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

Bar to Distinguished Service Order.

Acting Wing Commander Lewis Alan LYNN, D.S.O., D.F.C. (40124), R.A.F.O.

Wing Commander Lynn has completed a large number of day and night sorties during which he has successfully attacked a wide range of strongly defended targets. He has maintained a high standard of operational flying and his genius for leadership has been outstanding. His achievements have won great praise.

Distinguished Service Order.

Acting Air Commodore David Francis William ATCHERLEY, D.F.C., R.A.F.

This officer has completed much operational flying and has achieved notable successes. He is a fearless leader, whose iron determination and unswerving devotion to duty have inspired all under his command. In addition to his work in the air Air Commodore Atcherley has displayed a high standard of organising ability and great drive and his services have been of inestimable value.

Wing Commander Richard Douglas SPEARE, D.F.C. (37696), R.A.F.O., 138 Sqn.

Since being awarded a Bar to the Distinguished Flying Cross this officer has completed many sorties which have demanded a high degree of skill and resolution. He has at all times displayed great keenness and determination and his gallant example has inspired all with whom he has flown.

Acting Wing Commander Charles McKenzie DUNNICLIFFE, D.F.C. (49010), R.A.F., 582 Sqn.

This officer has undertaken many sorties against various targets, including 7 attacks on Berlin. He is an outstanding captain, whose keenness, courage and devotion to duty have set a splendid example. In addition to his work in the air, Wing Commander Dunncliffe has shown a high degree of organising ability and great drive and his untiring efforts have been reflected in the operational efficiency of the squadron he commands.

Acting Wing Commander Roy Douglas MAX, D.F.C. (N.Z.2076), R.N.Z.A.F., 75 (N.Z.) Sqn.

This officer has displayed exceptional skill, great drive and outstanding devotion to duty, qualities which have contributed in a large measure to the high standard of operational efficiency of the squadron he commands. He has completed a very large number of sorties and his fine leadership, high courage and unbeatable determination have greatly inspired his crews. His example has been of a high order.

Acting Squadron Leader Gordon BENNET, D.F.C. (Can/J.15248), 405 (R.C.A.F.) Sqn.

As captain of aircraft, Squadron Leader Bennet has taken part in a very large number of sorties during which he has successfully attacked such targets as Berlin, Mannheim and Munich. He has displayed skill of a high order whilst his unconquerable spirit of determination and contempt for danger have been a notable feature of his efforts throughout. Squadron Leader Bennet has rendered valuable service.

Acting Squadron Leader Edward John CHIDGEY, D.F.C. (131540), R.A.F.V.R., No. 35 Sqn.

One night in June, 1944, this officer was captain of an aircraft detailed to lead an attack on important railway sidings in France. During the outward flight adverse weather was experienced. On arriving over the target, Squadron Leader Chidgey, despite heavy rain, descended to an altitude of 1,000 feet, in order to ensure the success of the attack. He then made five bombing runs across the objective, unperturbed by anti-aircraft fire to which he replied with his guns. Squadron Leader Chidgey on this occasion displayed a high order of courage and determination. Throughout his operational career, this officer has taken part in numerous attacks on enemy targets and has invariably performed his allotted tasks with outstanding gallantry and coolness.

Acting Squadron Leader Richard John Kitchener HOGG, D.F.C. (41702), R.A.F.O., No. 90 Sqn.

This officer has completed three tours of operations during which he has attacked a wide variety of enemy targets. He has displayed a high standard of keenness and devotion to duty throughout and his successes are an excellent testimony to his great skill and courage. Squadron Leader Hogg has set an example worthy of emulation.

Acting Squadron Leader Ross Baxter INGALLS, D.F.C. (Can/J.4771), R.C.A.F., No. 582 Sqn.

Since being awarded the Distinguished Flying Cross this officer has completed very many sorties, involving attacks on a wide range of important and well defended targets. His navigational ability has been of a high order throughout and has played a good part in the successes obtained. He has at all times displayed a high degree of courage and determination and his example has impressed all.

