

Acting Squadron Leader Denis CLYDE-SMITH (39856), No. 218 Squadron.

One night in June, this officer was the captain of an aircraft which took part in an attack on Hanover. Whilst over Amsterdam, on the return journey, the aircraft was attacked by a Messerschmitt 110. Squadron Leader Clyde-Smith manoeuvred his aircraft so skilfully that he enabled both his front and rear gunners to bear on the attacker and it is believed that the enemy aircraft was seriously damaged, if not destroyed. He then took cloud cover and ultimately flew his aircraft safely back to his base. Since February, 1941, this officer has completed 22 operational missions and his leadership and skill have been of great value.

Acting Squadron Leader Ian James SPENCER (40150), No. 110 Squadron.

In June, 1941, this officer led a formation of aircraft which carried out an attack on an enemy merchant ship of about 1,500 tons. In spite of intense anti-aircraft fire from this and other escorting vessels, Squadron Leader Spencer pressed home his attack from a low altitude and the formation succeeded in destroying the merchant vessel. After delivering the attack his aircraft received direct hits causing damage to the starboard engine and inner port petrol tanks, while Squadron Leader Spencer himself was hit in the left leg, sustaining a fracture in two places and his observer was wounded in the back. Despite his injury, Squadron Leader Spencer with the assistance of his observer succeeded in flying his aircraft back to this country although the starboard engine and instrument panel were out of action. On a previous occasion Squadron Leader Spencer successfully bombed an enemy tanker off the Norwegian coast in the face of intense anti-aircraft fire, and although his port engine was disabled, he succeeded in flying his aircraft safely back to this country. He has shown great determination, courage and efficiency.

Acting Squadron Leader James Reginald THOMPSON (41755), No. 139 Squadron.

In May, 1941, this officer was the leader of a formation of aircraft which attacked an enemy convoy consisting of seven merchant vessels escorted by seven destroyers and two cruisers. Despite the formidable escort, the attack was made from a low level and Squadron Leader Thompson himself obtained three direct hits on a 10,000 ton merchant ship which caught fire and became a total loss. In June, 1941, he participated in an attack against a large and strongly escorted enemy convoy to the west of Lampedusa Isle. The particular section of the convoy attacked consisted of six merchant vessels and six destroyers and, when the attack was made, the bombs of the leading aircraft struck two of the merchant ships, one of which was an ammunition ship. This blew up with such force that parts of it were hurled 1,000 feet in the air while a column of smoke rose to about 1,500 feet. Squadron Leader Thompson's aircraft, which was flying in the rear of the formation, was severely damaged by the blast from the explosion and his observer temporarily stunned. Despite this, he led the formation back to base without the aid of navigational equipment which

had been blown out of his aircraft when the ammunition vessel blew up. On another occasion in May, 1941, Squadron Leader Thompson obtained two direct hits on an enemy merchant vessel which, after a subsequent reconnaissance, was found to be drifting after having been abandoned. He has displayed the greatest determination and courage in pressing home his attacks.

Flight Lieutenant George Oliver BUDD (90209), Auxiliary Air Force, No. 604 Squadron.

This officer has been continuously engaged on operational flying since September 1939. He has been a skilful and reliable pilot whatever the flying conditions. In night combat against the enemy he has destroyed at least three and damaged a further four of their aircraft.

Flying Officer Keith Irvine GEDDES (73045), Royal Air Force Volunteer Reserve, No. 604 Squadron.

This officer has performed excellent work as a night fighter pilot and has destroyed at least four enemy aircraft. His skill and thoroughness in preparation for flight have been most marked.

Pilot Officer Frederick Gerald Hudson CHALK (81389), Royal Air Force Volunteer Reserve, No. 218 Squadron.

One night in June, 1941, this officer was the rear gunner of an aircraft which took part in an attack on Hanover. On the return journey, whilst over the Amsterdam area, the aircraft was attacked by a Messerschmitt 110 which pressed home two attacks from close range. In the face of accurate cannon and machine gun fire from the enemy, Pilot Officer Chalk fired two steady bursts which were observed to enter the enemy aircraft causing it to break away with flames coming from the starboard side. By his cool and accurate fire, Pilot Officer Chalk undoubtedly saved his aircraft and probably destroyed the attacker. Since February, 1941, this officer has participated in 20 operational missions and has shown high courage and devotion to duty throughout.

*Distinguished Flying Cross.*

Acting Flight Lieutenant Eric SYDNEY-SMITH (88237), Royal Air Force Volunteer Reserve, No. 139 Squadron.

*Distinguished Flying Medal.*

581354 Sergeant Norman Henry SHEPHERD, No. 139 Squadron.

In May, 1941, Flight Lieutenant Sydney-Smith and Sergeant Shepherd were pilot and observer respectively of an aircraft which attacked an enemy cargo ship, believed to be carrying ammunition, escorted by a destroyer. Two direct hits were obtained on the vessel which was compelled to seek refuge in Sfax harbour. Four days later, they participated in a low level attack against an enemy ammunition ship lying in Sfax harbour in the face of intense anti-aircraft fire from destroyers and other ships. In June, 1941, Flight Lieutenant Sydney-Smith and Sergeant Shepherd took part in an attack against a large and heavily escorted enemy convoy. With great skill they obtained direct hits on an 8,000 ton ship carrying ammunition which blew up with terrific force hurling