



FOURTH SUPPLEMENT  
TO  
**The London Gazette**

Of FRIDAY, the 16th of MARCH, 1945

Published by Authority

Registered as a newspaper

TUESDAY, 20 MARCH, 1945

CENTRAL CHANCERY OF THE ORDERS  
OF KNIGHTHOOD.

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

20th March, 1945.

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

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

Acting Squadron Leader Kenneth Martin Scammell (87837), Royal Air Force Volunteer Reserve.

Squadron Leader Scammell is Commanding Officer of a Bomb Disposal Squadron and Bomb Disposal Adviser to a Group Headquarters. Since the arrival of the squadron on the continent in August, 1944, the personnel of this unit have cleared mines and booby traps from 8 airfields, in addition to numerous other sites and buildings used by units in this Group. Casualties amongst personnel have been surprisingly light when the nature and amount of work is taken into consideration. In November, Squadron Leader Scammell assumed command of the parties detailed to clear an airfield in Belgium. The airfield was opened after 8,000 mines of all types had been removed from its surface without a casualty. During the whole of this operation Squadron Leader Scammell not only superintended, but also took an active part in clearing the mines and dealing with any new types which were detected. This officer has consistently shown himself to be a good organiser with initiative and imagination and his personal example and devotion to duty have encouraged his men to face a dangerous task with energy and enthusiasm.

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

Flying Officer Carl Edward Lynde (Can/J.43624), Royal Canadian Air Force.

One night in December, 1944, an aircraft crashed on landing. Fire broke out immediately in the cockpit and Flying Officer Lynde, the navigator, was enveloped in flames. By the time the aircraft had come to a standstill the complete structure was burning furiously. Flying Officer Lynde, having already jettisoned the top hatch, climbed out on to the port wing, the starboard side being ablaze. Finding the pilot had failed to get to safety, Flying Officer Lynde returned to the blazing aircraft, released the pilot's harness and dragged him to safety through the top hatch, receiving severe burns whilst so doing. His prompt and courageous action undoubtedly saved the pilot's life.

Avr Ministry, 20th 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 Flying Cross.

Acting Squadron Leader Charles Theodore Peter STEPHENSON, D.F.C. (45333), R.A.F., 268 Sqn.

In February, 1945, the squadron was detailed to execute a low level photographic reconnaissance covering a 3 mile stretch of the Rhine, commencing at Emmerich. Here, the area is very strongly defended. It was this part of the area which Squadron Leader Stephenson chose to reconnoitre himself. With great daring he made his run down the centre of the river past Emmerich at a very low level. Throughout the entire run his aircraft was a target for intense and continuous fire from enemy guns on both sides of the river. Nevertheless, Squadron Leader Stephenson executed his task successfully. Such was his determination that, at one point, he flew under 8 high tension cables so that no part of the river bank thereabouts should be missed by his camera. The results obtained are a splendid tribute to this officer's great skill and bravery.

Distinguished Flying Cross.

Acting Wing Commander Kenneth James POWELL (37689), R.A.F.O., 180 Sqn.

This officer, on his second tour of operational duty has participated in very many sorties, involving attacks on a wide range of enemy targets. He has at all times displayed a high degree of skill and, throughout a meritorious operational career, his devotion to duty has been unflinching. His example of courage and determination in pressing home his attacks against heavily defended targets has been most commendable.

Flight Lieutenant Dennis Alfred NEWMAN (Can/J.6641), R.C.A.F., 103 Sqn.

Flying Officer Hugh BILBROUGH (158424), R.A.F.V.R., 103 Sqn.

These officers were pilot and navigator respectively in an aircraft detailed to attack Stuttgart one night in January, 1945. When nearing the target area the aircraft was attacked by a fighter. Almost at the beginning of the fight, owing to an electrical failure, the mid-upper turret was rendered inoperative while, at the same time, the guns in the rear turret became jammed. Despite this, Flight Lieutenant Newman manoeuvred with great skill and finally evaded the attacker. The port inner oil tank had been badly pierced