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CENTRAL CHANCERY OF THE ORDERS  
OF KNIGHTHOOD.

*St. James's Palace, S.W.1,  
18th September, 1945.*

The KING has been graciously pleased to give orders for the following appointment to the Most Excellent Order of the British Empire and to approve the following awards of the George Medal and the British Empire Medal (Military Division):—

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

Flying Officer Ivan Oliver HULLEY (160195), Royal Air Force Volunteer Reserve.

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

1110151 Leading Aircraftman Richard Tyldesley MILLER, Royal Air Force Volunteer Reserve.

On the 25th March, 1945, an aircraft crashed into the crew room of a dispersal hut whilst making an attempted forced landing on the airfield at Aston Down. The petrol tank exploded within the hut, where a number of ground personnel were changing. Flying Officer Hulley, who was standing nearby, attempted to extricate the pilot from the burning aircraft. Undeterred by the flames and the intense smoke fumes from the petrol tank, he continued his efforts until he fainted from the effect of the fumes and had to be pulled away. He acted with extreme promptitude and gallantry and with complete disregard for his own safety, thus setting an excellent example to all who saw him. Leading Aircraftman Miller dashed through the flames into the dispersal hut and rescued an airman who was slightly burned and completely dazed. He then rendered assistance in dragging away from the flames, caring for and placing on a stretcher, an airwoman who was badly burned. He displayed great personal courage without thought for his own safety and his prompt action undoubtedly saved one life.

*Awarded the George Medal.*

Flight Lieutenant Reginald BULLEN (125303), Royal Air Force Volunteer Reserve.

On the night of the 19th April, 1944, this officer was navigator of a Wellington aircraft which crashed on landing and burst into flames. The aircraft was totally destroyed and four members of the crew were killed. Flight Lieutenant Bullen was thrown through the side of the aircraft as it burst open and sustained fractures of the left leg and right arm, and a slight fracture of the spine. The heat was intense and ammunition was exploding. There was also the additional danger

that eight depth charges might explode at any moment. Despite this and his severe injuries Flight Lieutenant Bullen made his way inside the blazing aircraft to the wireless operator and dragged him to a safe distance, clear of the flames. When the ambulance arrived on the scene Flight Lieutenant Bullen was in great pain and was quickly removed to sick quarters. His very brave and gallant action, performed when suffering such intense pain from his own injuries, undoubtedly saved the life of the wireless operator.

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

571056 Flight Sergeant Joseph Lister SHERRARD, Royal Air Force.

During May, 1943, Flight Sergeant Sherrard was dropped by parachute into Greece to assist in the running of a W/T school and workshop, and in October, 1943, became solely responsible for the station. Almost immediately, his station became the principal objective of a determined German drive. He was without any armed support and his last contact with Cairo was completed under German mortar fire. Despite this, Flight Sergeant Sherrard successfully evacuated all his party and buried all equipment before escaping. He subsequently became senior operator at the principal station in Greece where the technical and administrative problems of the staff were often almost entirely his responsibility. His consistent good work and devotion to duty were of the highest order.

958326 Sergeant Jesse BAKER, Royal Air Force Volunteer Reserve.

On the 22nd of April, 1944, Sergeant Baker, whilst on the road outside Reykjavik airfield, saw a Ventura aircraft, which had just taken off, crash and burst into flames. He was the first on the scene and, disregarding personal danger, made repeated efforts to enter the aircraft, despite fierce fire and exploding ammunition. Although he became slightly scorched and blackened by the fumes, he continued his efforts until ordered by an officer to retire. On the 22nd October, 1944, Sergeant Baker received a report that an American aircraft had crashed in the mountains. With a party of British and American Service policemen, he proceeded by car to a point as near as possible to the scene of the crash. Although the party were without greatcoats or protective clothing, Sergeant Baker led them through the mountains for 12-15 miles, often waist deep in snowdrifts, before locating the aircraft. As darkness approached, a search was made for the crew and eventually five bodies were found. The arduous return journey over snow-covered rocks was commenced in the failing light and when half the party were unable to proceed owing to exhaustion,

Sergeant Baker left them in the shelter of an overhanging crag. Then, with a corporal, by great determination and persistence, he reached an American camp where he was able to obtain assistance. Sergeant Baker eventually reached his Unit in an exhausted state. On both occasions he showed great devotion to duty and splendid courage.