Acting Squadron Leader Leonard Fitch RATCLIFF, D.F.C., A.F.C. (87022), R.A.F.V.R., No. 161 Sqn.

This officer has completed a very large number of sorties and has achieved much success. He is a fine leader whose ability, confidence and resolution have been reflected in the high morale of his crews. Squadron Leader Ratcliff has rendered much loyal and devoted service.

Flight Lieutenant Patrick Arthur DOREHILL, D.F.C. (80207), R.A.F.V.R., No. 44 Sqn.

This officer has completed a second tour of operations during which he has attacked Berlin on 7 occasions. He has displayed outstanding skill, courage and devotion to duty and his determination to press home his attacks has won him much success. His record has been most impressive.

Distinguished Service Order.

Flight Lieutenant Harry McPherson JOHNSTON (117127), R.A.F.V.R., No. 635 Sqn.

Distinguished Flying Cross.

Pilot Officer Roland Thomas PADDEN (176113), R.A.F.V.R., No. 635 Sqn.

Distinguished Flying Medal.

1321135 Flight Sergeant John Hugh LEDGERWOOD, R.A.F.V.R., No. 635 Sqn.

One night in June, 1944, the above personnel were captain, wireless operator and rear gunner respectively of an aircraft detailed to attack an important railway siding at Nantes. Owing to adverse weather and the presence of heavy cloud over the target, it was found on breaking cloud, that the aircraft was in an unfavourable position for attack. Despite danger from the powerful defences, Flight Lieutenant Johnston manoeuvred for a position from which a good bombing run could be started. While orbitting the target with this end in view the aircraft was illuminated by searchlights and engaged by anti-aircraft fire. Severe damage was sustained and fire broke out in the rear of the bomber, which fell into a steep dive and became extremely difficult to control. Flight Sergeant Ledgerwood reported that his parachute had been damaged by fire. The captain was still exerting all his strength in his efforts to control the aircraft, when the rear turret fell off. The fire, still raging in the rear, was brought under control by the courage and tenacity of Flight Sergeant Ledgerwood who, though suffering from severe burns, extinguished it unaided. Flight Lieutenant Johnston then decided, in spite of the precarious condition of the bomber, to try to reach this country. With the assistance of the wireless operator, Pilot Officer Padden, he managed to bring the aircraft more or less under control and, after two hours of endeavour, reached an airfield in England. Throughout the return flight, Pilot Officer Padden rendered most valuable aid in the navigation of the aircraft and greatly assisted his captain in making a safe landing.

Bar to Distinguished Flying Cross.

Flight Lieutenant Geoffrey Edgecombe BENNETT, D.F.C. (103517), R.A.F.V.R., 96 Sqn.

This officer continues to display the highest standard of skill, keenness and determination and has assisted in the destruction of a further 3 enemy aircraft at night. He is a first class observer whose excellent work in the training of other members of the squadron has been attended with good results.

Acting Flight Lieutenant William Frederick Elyston THOMAS, D.F.C. (132627), R.A.F.V.R., 151 Sqn.

As observer this officer has participated in a large number of sorties. He has displayed exceptional skill and co-operation and has assisted in the destruction of 9 enemy aircraft. His keenness and devotion to duty have been most commendable.

Flying Officer Francis Emslie HOGG, D.F.C. (N.Z.391383), R.N.Z.A.F., 605 Sqn.

Since being awarded the Distinguished Flying Cross this officer has completed a large number of sorties, many of them far into enemy territory and often in adverse weather. He is an observer of high merit and has played a worthy part in the successes obtained in attacks on a variety of targets, including railway installations and locomotives. Flying Officer Hogg has set an excellent example of determination and devotion to duty.

Distinguished Flying Cross.

Air Commodore John Nelson BOOTHMAN, C.B., A.F.C.

This officer has displayed the highest standard of skill, resolution and devotion to duty. In the early days of the war he undertook many sorties as pilot of aircraft. He participated in the initial attack against German naval vessels at Kiel and subsequently in numerous bombing missions

against industrial targets. Air Commodore Boothman has completed many notable reconnaissances and his successes are a splendid tribute to his high skill and endurance. This officer has always displayed the greatest keenness for air operations and has only been prevented from participating in them more frequently by the pressure of his normal duties. He has set an example in keeping with the best traditions of the Royal Air Force.

