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TUESDAY, 23 OCTOBER, 1951

Privy Council Office, 23rd October, 1951.

UNIVERSITIES OF OXFORD AND CAMBRIDGE
ACT, 1923.

A Statute made by the Governing Body of Corpus Christi College, in the University of Cambridge, on the 13th October, 1951, has been submitted for the approval of His Majesty in Council, and notice of its having been so submitted is published in accordance with the provisions of "The Universities of Oxford and Cambridge Act, 1923".

CENTRAL CHANCERY OF THE ORDERS
OF KNIGHTHOOD.

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

23rd October, 1951.

The KING has been graciously pleased to approve the posthumous award of the GEORGE CROSS to:—

Flight Lieutenant John Alan QUINTON, D.F.C. (115714), Royal Air Force, No. 228 Operational Conversion Unit.

On August the 13th, 1951, Flight Lieutenant Quinton was a Navigator under instruction in a Wellington aircraft which was involved in a mid-air collision. The sole survivor from the crash was an Air Training Corps Cadet who was a passenger in the aircraft, and he has established the fact that his life was saved by a supreme act of gallantry displayed by Flight Lieutenant Quinton who in consequence sacrificed his own life. Both Flight Lieutenant Quinton and the cadet were in the rear compartment of the aircraft when the collision occurred. The force of the impact caused the aircraft to break up and as it was plunging towards the earth out of control Flight Lieutenant Quinton picked up the only parachute within reach and clipped it on to the cadet's harness. He pointed to the rip cord and a gaping hole in the aircraft, thereby indicating that the cadet should jump. At that moment a further portion of the aircraft was torn away and the cadet was flung through the side of the aircraft clutching his rip cord, which he subsequently pulled and landed safely. Flight Lieutenant Quinton acted with superhuman speed, displaying the most commendable courage and self-sacrifice as he well knew that in giving up the only parachute within reach he was forfeiting any chance of saving his own life. Such an act of heroism and humanity ranks with the very highest traditions of the Royal Air Force, besides establishing him as a very gallant and courageous officer who, by his action, displayed the most conspicuous heroism.

CENTRAL CHANCERY OF THE ORDERS
OF KNIGHTHOOD.

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

23rd October, 1951.

The KING has been graciously pleased to give orders for the following appointment to the Most Excellent Order of the British Empire, and the award of the British Empire Medal, to the under-mentioned:—

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

Flight Lieutenant Peter DAWES (166508), Royal Air Force, No. 236 Operational Conversion Unit.

Awarded the British Empire Medal
(Military Division):—

3125048 Senior Aircraftman Malcolm BROWN, Royal Air Force, Royal Air Force Station, Kinloss.

In recognition of devotion to duty and courage displayed, as the leader and a member respectively, of the Royal Air Force Mountain Rescue Team which, in hazardous circumstances, went to render assistance when a Lancaster aircraft crashed in the Scottish mountains on the 17th March, 1951.

CENTRAL CHANCERY OF THE ORDERS
OF KNIGHTHOOD.

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

23rd October, 1951.

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

Captain (temporary Major) Thomas Peter DURIE (346580), The Royal Horse Artillery.

On the morning of 14th June, 1951, Captain Durie was in charge of a small party of Regimental Signallers travelling in two vehicles. The vehicles drew off the road to halt and in doing so and unnoticed by anyone, the aerial on the wireless truck made contact with an overhead electric power cable carrying a current of 20,000 volts.

The Signal Sergeant in the party went over to this vehicle to speak to the operators. He placed his hands on the tailboard thus earthing the current from the power cable. He was immediately gripped by an intense electric shock—to such an extent that he was completely paralysed, and was unable to release himself from the vehicle. So powerful was the current that electric sparks could be seen passing from his body to the ground.

To an officer with Captain Durie's training and experience there can be no doubt that the extreme gravity of the situation was immediately apparent. He took action, not in ignorance, not in the heat of