1615722 Sergeant Leslie Arthur POTTER, Royal Air Force Volunteer Reserve.

On the 16th March, 1945, a Lancaster aircraft crashed near Blyton airfield, fire breaking out immediately in the wing tanks and fuselage and enveloping the cockpit. Sergeant Potter, the Flight Engineer, escaped from the port side window and assisted Flight Sergeant Scott, the pupil pilot, who was injured, to leave by the same window. The cockpit was now burning furiously. Sergeant Potter, despite his injuries which included damage to a knee and severe cuts and burns on the face and hands, crossed to the other side of the aircraft, entered a window and, by a great effort, rescued the screened pilot and engineer, who were both unconscious. This necessitated two trips into the burning aircraft before the rescued men could be dragged to safety. By his cool, courageous conduct and complete disregard for his own personal safety Sergeant Potter undoubtedly saved three of the members of this aircraft from a perilous situation.

1164461 Sergeant Lionel Bertram VOLLER, Royal Air Force Volunteer Reserve.

Sergeant Voller was dropped in Greece by parachute in May, 1943, and was in charge of the W/T communications of West Macedonia until November, 1944. He developed a great sense of responsibility and his technical and organising ability was well illustrated by the fact that his station handled a volume of traffic unsurpassed by any other station in the field in Greece. At one period Sergeant Voller worked in the open under repeated enemy pressure. His initiative and ability are above the average and he has proved himself to be an outstanding W/T operator.

1064881 Sergeant Walter George SHAW, Royal Air Force Volunteer Reserve.

816092 Corporal George Herbert EDGAR, Royal Air Force Volunteer Reserve.

On 2nd April, 1945, a Typhoon aircraft developed engine trouble and the pilot was approaching the runway in an attempt to make a forced landing. The aircraft (with a 500 lb. incendiary bomb attached to each mainplane and with the air intake on fire) crashed into a clearing of felled trees and immediately caught fire, burning rapidly. Sergeant Shaw and Corporal Edgar were working about 150 yards from the accident and, although realising the possibility of the bombs exploding, they ran to the scene of the accident. By this time the 20 m.m. cannon shells were exploding in all directions but, undaunted, they extricated the pilot who was in a dazed condition and incapable of coherent thought or action. The pilot then had to be carried over the felled trees to safety, whilst there was the possibility of the bombs exploding at any minute. This difficult feat was successfully accomplished. The quick action, coolness and gallantry of Sergeant Shaw and Corporal Edgar undoubtedly saved the pilot's life.

1448758 Corporal James Esmond BROWNE, Royal Air Force Volunteer Reserve.

On the morning of 24th April, 1945, an aircraft, carrying a full bomb load, crashed and burst into flames immediately after taking off. Corporal Browne, who was in charge of the fire party, immediately ordered the fire tender to proceed to the scene of the crash which was only 100 yards from the W.A.A.F. site and a number of civilian houses. On arrival he unhesitatingly commenced to spray foam on the fiercely burning wreckage although he knew that the bombs were liable to explode at any moment. Very soon a 500 lb. bomb exploded, throwing the fire party off their feet and stopping the pump. Corporal Browne at once re-started the pump and was continuing to attack the fire when a second bomb exploded and scattered the blazing wreckage over a wide area. The fire party was undeterred, however, and under the cool and determined direction of Corporal Browne, continued their efforts to bring the fire under control, refusing to withdraw to safety until ordered to do so by their Station Commander. This occurred just before a further

two bombs exploded. The standard of discipline and the devotion to duty shown by Corporal Browne, in difficult and dangerous circumstances, were of the highest order, and he set an excellent example to all.

1194699 Corporal James SPENCER, Royal Air Force Volunteer Reserve.

1639530 Leading Aircraftman Frederick Thomas BIRCH, Royal Air Force Volunteer Reserve.

On the 13th April, 1945, these airmen were on duty at an Aviation Fuel and Ammunition Park at Weeze, when it was reported that a soldier in an adjoining minefield had been injured by a mine. They both proceeded to the scene and, on arrival, found that two mines had exploded, practically severing the foot of the soldier. Despite the great risk involved, these airmen endeavoured to reach the injured man by crawling towards him across an old door found nearby. Being unable to cover the whole distance in this manner, they took the further risk of walking through the mined area with a stretcher. On reaching the injured man, Leading Aircraftman Birch rendered first aid after which he and Corporal Spencer lifted the soldier on to the stretcher and removed him to the ambulance which was waiting nearby. In entering the minefield, knowing full well the danger involved, Corporal Spencer and Leading Aircraftman Birch showed a high degree of courage and devotion to duty.

