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CENTRAL CHANCERY OF THE ORDERS
OF KNIGHTHOOD.

St. James's Palace, S.W.1.
13th March, 1945.

The KING has been graciously pleased to approve the posthumous award of the GEORGE CROSS to:—

Flying Officer Roderick Borden Gray (Can/J.13979),
Royal Canadian Air Force.

One night in August, 1944, this officer was the navigator of a Wellington aircraft which was shot down into the sea by a U-boat in the Atlantic. Flying Officer Gray and 3 other members of the crew managed to extricate themselves from the aircraft. Despite a severe wound in the leg, Flying Officer Gray succeeded in inflating his own dinghy and then assisted his captain, who had also been wounded, into it. Shortly afterwards cries were heard from another member of the crew, who had broken his arm, and Flying Officer Gray also helped him into the dinghy. Knowing that it could not hold more than 2 persons, Flying Officer Gray, although suffering intense pain, refused to get into the dinghy. Assisted by another member of the crew and by an occupant of the dinghy he held on to its side for some hours. The pain from his leg (it is thought that the lower part had been shot off) was increasing in intensity and he was becoming exhausted. He steadfastly refused however, to endanger his comrades by entering the dinghy. He eventually lost consciousness and died. When it became light, his companions realised that he was dead and they were forced to let his body sink. The survivors were rescued later. Flying Officer Gray displayed magnificent courage and unselfish heroism, thus enabling the lives of his comrades to be saved.

CENTRAL CHANCERY OF THE ORDERS
OF KNIGHTHOOD.

St. James's Palace, S.W.1.
13th March, 1945.

The KING has been graciously pleased to approve the following appointments to the Most Excellent Order of the British Empire and the following awards of the British Empire Medal:—

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

Acting Flight Lieutenant Arthur John Pomeroy Furneaux (118821), Royal Air Force Volunteer Reserve.

Awarded the British Empire Medal
(Military Division).

1548341 Corporal Kenneth Berry, Royal Air Force Volunteer Reserve.

In September, 1944, a High Speed Launch had just been refuelled and was lying alongside a jetty when a violent explosion occurred in the engine room. Much damage was caused; the engine room casing was blown off, both sides of the engine room were blown out and the fore end of the room was enveloped in flames. The launch commenced to flood rapidly. One member of the crew, who was in the engine room, sustained a compound fracture of the right thigh and was pinned down by a large piece of timber. His injured leg was entangled in some electric wire and debris, and fire from the petrol, on top of the water, was spreading rapidly towards him. The craft had, by this time, assumed a list of some 20°. Corporal Berry, who had been blown over by the explosion, quickly realised the seriousness of the situation. Undeterred by the possibility of further explosions, he climbed down into the engine room in an endeavour to extricate his comrade. Finding that he was unable to do so unaided, Corporal Berry went for assistance and was quickly joined by Flight Lieutenant Furneaux who had been standing on the jetty at the time of the explosion. The two rescuers were able finally to extricate the injured airman from his apparently hopeless position and, with the help of others, he was passed to safety. Within 2 minutes of the rescue the whole of the engine room was ablaze. The courage and initiative displayed by Flight Lieutenant Furneaux and Corporal Berry in dangerous circumstances were worthy of high praise.

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

Acting Warrant Officer Patrick Maguire (965735),
Royal Air Force, Royal Air Force Regiment.

Awarded the British Empire Medal
(Military Division).

100239 Acting Sergeant Archibald Brown, Royal Air Force Volunteer Reserve, Royal Air Force Regiment.

During an air raid on a forward airfield one evening in October, 1944, an enemy bomb fell very close to a heavy motor vehicle, setting it on fire. The vehicle was laden with an emergency reserve supply of H.E. and A.P. ammunition. The light from the fire was very considerable and invited further attack by the enemy. In view of the danger to which the whole airfield was exposed it

was decided that an attempt should be made to get the fire under control. Although the ammunition on the vehicle was continually exploding and the absence of cover made any approach extremely dangerous, Warrant Officer Maguire and Sergeant Brown, together, voluntarily took the foam hose to within 5 yards of the fire and soon extinguished the flames. Both these airmen suffered burns on the hands as a result of their actions.