Acting Wing Commander Arthur Dennis MITCHELL, A.F.C. (33373), R.A.F., 226 Sqn.

Flying Officer Douglas Gerald FARQUHAR (139615), R.A.F.V.R., 226 Sqn.

These officers were pilot and navigator respectively of an aircraft detailed to attack a target in Normandy recently. When approaching the target, their aircraft was heavily attacked by anti-aircraft fire, but despite this a successful attack was made. The excellent results achieved were due mainly to the fine leadership of Wing Commander Mitchell and the navigational skill, and bombing accuracy of Flying Officer Farquhar. Their courage and determination in the face of heavy enemy opposition were most praiseworthy.

Acting Squadron Leader Thomas Eric ISON (40915), R.A.F.O., No. 156 Sqn.

In June, 1944, Squadron Leader Ison was captain of an aircraft engaged in an attack on an airfield at Le Mans. Weather was adverse and much cloud was encountered. Despite this handicap, Squadron Leader Ison descended below the cloud when approaching the target and thus secured the success of the attack. Two nights previously he had taken part in a similar attack on railway sidings at Versailles. On that occasion, though his aircraft was damaged by anti-aircraft fire, he also fulfilled his duties with skill and efficiency. He has completed many sorties always displaying skill, courage and determination.

Acting Squadron Leader Claude MERRICK (83256), R.A.F.V.R., 295 Sqn.

Warrant Officer Robert Edward FARROW (1268885), R.A.F.V.R., 295 Sqn.

This officer and warrant officer were pilot and navigator respectively of an aircraft detailed to drop a force of paratroops in Northern France on the night of 5th June, 1944. The rôle of the paratroops engaged was that of preparing and lighting a landing zone for the use of airborne forces which formed a spearhead of the Allied invasion of the German fortress of Europe. On the successful completion of this vital mission depended the success of later parachute and glider landings in the Caen area. In spite of bad weather en route to the target, Squadron Leader Merrick and Warrant Officer Farrow executed their mission faultlessly. These members of aircraft crew have completed very many sorties and their efforts throughout have been featured by praiseworthy courage and determination.

Flight Lieutenant Geoffrey William ATKINS (112515), R.A.F.V.R., 464 Sqn.

This officer is now on his second tour of operations. He has participated in a large number of sorties, including many attacks on shipping, in one of which a medium-sized ship was destroyed. His technical skill and great enthusiasm for operational flying make Flight Lieutenant Atkins an invaluable officer to his squadron.

Flight Lieutenant Oliver Wissler KINGDON (120149), R.A.F.V.R., 295 Sqn.

Flight Lieutenant Kenneth William RICHARDSON (119897), R.A.F.V.R., 295 Sqn.

On the night of 5th June, 1944, Flight Lieutenants Kingdon and Richardson were pilot and navigator respectively of an aircraft detailed for an operation which necessitated the dropping of paratroops to prepare a landing zone for the use of airborne forces forming a spearhead of the Allied invasion of German fortress in Europe. That these officers completed their vital task so successfully is a fine testimony to their great skill, resolution and devotion to duty. They have completed many sorties and have invariably displayed a high degree of gallantry.

Flight Lieutenant Noel Dudley MACKERTICH (122152), R.A.F.V.R., 277 Sqn.

Flight Lieutenant Mackertich is a most resolute, courageous and skilful pilot. He has completed a large number of sorties, involving air/sea rescue operations and his devotion to duty has been outstanding.

Flight Lieutenant George Oliver Samuel WHITTY (10872), R.A.F.V.R., 296 Sqn.

This officer has displayed the greatest keenness for operations and has proved himself to be a skilful and resolute member of aircraft crew. On the night of 5th June, 1944, he piloted an aircraft detailed to transport paratroops to the dropping zone in the earliest stage of the opening phase of the Allied invasion of Northern France. In the execution of his difficult task this officer displayed great skill and accuracy and his effort contributed materially to the success of the later airborne landings. Flight Lieutenant Whitty has completed many sorties and has invariably displayed courage and devotion to duty of a high order.

