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CENTRAL CHANCERY OF THE ORDERS
OF KNIGHTHOOD.

St. James's Palace, S.W.1.

9th June, 1944.

The KING has been graciously pleased to give orders for the following appointment to the Most Excellent Order of the British Empire:—

To be an Additional Member of the Military Division of the said Most Excellent Order:—

Flight Lieutenant Francis Edward Anthony Quinn (84721), Royal Air Force Volunteer Reserve.

On 13th December, 1943, Flight Lieutenant Quinn was the navigator of a Beaufighter aircraft which crashed when taking off; one member of the crew sustained injuries which rendered him helpless. Flight Lieutenant Quinn, although dazed and severely burned on his hands, shoulders and arms, managed to extricate himself from the blazing aircraft. Ignoring his injuries and the danger from the possible explosion of the petrol tanks and cannon shells, Flight Lieutenant Quinn rushed back into the flames in an endeavour to assist his companion. This gallant action resulted in the saving of the airman's life. Flight Lieutenant Quinn displayed similar gallantry on 7th November, 1943. On this occasion his aircraft crashed and was burning fiercely. Flight Lieutenant Quinn although suffering from shock and lacerations to his face, gave assistance to the pilot who had been trapped.

Air Ministry, 9th June, 1944.

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

Distinguished Service Order.

Acting Wing Commander John Napier DAVENPORT, D.F.C. (Aus. 403403), Royal Australian Air Force, No. 455 (R.A.A.F.) Squadron.

This officer has taken part in a large number of sorties, including many attacks on shipping, during which much loss has been inflicted on the enemy. Recently he led a formation of aircraft in an attack on an enemy convoy which was escorted by 16 armed ships. In spite of fierce opposing fire a most determined and successful attack was made. Two medium sized merchant vessels and one of the escorting vessels were very severely damaged. In this well executed operation, Wing Commander Davenport displayed high powers of leadership, great skill and determination which contributed materially to the results obtained. This officer has rendered great service and his sterling qualities have impressed all.

Acting Squadron Leader John BAKER, D.F.C. (120393), Royal Air Force Volunteer Reserve, No. 405 (R.C.A.F.) Squadron.

This officer has participated in a very large number of sorties, involving attacks on a wide range of well defended enemy targets. He is a fearless and devoted member of aircraft crew, whose determination to bomb his targets accurately has won him great success. In the air and on the ground his conduct has been exemplary and he has set the finest example of devotion to duty, never sparing himself in his efforts to strike at the enemy at every opportunity.

Flight Lieutenant Douglas William PECK, D.F.C. (42430), Royal Air Force, No. 627 Squadron.

Since being awarded the Distinguished Flying Cross, this officer has completed a very large number of sorties and his achievements have won great praise. He has invariably displayed a high degree of skill, courage and resolution and his example has been most inspiring. On a recent occasion he piloted an aircraft on a sortie against Munich. When over the target his aircraft was hit by anti-aircraft fire whilst illuminated in the searchlights. One engine was rendered useless and a little later the aircraft went out of control. Considerable height was lost but Flight Lieutenant Peck succeeded in regaining control and then, with his usual determination continued his mission which he completed successfully.

Pilot Officer Richard Robert REED (172568), Royal Air Force Volunteer Reserve, No. 576 Squadron.

One night in May, 1944, this officer piloted an aircraft to attack a target in Southern France. When nearing the objective the aircraft was attacked by a fighter. The inter-communication system was put out of action but, although unable to receive any evading directions, Pilot Officer Reed manoeuvred with much skill. His aircraft which had caught fire to the rear of the fuselage, had sustained extensive damage and went into a steep dive. With the greatest difficulty Pilot Officer Reed succeeded in regaining control. The fire had subsided but the mid-upper and rear turrets were out of action, leaving the aircraft defenceless. Nevertheless Pilot Officer Reed was determined to bomb the allotted target and went on to make a successful attack. Shortly afterwards another fighter attacked and further damage was sustained. Once more the aircraft was set on fire by the enemy's bullets but the flames were extinguished by the flight engineer. The situation was by now most critical. The elevator and rudder trimmers were useless, the control surfaces had sustained damage, the hydraulic system was unserviceable, whilst the rear turret had been almost severed and was hanging loosely below the