*Awarded the British Empire Medal
(Military Division).*

926451 Sergeant Arthur Edward Bonner, Royal Air Force.

In August, 1944, an aircraft, after participating in an operational sortie, returned to base with a 500 lb. bomb on board. The bomb was fitted with a long delay fuse which was armed. The bomb was removed to the fuzed bomb area where it was expected to explode approximately 6 hours later. Some hours later, the bomb had not exploded and a bomb disposal squad, under the direction of Sergeant Bonner, was then detailed to demolish it. The work was given high priority in view of urgent operational requirements. This attempt however, proved unsuccessful. In view of the urgent need to render the airfield serviceable, Sergeant Bonner returned to the bomb and, displaying complete disregard for his own safety laid a further charge. This proved successful and the bomb detonated. Sergeant Bonner's courage and devotion to duty on this occasion set a fine example.

1567658 Sergeant James Grant Flockhart, Royal Air Force Volunteer Reserve.

Sergeant Flockhart was the flight engineer of a Sunderland aircraft which, owing to engine failure, was forced to alight on the sea in July, 1944. The aircraft was taken in tow in very bad sea conditions as a minimum swell of 25 feet prevailed. Three days later the starboard float became partially waterlogged. Sergeant Flockhart, although suffering from sickness, volunteered to be lowered on to the float. With lifelines attached to him, he managed to reach the float and succeeded in emptying the front 3 compartments. Whilst attempting to empty the aft compartment Sergeant Flockhart was carried away by the swell. He managed to climb back on to the float but was then temporarily stunned by a wave which hit him in the groin. As it was impossible for him to do anything further, Sergeant Flockhart was ordered back to the mainplane. Later during the same day, when the float again became almost waterlogged, Sergeant Flockhart again volunteered to go on to the float. On this occasion he refused a life saving jacket as this impeded his work. After a short while, the pump worked very badly and all attempts to repair it failed. Water re-entered the float quicker than it could be pumped out. Undeterred, Sergeant Flockhart remained on the float for approximately 30 minutes. During this time the water came up to his neck and, eventually, over 4 feet of the wing became immersed. Flight Sergeant Flockhart was too exhausted to get back on to the main plane unaided and, after he had been assisted back, the aircraft was abandoned. The fact that it had been possible to tow the flying boat 180 miles was due in a great measure to the fortitude and devotion to duty displayed by this airman. Had not the seas been so heavy his efforts would have enabled the aircraft to weather the remaining 70 miles to safe anchorage.

Can/R.69018 Corporal Herbert Vernon Flook, Royal Canadian Air Force.

One night in September, 1944, Corporal Flook, an aeroengine mechanic, was on duty in a hangar when a Halifax aircraft crashed into some nearby workshops. The aircraft immediately burst into flames and the heat became intense. Corporal Flook, together with other airmen, ran to the scene of the crash. By now the ammunition in the aircraft was exploding and M.T. vehicles in the vicinity were catching fire. As Corporal Flook approached the burning aircraft a member of the crew came stumbling from the wreckage. His upper clothing was on fire. Corporal Flook tore off the airman's burning clothes, wrapped his own tunic around him and passed him to some other helpers. Then, seeing another member of the crew struggling amongst the wreckage, he ran to his assistance. After some difficulty Corporal Flook extricated the airman, tore off his burning gar-

ments and led him away to safety, just before the petrol tanks exploded. In the face of great danger Corporal Flook displayed outstanding courage and set an inspiring example to all.

961096 Leading Aircraftman Jack Walters Button, Royal Air Force.

In January, 1944, Aircraftman Button was serving as a marine fitter on a pier when an explosion occurred on board a refueller, containing 2,000 gallons of aviation spirit, berthed alongside. Aircraftman Button observed an airman who was unconscious and lying in the cockpit of the craft which was enveloped in flames. Without hesitation he immersed himself in the water in order to wet his clothing and then, despite the grave possibility of a major explosion occurring, he forced his way through fierce flames into the cockpit of the refueller and dragged the airman to safety. By his outstanding determination and complete disregard for his personal safety, Aircraftman Button was instrumental in saving the life of a comrade.

465751 Leading Aircraftwoman Kathleen Lucy McKinlay, Women's Auxiliary Air Force.

One day in September, 1944, during the course of one hour, some 50 shells fell in the Dover area and damage and casualties were sustained at the Squadron's headquarters, the medical officer being killed. Leading Aircraftwoman McKinlay, a motor driver, although wounded in the right hand and left thigh, acted as ambulance driver and succeeded in removing all the casualties. This necessitated several journeys under shell fire to an E.M.S. hospital some 1½ miles away. It was not until the shell fire had ceased and all casualties had received attention that Leading Aircraftwoman McKinlay could be persuaded to have her own injuries attended to.

