



FIFTH SUPPLEMENT
TO
The London Gazette

Of FRIDAY, the 14th of SEPTEMBER, 1945

Published by Authority

Registered as a newspaper

TUESDAY, 18 SEPTEMBER, 1945

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,