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CENTRAL CHANCERY OF THE ORDERS  
OF KNIGHTHOOD.

St. James's Palace, S.W.1.  
2nd July, 1946.

The KING has been graciously pleased to approve the award of the George Medal to the under-mentioned:—

Flying Officer Bruce Douglas BANCROFT, D.F.C. (Aus.421635), Royal Australian Air Force, No. 96 Squadron.

On the 13th June, 1945, Flying Officer Bancroft was captain of a Dakota aircraft detailed to carry freight from Bikram to Meiktila. About 30 minutes after the aircraft was airborne, an explosion occurred in the port engine and it caught fire. The aircraft lost height and the pilot was forced to land. In doing so the aircraft hit an earth bank and burst into flames. Flying Officer Bancroft, although badly burned, succeeded, with the help of the navigator, in extricating four members of the crew from the burning wreckage.

Although in great pain, Flying Officer Bancroft then immediately took steps to get help and, refusing the use of a bullock cart as being too slow, he set out on foot for a railway station five miles away, believing he could summon help by telegraph. He became unconscious on the way but revived and carried on despite the pain from his burns and the great heat of the noonday sun. Flying Officer Bancroft eventually reached the railway station only to find that there were no telegraph facilities available. He had to wait some hours for a train, which took him to a place where he was able to contact a doctor.

Only when he was assured that help was on the way to his comrades, did this officer allow his injuries to be treated. Throughout, his thoughts were only for his crew, and, by his brave and unstinting efforts, Flying Officer Bancroft displayed a high standard of devotion to duty and a complete disregard of self.

Warrant Officer Maldwyn DAVIES (509071), Royal Air Force, No. 343 Maintenance Unit, Gummidiapundi.

On 10th December, 1945, Warrant Officer Davies, with an officer, was engaged in the demolition of unservicable detonators when a premature explosion occurred. The officer was killed outright and Warrant Officer Davies, who was a few yards away from the scene of the explosion, sustained injuries which included a large wound in the side and injuries to both eyes. His body was hit in many places from flying fragments.

Although in a dazed condition and bleeding profusely, Warrant Officer Davies managed to get

into a 15 cwt. vehicle and drive four miles over open country to summon help for the officer, in the belief that the latter was still alive.

When help arrived, Warrant Officer Davies was in a state of collapse, but he insisted upon returning to the scene of the explosion in order to satisfy himself that every assistance was given to the officer. Warrant Officer Davies urged the party on and would not consider treatment of his own injuries until the officer had been cared for.

His example of endurance, loyalty and courage has been an inspiration to all and the effect on morale has been inestimable.

Warrant Officer Raymond Charles JONES (1388594) Royal Air Force Volunteer Reserve, No. 5 A. N. S. Jurby.

Warrant Officer Jones was the wireless operator of an aircraft that struck high ground soon after making a landfall in the Isle of Man on the night of 3rd January, 1946. When he recovered consciousness he found that he had been thrown clear of his seat, which was torn out of the aircraft. His leg was badly injured, but he managed to crawl round the wreckage and found the pilot and navigator alive but pinioned by the wreckage. Two of the other occupants were dead. He could not stand, owing to his leg injury, and being unable to help those trapped in the aircraft, Warrant Officer Jones began to crawl up the hill in order to establish his location. He could not see any lights and was forced to crawl back to the aircraft. When he reached it he lost consciousness. On coming to, he found the pilot and navigator still alive but moaning. He told them he was going for help. He could not find anything to make a splint for his injured leg, so he commenced to crawl in his present condition over the rough ground, composed of clumps of gorse, heather, prickles and patches of marshy territory. He repeatedly fainted, but carried on as soon as he had recovered. After a time he saw some houses, and proceeded to fire a Verey light, but it was not seen. His gloves were worn and his fingers torn through crawling and pulling himself along. Although his leg was very painful, with the broken bones protruding, he continued in his effort to get help. Eventually he was found by a woman from one of the houses who attended to him and sent for help. The distance from the crashed aircraft to the house was less than a mile, but he had shown magnificent fortitude for a long time, it being some 40 hours after the crash occurred before he was found. He was able to obtain help for his injured comrades from the police. Warrant Officer Jones was finally taken to hospital where he was found to have both bones in his right leg fractured, a fractured skull and injuries to his ribs as well as other superficial wounds. He had shown extreme pluck and endurance in hazardous circumstances.