CENTRAL CHANCERY OF THE ORDERS
OF KNIGHTHOOD.

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

13th March, 1945.

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

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

Lieutenant Kenneth Hayes Lawlor (113364 V), South African Air Force.

Air Ministry, 13th March, 1945.

The KING has been graciously pleased to approve the following awards in recognition of gallantry and devotion to duty in the execution of air operations:—

Bar to Distinguished Service Order.

Acting Squadron Leader Bransome Arthur BURBRIDGE, D.S.O., D.F.C. (100067), R.A.F.V.R., 85 Sqn.

Flight Lieutenant Frank Seymour SKELTON, D.S.O., D.F.C. (106675), R.A.F.V.R., 85 Sqn.

As pilot and observer respectively these officers have completed well over a hundred sorties and throughout have set an unsurpassed example of determination and devotion to duty. They have now destroyed 20 enemy aircraft at night, successes which are a fine tribute to their outstanding skill and courage. On a number of occasions their own aircraft has sustained damage during a fight with the enemy but each time Squadron Leader Burbridge has flown back to base and landed safely. One night early in January, 1945, was the occasion on which they shot down their twentieth enemy aircraft.

Distinguished Service Order.

Acting Group Captain Michael George Foster PEDLEY, D.F.C., R.A.F.

This officer has completed much operational flying. During the fighting in Tunisia, Group Captain Pedley participated in very many sorties and shot down 2 enemy aircraft. Throughout these operations he displayed the highest qualities of determination and devotion to duty. In later operations, Group Captain Pedley has commanded large formations of aircraft with conspicuous success. His leadership has been of a high order and his undoubted ability has been well reflected in the success of the formations under his command.

Acting Wing Commander James Gillies BENSON, D.F.C. (81365), R.A.F.V.R., 157 Sqn.
Acting Squadron Leader Lewis BRANDON, D.F.C. (116886), R.A.F.V.R., 157 Sqn.

These officers have displayed the highest standard of skill and determination. As pilot and observer respectively they have completed a very large number of sorties and have inflicted much loss on the enemy. Among their successes is the destruction of 10 enemy aircraft, the last of which they shot down one night in January, 1945. Their devotion to duty has been unflinching.

Acting Squadron Leader Herbert Brian Felix LYMNA, D.F.C., D.F.M. (51511), R.A.F., 7 Sqn.

This officer has taken part in more than ninety sorties against various enemy targets, most of them heavily defended. He has consistently displayed a high standard of gallantry and his strong sense of discipline and devotion to duty at all times have set a very fine example. In January, 1945, Squadron Leader Lymna was the bomb aimer in an aircraft detailed to attack Munich. On the outward flight some of the navigational equipment became partially unserviceable. Squadron Leader Lymna skilfully effected repairs. When nearing the target the aircraft came under heavy anti-aircraft fire and was repeatedly hit. For the second time, the same equipment became unserviceable. Nevertheless, Squadron Leader Lymna again effected repairs and was able to give his captain directions for an accurate bombing run. His cool and skilful work contributed materially to the success of the sortie. This officer has rendered much loyal and devoted service in air operations against the enemy.

Flight Lieutenant Roberts Hortop PHILLIPS, D.F.C. (100093), R.A.F.V.R., 7 Sqn.

This officer is an outstanding captain who has completed more than ninety operational missions. One night in January, 1945, he piloted an aircraft in an attack against Munich. The operation called for a high degree of skill and resolution. In spite of considerable fire which was directed at his aircraft, Flight Lieutenant Phillips made two runs over the target to ensure accuracy. His fearlessness, skill and devotion were well illustrated on this notable sortie.

Distinguished Flying Cross.

Flight Lieutenant Richard Tannatt GOUCHER (103593), R.A.F.V.R., 85 Sqn.

Flight Lieutenant Charles Howard BULLOCK (116116), R.A.F.V.R., 85 Sqn.

These officers were pilot and observer respectively of an aircraft detailed for a sortie one night in January, 1945. During the operation they shot down 2 enemy aircraft. In the second of these fights they pressed home their attack from such close range that their own aircraft was showered with debris when the enemy aircraft exploded in the air. Much damage was sustained and one engine was put out of action. Nevertheless, this pilot flew to an airfield in allied territory. Flight Lieutenants Goucher and Bullock have invariably displayed high qualities of skill and courage in their attacks and have destroyed 5 enemy aircraft.