1459403 Corporal Frederick George Herbert WOOLVEN, Royal Air Force Volunteer Reserve.

On the night of the 25th March, 1945, a Mosquito aircraft crashed on taking off and burst into flames. Corporal Woolven, although off duty at the time and therefore without protective clothing, was near the crash and was first on the scene. He immediately entered the flames and attempted to rescue the pilot and navigator who were both trapped in the blazing wreckage. Cannon and machine gun ammunition was exploding and there was the added danger of the petrol tanks, flares and practice bombs exploding. Corporal Woolven quickly extricated the pilot who was unfortunately dead. Then, with the assistance of the Medical Officer and the Crash Party and with a crane, he attempted to release the navigator. In order to do this it was necessary to remove the burning tail unit of the aircraft which was resting across the cockpit. During the operation, Corporal Woolven was hit in the head and partially stunned by an exploding cannon shell case, but he refused to relax his rescue efforts until the navigator's body had been recovered. Throughout the rescue, although only wearing a pair of leather gloves as protective clothing, Corporal Woolven displayed great bravery and complete disregard for his personal safety.

1059633 Leading Aircraftman Dennis WHITAKER, Royal Air Force Volunteer Reserve.

On the 16th April, 1945, Leading Aircraftman Whitaker was a member of the crew of a high speed launch engaged in attempting the rescue of personnel from a burning oil tanker. Ammunition was continuously exploding on the tanker and the sea in the immediate vicinity was ablaze with burning petrol, except for a confined space round the bows of the tanker. Nevertheless, this airman made unceasing efforts to get a lifeline to reach the crew, and eventually, with complete disregard for his own safety, he entered the water himself to help to achieve this. As a result of his efforts, one seaman was saved. The cool courage and devotion to duty of Leading Aircraftman Whitaker set a fine example to his fellow crew members.

1903044 Aircraftman 1st Class Terence SULLIVAN, Royal Air Force Volunteer Reserve.

1675967 Aircraftman 1st Class George Albert WATKINSON, Royal Air Force Volunteer Reserve.

On the 18th April, 1945, a Hamilcar glider crashed on the airfield at Bentwaters. A 15 cwt. vehicle, with petrol tanks filled, which was being carried in the glider, caught fire and the two occupants of the vehicle were trapped inside and surrounded by flames. Aircraftmen Sullivan and Watkinson, members of the crash tender crew, immediately on arrival at the crash and before the hoses had been brought into action, ran straight to the fiercely burning vehicle to rescue its occupants. They ignored the danger of becoming entrapped in a general conflagration of the glider and strove valiantly to release the trapped men. They managed to get both occupants half out of

the vehicle before the hoses subdued the fire sufficiently to enable them to draw the two men completely clear. Aircraftman Sullivan sustained burns to his face and Aircraftman Watkinson suffered from shock as a result of the action. Both showed considerable courage in dangerous circumstances.

*Air Ministry, 18th September, 1945.*

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

*Bar to Distinguished Service Order.*

*Wing Commander.*

Kenneth John LAWSON, D.S.O., D.F.C. (82728), R.A.F.V.R., 405 (R.C.A.F.) Sqn., with effect from 1st January, 1945 (since deceased).

*Bar to Distinguished Flying Cross.*

*Acting Squadron Leaders.*

Thomas SMART, D.F.C. (40324), R.A.F., 229 Sqn., with effect from 11th April, 1943 (since deceased).  
James Victor VERRAN, D.F.C. (42775), R.A.F.V.R., 83 Sqn., with effect from 25th August, 1944.

*Distinguished Flying Cross.*

*Acting Squadron Leader.*

Albert Sydney PERKINS (128053), R.A.F.V.R., 83 Sqn., with effect from 26th August, 1944 (since deceased).

