



SECOND SUPPLEMENT  
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CENTRAL CHANCERY OF THE ORDERS  
OF KNIGHTHOOD.

*St. James's Palace, S.W.1,  
10th December, 1946.*

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

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

Acting Squadron Leader Laurence REAVELL-CARTER (76017), Royal Air Force Volunteer Reserve, No. 49 Squadron.

This officer completed eight operational sorties as observer over a period extending from April, 1940, till 26th June, 1940. On that date, his aircraft was shot down during an attack on the Kiel Canal and Squadron Leader Reavell-Carter was taken prisoner. From January, 1941, until March, 1942, he was engaged in the construction of four escape tunnels, all of which were discovered by the Germans before they could be used. In June, 1943, Squadron Leader Reavell-Carter thought of a method of escape from the camp. He himself was too large to be able to take advantage of this scheme, but it was used by two other prisoners of war. This officer was one of a large party which escaped by a tunnel from Sagan camp in March, 1944. A member of his section was noticed by a sentry and Squadron Leader Reavell-Carter was forced to disclose his own position in order to prevent the guard from shooting. He served 21 days detention for this attempt. During most of his period of captivity, Squadron Leader Reavell-Carter obtained many escape aids from the Germans and organised a forgery party. He was liberated near Lubeck in May, 1945.

Flight Lieutenant Sidney Maurice GARLICK (137536), Royal Air Force Volunteer Reserve, No. 12 Squadron.

Flight Lieutenant Garlick was the navigator of a Lancaster aircraft, which was detailed to attack Mailly-le-Camp on the night of 2nd May, 1944. After the objective had been bombed, it was observed that the port wing of the aircraft was on fire and all efforts to extinguish the flames were of no avail. The Captain ordered the crew to leave by parachute and Flight Lieutenant Garlick made a successful jump but, during his descent, he fell across some high-tension cables.

This caused severe burns, partial paralysis of his lower limbs and rendered him unconscious. When he regained his senses, Flight Lieutenant Garlick was lying in a wheat field in the area north of Romilly. He was in great pain from his burns, unable to move and suffering badly from shock. Showing great presence of mind, he pulled his parachute canopy round him for warmth and lay still, trying to regain his strength by resting and eating a portion of his escape rations. When he was sufficiently rested, Flight Lieutenant Garlick rendered what first aid was possible to his burns and took stock of his position. He realised that soon some one would come to repair the damaged high-tension cables and that he must leave his present position if he was to evade capture. In the early morning of 4th May, 1944, showing great fortitude, he crawled away in a south easterly direction to a high embankment from which he was able to see the surrounding country. He saw a wood in which he decided to take refuge. It was about two miles away, and, although badly crippled by his burns, with no medical attention or food apart from his escape rations, and travelling only at night, he reached his objective on the morning of 6th May, 1944. Flight Lieutenant Garlick then saw that he must soon obtain help and food and made contact with a farmer who gave him some assistance. He discovered that he was at Troyes. On the evening of 7th May, 1944, he set out again, travelling by night, hobbling and crawling in a south westerly direction till the 14th May, 1944. During this period, Flight Lieutenant Garlick lived entirely off the land. His wounds were unattended and his condition was rapidly becoming critical. He reached Bucy, where he sighted what appeared to be a well-to-do farm. Flight Lieutenant Garlick decided to try to get help and got into touch with the farmer who proved to be connected with the Resistance Movement. As a consequence, Flight Lieutenant Garlick was now given proper food and medical attention. From the middle of May, 1944, until the middle of August, 1944, he was moved from house to house and village to village to avoid capture by the Gestapo. By that time he had so far recovered from his injuries that he was able to join the "Maquis"—which he did, showing great courage and complete disregard for his personal safety. He remained with the Maquis until he made contact with Allied Forces and was flown to England on 6th September, 1944.