Flight Lieutenant Roger John HOWLEY (Aus. 403670), R.A.A.F., 94 Sqn.

Flight Lieutenant Howley has shown outstanding determination in air operations. On one occasion he and another pilot were attacked by four enemy aircraft. In the ensuing fight Flight Lieutenant Howley shot down one of the attackers and the other 3 were driven off. During an attack on the Pristina railway sidings, Flight Lieutenant Howley achieved much success causing the destruction of four railway engines and five complete trains. On many other occasions his excellent work has resulted in very serious damage to the enemy.

Flight Lieutenant Jeffrey Noel Bartram ROUNCE (129949), R.A.F.V.R., 612 Sqn.

Since commencing a second tour of operational duty, this officer has participated in several attacks on enemy shipping. In January, 1945, Flight Lieutenant Rounce engaged 4 E-boats. In spite of considerable anti-aircraft fire, he pressed home a good bombing attack and afterwards came down to a low level to spray the two remaining vessels with machine gun fire. Some days later Flight Lieutenant Rounce made another good

attack on a force of 4 E-boats. This officer has displayed high powers of leadership and has set a fine example of keenness and efficiency.

Flying Officer Frank LLOYD (55107), R.A.F., 582 Sqn.

One night in January, 1945, this officer was pilot and captain of an aircraft detailed to attack Merseburg-Leuna. Seconds after the bombs had been released the aircraft was badly hit. The control column was wrenched from Flying Officer Lloyd's hands and the bomber went into a steep dive. Before this pilot could regain control considerable height was lost. It was then found that both the starboard engines had been rendered unserviceable. The starboard aileron had been severed, one of the petrol tanks had been hit and its contents lost, whilst in the fuselage a 3 foot hole had been torn. In spite of this, Flying Officer Lloyd flew the badly damaged aircraft to an airfield near the English Coast and landed it safely. This officer displayed the finest qualities of captaincy, great skill and resolution.

Flying Officer Bertram James Pitt SIMPKINS (152496), R.A.F.V.R., 85 Sqn.

This officer is a highly skilled observer who has participated in very many sorties and has assisted in the destruction of 3 enemy aircraft. He has at all times displayed the greatest keenness and has proved himself to be a most devoted crew member.

Flying Officer Robert Owen SYMON (145036), R.A.F.V.R., 85 Sqn.

As observer, Flying Officer Symon has taken part in very many sorties and has assisted in the destruction of 3 enemy aircraft. He has displayed a high standard of keenness and has proved himself to be a most valuable crew member.

Distinguished Flying Cross.

Flying Officer Patrick John McVERRY (N.Z. 417081), R.N.Z.A.F., 582 Sqn.

Flying Officer Warwick George THORBY (157340), R.A.F.V.R., 582 Sqn.

Distinguished Flying Medal.

Aus. 428491 Flight Sergeant James Montgomery CARROLL, R.A.A.F., 582 Sqn.

1817083 Sergeant Trevor MYATT, R.A.F.V.R., 582 Sqn.

Flying Officer Thorby, Flight Sergeant Carroll and Sergeant Myatt were navigator, wireless operator and mid-upper gunner respectively in an aircraft piloted by Flying Officer McVerry in an attack on the oil refinery at Zeitz one night in January, 1945. Although two engines became troublesome soon after leaving base, Flying Officer McVerry used them most skilfully and was able to reach the target on time. During the bombing run, the aircraft was hit by fire from the ground defences whilst illuminated in the searchlights. Nevertheless, Flying Officer McVerry held to a steady run until the bombs were released. Shortly afterwards, the aircraft was attacked by a fighter. Serious damage was sustained. The elevator controls were rendered useless and the bomber went into a steep dive. Flying Officer McVerry succeeded in levelling out but, for the remainder of the fight he was faced with the greatest difficulty in retaining even a measure of control. The position was most alarming but, with great coolness, Flying Officer Thorby worked out a new course and the aircraft was headed towards allied territory. Meantime, Flight Sergeant Carroll and Sergeant Myatt had gone to the assistance of the rear gunner who lay wounded and trapped in his gun turret. In total darkness, and lacking oxygen, all but one of the supply bottles having been broken, they worked heroically. Although badly hindered by the manoeuvres of the aircraft which was constantly diving and climbing, they succeeded in freeing their comrade. At this point, Flight Sergeant Carroll collapsed. He revived, however, after being given oxygen by Flying Officer Thorby who had carried him forward. When allied territory was reached, Flying Officer McVerry gave the order to abandon aircraft. Before jumping themselves, these crew members prepared their injured comrade for the parachute descent and released him first. Afterwards all came down safely. In circumstances of great peril, these members of aircraft crew displayed the highest standard of bravery, coolness and resolution.