Acting Flight Lieutenant Walter John BELL (174025), R.A.F.V.R., No. 15 Squadron.

One night early in June, 1944, Flight Lieutenant Bell was pilot and captain of an aircraft detailed to attack a target in France. Shortly after bombing the target, he encountered two Messerschmitt 410s. One of these, approaching from the port, was driven off by the gunners. At the same time the second opened fire and caused severe damage to the aircraft from cannons and machine guns. The gunners opened fire and hit the Messerschmitt on the fuselage. It dived and exploded in the air. A cannon shell had however, exploded in the fuselage of Flight Lieutenant Bell's aircraft. The navigator was killed and the pilot sustained a slight injury. Part of the starboard wing was shot away, carrying with it the starboard aileron. The starboard inner engine then caught fire. The front turret and instrument board were out of action and the brakes and flaps unserviceable. In this precarious position however, with assistance from the bomb aimer who took over the navigator's tasks, Flight Lieutenant Bell, though in pain from his wound, by skilful and determined airmanship succeeded in flying the damaged aircraft back to this country and executed a difficult crash landing with great coolness.

Acting Flight Lieutenant George Martin BURCHER, D.F.M. (Aus.420536), R.A.F.A.F., No. 10 Squadron.

This officer has carried out many successful sorties during which he has attacked a variety of enemy targets. On a recent occasion he piloted an aircraft detailed to attack an airfield. Early on the outward flight one engine failed but with his usual determination, Flight Lieutenant Burcher went on to the target and executed a successful attack. Flight Lieutenant Burcher is a most efficient and outstanding captain whose fine fighting qualities and personal courage have greatly inspired his crews.

Acting Flight Lieutenant Geoffrey Maurice CLAYDON (160630), R.A.F.V.R., No. 15 Squadron.

Flight Lieutenant Claydon has completed numerous operational sorties and has always shown a high order of leadership, determination and courage. One night in April, 1944, while making his bombing run over Dusseldorf his aircraft was engaged by searchlights. With skill and coolness he managed to evade them and complete his mission successfully. A few days later he was detailed to attack Karlsruhe. On the outward flight, severe icing and electrical storms were encountered. Despite these adverse circumstances, however, Flight Lieutenant Claydon pressed home his attack and successfully bombed the target. These incidents are typical of the determination which this officer has invariably displayed in the face of the enemy.

Acting Flight Lieutenant Dellis DAVIES (133620), R.A.F.V.R., No. 78 Squadron.

One night early in June, 1944, this officer piloted an aircraft in an attack on a railway junction at Juvisy. During the operation the aircraft was attacked by a fighter and sustained serious damage. A fire started in the fuselage but other members of the crew succeeded in extinguishing the flames. The aircraft became difficult to control and height was being gradually lost. Nevertheless, Flight Lieutenant Davies held resolutely to his course and finally reached an airfield in this country. He displayed great skill, courage and tenacity.

Acting Flight Lieutenant Edward John MOORE (Aus.414288), R.A.A.F., No. 15 Squadron.

Flight Lieutenant Moore has proved himself an outstanding pilot and captain of aircraft. He has

completed numerous bombing attacks on important targets in enemy territory. One night in April, 1944, after delivering a successful attack on Essen, the mid-upper turret of his aircraft became unserviceable and later, the starboard outer engine caught fire. Flight Lieutenant Moore succeeded in putting out the fire, feathered the engine and flew the aircraft safely to base without further incident. On all his missions this officer has displayed great keenness and courage in the face of the enemy.

Acting Flight Lieutenant William RODNEY (Can/J.27015), R.C.A.F., No. 78 Squadron.
Pilot Officer Harold Frederick GRIMBLE (Can/J.27282), R.C.A.F., No. 78 Squadron.

