

Acting Squadron Leader Henry Cuthbert MARSHALL (36103), Royal Air Force, No. 3 Photographic Reconnaissance Unit.

In January, 1941, Squadron Leader Marshall was forced to make a crash landing during a sortie over France. He sustained severe injuries to his knee and on landing was handed over to the German police. He attempted to escape but was handicapped by his injury and was recaptured after several shots had been fired. He was interned at a prisoner of war camp in Germany and, whilst being transferred from Oberursel to Barth, by train, he and other officers attempted an escape. The train was in motion at about 30 miles per hour when Squadron Leader Marshall jumped from it and he suffered further injury to his knee. Despite this, he and a companion continued the attempt but were finally recaptured in Berlin in a very exhausted condition. Between June, 1941 and February, 1942, Squadron Leader Marshall assisted in the construction of four escape tunnels, the last of which demanded considerable physical endurance. Before he was able to escape by this tunnel, he was transferred to Sagan where he again took a leading part in arduous tunnelling projects and became a member of the escape committee. In March, 1944, Squadron Leader Marshall took part in the mass tunnel breakout from Stalag Luft III which unfortunately coincided with an air raid which prevented escape by rail. During the ensuing walk to the Czech frontier, he suffered severely from cold and exposure. He was captured two days later. By his continued and active participation in escape attempts this officer set a fine example to other prisoners of war.

Flight Lieutenant Carman Douglas NOBLE, D.F.C. (Can/J.15080), Royal Canadian Air Force, No. 214 Squadron.

Flight Lieutenant Noble was forced to abandon his aircraft on 18th June, 1942, when it was shot down near the Dutch-German frontier. He and another member of the crew began to walk westward and, on the fourth day, were arrested by 2 Dutch policemen. After a struggle, Flight Lieutenant Noble succeeded in getting away and continued alone till he reached the outskirts of Arnhem, where he was again arrested and sent to a prisoner of war camp at Sagan in Germany. While there, he himself made 3 unsuccessful attempts at escape and aided in the escape of many other prisoners. Early in 1943, he attempted to get away in a garbage wagon but was discovered before it left the camp. Shortly afterwards, he made a similar attempt in a truck loaded with tree branches but was discovered before the truck passed the camp entrance. In June, 1943, a mass attempt was made by 26 prisoners of whom Flight Lieutenant Noble was one. They planned to escape as they were being marched to the showers but the attempt was discovered within half an hour and all were recaptured the following day. Between June, 1943, and March, 1944, Flight Lieutenant Noble took part in various tunnel digging operations and was also a member of the escape committee. On 25th March, 1944, a tunnel was successfully broken and 75 officers escaped through it. Flight Lieutenant Noble was immediately apprehended on the discovery of the escape and subsequently sentenced to 3 weeks solitary confinement. In January, 1945, the camp was evacuated and the prisoners forced to march to Bremen. One extremely cold night, Flight Lieutenant Noble was instrumental in arousing or finding shelter for men who were on the verge of collapse from fatigue or cold. He was responsible on that occasion, for saving at least 30 lives. Flight Lieutenant Noble was liberated on 2nd May, 1945. His enthusiasm and keenness never failed despite the many disappointments and punishments which he had to undergo. Throughout his imprisonment his services were of the highest value to his fellow prisoners.

Warrant Officer Alan MORRIS (994380), Royal Air Force Volunteer Reserve, No. 77 Squadron.

Warrant Officer Morris was wounded in the foot, during a sortie on 17th May, 1941. After baling out of his aircraft, he landed near Maastricht and began walking in a north westerly direction. After hiding throughout the day, he continued his journey. Next morning, while resting at a farm house, Warrant Officer Morris was captured by German soldiers. A few weeks

later, he was sent to Germany. Throughout his captivity, this warrant officer took a keen interest in escape activities and, at Heydekrug he was head of the Intelligence and propaganda organisation for eleven months, doing outstanding work. On 29th December, 1942, he and another member of the Royal Air Force escaped disguised as German non-commissioned officers. The careful preparations they had made for the attempt were well rewarded as they had no difficulty in passing the sentries. Once outside they posed as Dutch civilians and travelled by short train journeys to Bayreuth, where they were arrested. Warrant Officer Morris was finally liberated by Russian Forces in April, 1945.

#### CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD.

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

1st October, 1946.

The KING has been graciously pleased to give orders for the following promotion in, and appointments to the Most Excellent Order of the British Empire, in recognition of gallant and distinguished services rendered during the period of operations against the Japanese in Malaya and the Netherlands East Indies terminating in March, 1942:—

*To be an Additional Knight Commander of the Military Division of the said Most Excellent Order:—*

Air Vice-Marshal Paul Copeland MALTBY, C.B., D.S.O., A.F.C., R.A.F.

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

Group Captain Alan George BISHOP, O.B.E., A.F.C., R.A.F.

*To be Additional Officers of the Military Division of the said Most Excellent Order:—*

Wing Commander Thomas Christopher CARTER (72012), R.A.F.V.R.

Wing Commander Percy Samuel Victor VALLIS (35348), R.A.F.

Acting Wing Commander Gerald Bernard Moxon BELL (37002), R.A.F.O.

Acting Wing Commander William Harry FRANKLIN (44442), R.A.F.

Acting Squadron Leader Humphrey Douglas WIGHTWICK (143567), R.A.F.V.R.

*To be Additional Members of the Military Division of the said Most Excellent Order:—*

Squadron Leader Robert Dunlop Irwin SCOTT (21275), R.A.F.

Acting Squadron Leader James Edward FARWELL (115154), R.A.F.V.R.

Flight Lieutenant George Edward PENNIAL (46545), R.A.F.

Flight Lieutenant Courtney Beresford Ingor WILLEY, M.C., B.M., B.Ch., M.R.C.S., L.R.C.P. (78656), R.A.F.V.R.

Flying Officer Branston Wilmott MARTIN (Can/C.3173), R.C.A.F.

Flying Officer Alban William Housego PHILLIPS (83384), R.A.F.V.R.

Warrant Officer Gerald Anthony FRANCIS (560753), R.A.F.

#### CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD.

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

1st October, 1946.

The KING has been graciously pleased to approve the award of the British Empire Medal (Military Division), in recognition of gallant and distinguished services rendered during the period of operations against the Japanese in Malaya, Hong Kong and the Netherlands East Indies terminating in March, 1942, to the undermentioned:—

531765 Flight Sergeant Robert Harry CAMM, R.A.F.  
202066 Flight Sergeant Charles Arthur CROSS, R.A.F.