Distinguished Flying Medal.

343179 Sergeant Maurice Alan Collingbourne BROWN, R.A.F.V.R., 683 Sqn

Since joining the squadron Sergeant Brown has completed many sorties, involving the flying of great distances to reconnoitre some of the most heavily defended areas in enemy territory. In January, 1945, he was detailed for a reconnaissance over the Munich area. Very bad weather was encountered and, on reaching the target, he had to descend to a low level to secure his photographs. As he completed his task, he was attacked by a fighter. Sergeant Brown successfully evaded the enemy aircraft and went on to reconnoitre two more areas. In each case fighters were encountered but Sergeant Brown evaded them and returned safely to base. Throughout a notable sortie this airman displayed great skill, gallantry and determination.

*Department of National Defence for Air,
Ottawa, 13th March, 1945.*

ROYAL CANADIAN AIR FORCE.

The KING has been graciously pleased to approve the following awards:—

*Air Force Cross.**Squadron Leaders.*

Sydney Joshua Joseph COHEN (J.7645).
John Eugene Cosco (C.5581).
Harry Morison LAY (C.1175).
Arthur Cecil NEALE (J.3473).
James Adamson THOMPSON (Can/J.2970).

Flight Lieutenants.

Jack ATTLE (J.11610).
Henry Gordon LYON (J.5698).

Flying Officers.

Robert Thomas HEASLIP (J.9119).
Peter Wykeham HOLLOWAY (J.10714).
John James RIGBY (Can/J.5370).
Robert Henry ROUTLEDGE (J.12275).

Pilot Officer.

Howard Clair CRICH (C.45233).

*Department of National Defence for Air,
Ottawa, 13th March, 1945.*

ROYAL CANADIAN AIR FORCE.

The KING has been graciously pleased to approve the following awards in recognition of gallantry and devotion to duty in the execution of air operations:—

*Distinguished Flying Cross.**Group Captain.*

Frederick James EWART (C.949).

Wing Commanders.

Garrett Munro COOK, A.F.C. (C.1059), 11 (R.C.A.F.) Sqn.
Edward Birney HALE (C.1408), 161 (R.C.A.F.) Sqn.

Squadron Leaders.

Reginald Ross INGRAMS, A.F.C. (J.5907), 145 (R.C.A.F.) Sqn.
John William Cornstock LANGMUIR (J.5051), 5 (R.C.A.F.) Sqn.

Flight Lieutenants.

Walter Douglas FOSTER (J.14456), 160 (R.C.A.F.) Sqn.
Albert Brawley FREEMAN (J.14457), 160 (R.C.A.F.) Sqn.
Vernon David PRENTICE (J.27360), 160 (R.C.A.F.) Sqn.

Flying Officers.

Edward Lambert CORCORAN (J.40290), 10 (R.C.A.F.) Sqn.
James Garvin EASSON (J.12095), 7 (R.C.A.F.) Sqn.
Paul Alexander McFARLANE (J.21738), 5 (R.C.A.F.) Sqn.
Donald Erle McINNIS (J.14051), 10 (R.C.A.F.) Sqn.

Pilot Officers.

William BEDWELL (C.48205), 5 (R.C.A.F.) Sqn.
Jean Raymond GAUTHIER (J.45287), 11 (R.C.A.F.) Sqn.

The KING has also been graciously pleased to give orders for the publication of the names of the following personnel who have been mentioned in despatches:—

Squadron Leader.

J. W. CLARKE (J.4367).

Flight Lieutenants.

A. F. AITKEN (J.10362).
P. J. BRUTON (J.6669).
R. F. DE GRACE (J.23138).
A. P. McDIARMID (J.8912).

Flying Officers.

H. O. FREE (J.29643).
R. J. LOVE (J.24148).
C. M. STEED (J.10593).

Pilot Officers.

J. T. WILKIE (J.39523).
A. J. WILTON (C.43209).
L. G. TEMPLEMAN (C.48208).

Flight Sergeant.

R.59468 L. R. WHEATCROFT.

Sergeant.

R.66571 H. V. THOMAS.

LONDON

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