-Shedden was awarded the DSO; the citation noted his "sterling work in the night defence of Malta", his "great and energetic organising ability" and his "courage and initiative in the air".

In January 1944, after further courses and staff appointments, he resumed operational flying with No 96, a Mosquito squadron, and then took command of No 29, a Mosquito squadron specialising in low-level night intruder missions before and after D-Day. He was given a Bar to his DSO for his leadership during many perilous missions with 100 Bomber Support Group. He was then appointed to command a succession of Mosquito intruder stations as a group captain. In 1952 he received command of RAF Jever in Germany and from 1954 to 1957 served on the operational staff at Naples, before concluding his service career at the Air Ministry. Powell-Shedden retired in 1961.