Early in June, 1944, these officers were pilot and air bomber respectively of an aircraft detailed to attack railway sidings at Juvisy. Whilst over the target the aircraft was struck by bullets from a fighter and sustained much damage. The navigator was killed whilst Flying Officer Grimble was badly wounded in the legs. Almost immediately the aircraft was subjected to considerable anti-aircraft fire which Flight Lieutenant Rodney succeeded in evading by coming down to almost tree-top height. He afterwards flew the damaged aircraft to base. On the return flight he received great assistance from Flying Officer Grimble who, in spite of the severity of his injuries, insisted on helping his captain to navigate the aircraft home. These officers displayed a high degree of gallantry and devotion to duty.

Acting Flight Lieutenant William John TAGGART (Aus.413041), R.A.A.F., No. 156 Sqn.

In May, 1944, Flight Lieutenant Taggart was captain of an aircraft detailed to attack railway sidings in France. The success of this effective attack was largely attributable to the coolness and efficiency which this officer displayed in the face of heavy defences. Throughout his many successful sorties, this officer has displayed the greatest courage and determination. He has had two combats with enemy night fighters.

Flying Officer Harold William BARNHART (Can/J.14199), R.C.A.F., 428 (R.G.A.F.) Sqn.

This officer has always maintained an exceptionally high standard of skill and efficiency as a navigator. He has completed many successful sorties against the enemy. On one mission to Hanover, all navigational aids failed in his aircraft soon after the take off. By extremely accurate astro navigation however, he was able to guide his crew to the target, arriving at exactly the correct moment and thus contributing much to the success of the attack. He subsequently completed an attack on Berlin in similar circumstances. Throughout his operational career this officer has maintained a high standard of efficiency, ability and enthusiasm.

Flying Officer Joseph Scarisbrick EKBERY (145863), R.A.F.V.R., 145 Sqn.

While engaged in a recent operation, Flying Officer Ekbery's aircraft formed part of a formation of 8 aircraft which attacked a force of 25 Focke Wulfs and Messerschmitt 109s. During the ensuing combat he became separated from the rest of his squadron. Seeing 6 enemy aircraft beneath him, he immediately attacked; and though alone and deep in enemy territory, he forced them to jettison their bombs and pressed home his attack with such vigour that he succeeded in destroying 2 of the enemy before himself returning unscathed. This officer is now on his 2nd tour of operational duty and has destroyed 6 enemy aircraft and damaged others.

Flying Officer William Wishart ROBSON (Can/J.14214), R.C.A.F., No. 428 (R.C.A.F.) Sqn.

This officer has completed many attacks against the enemy as navigator with outstanding success. On one occasion, during a mission to Kassel all navigational aids and the interior lighting system of the aircraft failed, but by the use of astro-navigation, the target was reached and a successful attack was completed. On one occasion, Flying Officer Robson was detailed for an important operation the success of which largely depended on accurate timing. When still at some distance from the objective, the aircraft lost speed owing to the failure of one engine. Flying Officer Robson quickly picked out an alternative shorter route and, by skilful navigation, guided the aircraft to

the target where an effective attack was made at the correct time. This officer's efficiency and courage have made him a valuable asset to his unit.

Flying Officer Gordon Lee WILSON (127148), R.A.F.V.R., 296 Sqn.

This officer has participated in very many sorties and has set an outstanding example of keenness and devotion to duty. On 6th June, 1944, he piloted an aircraft detailed for an operation over Northern France. After releasing his glider near Caen his aircraft was struck by anti-aircraft fire. Two engines were set on fire whilst the controls were partially shot away. The aircraft soon became uncontrollable. It was apparent that the crew would have to leave by parachute but although the aircraft was down to a low level, Flying Officer Wilson would not leave until he had ensured that his comrades were clear. This officer has set a fine example of courage and resolution.

Warrant Officer William Arthur RICKARD (1289579), R.A.F.V.R., 297 Sqn.

Warrant Officer Rickard has completed much operational flying and has displayed exceptional ability, commendable courage and devotion to duty. On the night of 5th June, 1944, he piloted an aircraft detailed to drop paratroops in Northern France. So skilfully did he accomplish his task that the paratroops were dropped in the precise area within seconds of the allotted time. His fine work contributed materially to the success of the airborne operation as a whole.