*Flight Lieutenants.*

William Emslie FREW (50286), R.A.F., 83 Sqn., with effect from 25th August, 1944 (since deceased).  
Ivor William HARRIS (46927), R.A.F., 2 Sqn., with effect from 27th May 1944.  
Edward Patrick Cary KIDD (117499), R.A.F.V.R., 161 Sqn., with effect from 29th March, 1945 (since deceased).  
James Joseph PAYTON (145149), R.A.F., 56 Sqn., with effect from 23rd April, 1945.  
Frederick John REAHL (103568), R.A.F.V.R., 2 Sqn., with effect from 17th June, 1944 (since deceased).

*Acting Flight Lieutenant.*

Derek Gordon WILLIAMS (151596), R.A.F.V.R., 139 Sqn., with effect from 1st January, 1945 (since deceased).

*Flying Officers*

Frederick William LARCEY (129668), R.A.F.V.R., 604 Sqn., with effect from 16th April 1943 (since deceased).  
James Albert Desmond SHEMELD (185729), R.A.F.V.R., 137 Sqn., with effect from 30th December, 1944 (since deceased).  
Walter Cyril VATCHER (146339), R.A.F.V.R., 174 Sqn., with effect from 25th July 1944 (since deceased).

*Pilot Officers.*

Kenneth Winchcombe BORDYCOTT, D.F.M. (139927), R.A.F.V.R., 156 Sqn., with effect from 16th April, 1943 (since deceased).  
Leonard Stanley CLARK (177137), R.A.F.V.R., 197 Sqn., with effect from 4th July, 1944 (since deceased).  
Bernard Arthur PULLIN (175556), 582 Sqn., with effect from 12th August, 1944 (since deceased).  
Morris James Alexander ROSE (189177), R.A.F.V.R., 3 Sqn., with effect from 9th February, 1945.

*Acting Warrant Officer.*

Arthur Digby CLAYTON (1869599), R.A.F.V.R., 635 Sqn., with effect from 4th January, 1945.

*Distinguished Flying Medal.*

*Flight Sergeants.*

1807618 Marcus George GODFRAY, R.A.F.V.R., 7 Sqn., with effect from 25th August, 1944 (since deceased).  
952558 George LISTER, R.A.F.V.R. later Pilot Officer), 180 Sqn., with effect from 19th June 1944 (since deceased).

*Acting Flight Sergeant.*

1348526 David NESS, R.A.F.V.R. (now Warrant Officer) 7 Sqn., with effect from 14th April, 1943.

ROYAL AUSTRALIAN AIR FORCE.

*Distinguished Flying Cross.*

*Acting Flight Lieutenant.*

John Edward GODDARD (Aus.420658), 582 Sqn., with effect from 7th September, 1944.

*Flying Officer.*

Charles Ridley FAIRBAIRN (Aus.419988), 50 Sqn., with effect from 31st January, 1945.

ROYAL CANADIAN AIR FORCE.

*Distinguished Flying Cross.*

*Acting Squadron Leader.*

George Peter VICKERS (Can/J.15210), 88 Sqn., with effect from 12th Aug. 1944.

*Flight Lieutenant.*

Jack Alison LOFTUS (Can/C.8191), 463 (R.A.A.F.) Sqn., with effect from 20th February, 1945.

*Acting Flight Lieutenant.*

Daniel Murray MCKENZIE (Can/J.8786), with effect from 28th March, 1943.

*Flying Officers.*

Neil Alexander BURNS (Can/J.35212), 442 (R.C.A.F.) Sqn., with effect from 23rd January, 1945.  
Joseph William Henry CONWAY (Can/J.20157), 268 Sqn., with effect from 3rd July, 1944.

*Acting Warrant Officer.*

Frederick Stanley STROUTS (Can/R.97531) (late Pilot Officer) 109 Sqn., with effect from 23rd March, 1943.

ROYAL NEW ZEALAND AIR FORCE.

*Distinguished Flying Cross.*

*Acting Flight Lieutenant.*

George Russell JOBLIN (N.Z.424982), 630 Sqn., with effect from 27th July, 1944.

*Distinguished Flying Medal.*

*Flight Sergeant.*

N.Z.405275 Walter HORNING, 221 Sqn., with effect from 9th April, 1943.

The above awards are in recognition of gallantry and devotion to duty in the execution of air operations.

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