Warrant Officer, Second Class, David Henry BALMER (Can/R.118197), R.C.A.F., 570 Sqn.

On the night of 5th June, 1944, Warrant Officer Balmer was the pilot of an aircraft detailed to transport and drop a force of paratroops whose role was to prepare and illuminate a landing zone for the use of later airborne forces representing a spearhead of the Allied invasion of Northern France. Much depended on the success of his important mission and the result obtained reflects the greatest credit on the skill and determination of this pilot. Warrant Officer Balmer has completed several sorties and his example of keenness and devotion to duty has been most commendable.

Distinguished Flying Cross.

Flying Officer Eric Arthur TANSLEY (151744), R.A.F.V.R., 158 Sqn.

Pilot Officer Bruce Douglas BANCROFT (Aus.421635), R.A.A.F., 158 Sqn.

Pilot Officer Alwyn Frederick Charles FRIPP (Aus. 423092), R.A.A.F., 158 Sqn.

Distinguished Flying Medal.

156756 Sergeant David Robert ARUNDEL, R.A.F.V.R., 158 Sqn.

These officers and airman were air bomber, pilot, navigator and air gunner respectively of an aircraft detailed to attack Trappes. The target was successfully attacked and on the return flight the aircraft was attacked by an enemy fighter, causing extensive damage. The inter-communication

system was put out of action. The navigational instruments were rendered useless whilst fires broke out in the bomb bays and fuselage; the starboard inner engine also caught light. The situation seemed most serious, but Pilot Officer Bancroft held resolutely to his course. Meanwhile Flying Officer Tansley and Pilot Officer Fripp promptly directed their efforts towards fighting the fires. They were quickly joined by Sergeant Arundel who had struggled his way out of his damaged turret. Together, these members of the crew finally succeeded in extinguishing the flames. Afterwards they co-operated splendidly with their captain, Pilot Officer Bancroft, who flew the badly damaged aircraft to an airfield in this country. In harassing circumstances these members of aircraft crew displayed coolness, courage and devotion to duty worthy of high praise.

Distinguished Flying Medal.

1382444 Flight Sergeant Arthur William HAMMOND, R.A.F.V.R., 278 Sqn.

In air-sea rescue operations this airman has displayed skill, gallantry and devotion to duty of a high order. On one occasion he piloted an aircraft detailed to search for some personnel believed to be adrift. After searching for some time in the failing light, Flight Sergeant Hammond sighted 2 dinghies. He brought his aircraft down safely on to the rough sea and took the occupants of the dinghies aboard. Darkness had set in and it was impossible to take off. Nevertheless, Flight Sergeant Hammond taxied his aircraft towards home. In spite of much buffeting by the heavy seas which at time threatened to envelop the aircraft, this gallant pilot held resolutely to his course. After some time his aircraft was taken in tow by a vessel which had come to assist. Flight Sergeant Hammond displayed a high degree of courage and tenacity in the face of a trying situation.

1561263 Flight Sergeant John Luther BOWMER, R.A.F.V.R., 10 Sqn.

1551919 Sergeant Donald Murdo Stewart CAMPBELL, R.A.F.V.R., 10 Sqn.

In June, 1944, these airmen were captain and rear gunner respectively of an aircraft engaged in an attack on a target at Amiens. Shortly after leaving the target which had been successfully bombed, they were attacked five times from astern by a Focke Wulf 190. Acting on the skillful and concise directions given by Sergeant Campbell, the captain took successful evasive action which enabled the rear gunner to deliver a very accurate burst of fire. The enemy fighter burst into flames and was seen to crash to the ground. Shortly afterwards, when crossing the French coast, a Junkers 88 attacked from the port quarter. Once again Sergeant Campbell passed accurate information to Flight Sergeant Bowmer who again handled the aircraft with exceptional skill and coolness and enabled the rear gunner to destroy the second enemy fighter. During the entire flight both airmen displayed a high degree of courage, skill and initiative which resulted in the destruction of two enemy fighters and the safe return of the aircraft.

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