



THIRD SUPPLEMENT  
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CENTRAL CHANCERY OF THE ORDERS  
OF KNIGHTHOOD.

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

5th October, 1943.

The KING has been graciously pleased, on the advice of Canadian Ministers, to give orders for the following appointment to the Most Excellent Order of the British Empire:—

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

Flying Officer John Archibald Muir (Can/J.23085),  
Royal Canadian Air Force.

Air Ministry, 5th October, 1943.

The KING has been graciously pleased to approve the following awards in recognition of gallantry displayed in flying operations against the enemy:—

*Distinguished Service Order.*

Group Captain Robert Stewart BLUCKE, A.F.C.,  
Royal Air Force.

One night in September, 1943, Group Captain Blucke was the captain of a Lancaster aircraft detailed to attack a target at Mannheim. During the outward flight the rear turret became un-serviceable and, owing to icing, the elevator trimming gear jammed and rendered the bomber almost uncontrollable. Assisted by another member of the crew Group Captain Blucke skilfully maintained control and proceeded to the target, which was bombed and photographed. The aircraft was then flown safely back to base. Group Captain Blucke has participated in a number of sorties in recent months and, by his personal example and magnificent leadership, has produced a high standard of efficiency in the personnel at the station he commands.

*Distinguished Flying Cross.*

Acting Flight Lieutenant George Albert James FRAZER-HOLLINS (127338), Royal Air Force Volunteer Reserve, No. 101 Squadron.

One night in August this officer was pilot of an aircraft which attacked Milan. During the return flight the bomber was attacked by two enemy night fighters but by skilful manoeuvring Flight Lieutenant Frazer-Hollins enabled his rear gunner to destroy one of the fighters. On a later occasion, when approaching to attack a target at Munich Flight Lieutenant Frazer-Hollins's aircraft was attacked by a fighter and sustained severe damage, both the port engines being put out of action. Although the bomber lost some height, this officer regained control and flew on to bomb his objective. Shortly after leaving the

target area, the port inner engine was re-started and the aircraft was flown safely to this country. Flight Lieutenant Frazer-Hollins has displayed commendable courage and great flying skill.

*Distinguished Flying Cross.*

Acting Flight Lieutenant Ian ROBERTSON (112684),  
Royal Air Force Volunteer Reserve, No. 101 Squadron.

Flying Officer Sidney Ivor KENNEDY (132867), Royal  
Air Force Volunteer Reserve, No. 101 Squadron.

*Distinguished Flying Medal.*

1623515 Sergeant Thomas CALVERT, Royal Air Force  
Volunteer Reserve, No. 101 Squadron.

One night in August, 1943, Flight Lieutenant Robertson, Flying Officer Kennedy and Sergeant Calvert were pilot, navigator and flight engineer respectively of an aircraft which attacked Nuremberg. During the return flight, while over enemy territory, both starboard engines caught fire. The bomber lost height rapidly and almost immediately the port inner engine failed. When the aircraft had descended to 6,000 feet, the fires in the engines had become extinguished and Sergeant Calvert succeeded in re-starting the starboard outer engine. Flight Lieutenant Robertson was then able to regain control of the bomber and, with the skilful navigational assistance of Flying Officer Kennedy, succeeded in flying back to base safely. These members of aircraft crew displayed great courage and determination whilst their skill played a large part in extricating their aircraft from a perilous situation.

*Distinguished Flying Cross.*

Flying Officer James Lyall DEANS (127926), Royal  
Air Force Volunteer Reserve, No. 196 Squadron.

*Distinguished Flying Medal.*

Can/R.88361 Sergeant Nolan BUTTS, Royal  
Canadian Air Force, No. 196 Squadron.

One night in September, 1943, Flying Officer Deans and Sergeant Butts were pilot and rear gunner of an aircraft which attacked Mannheim. Shortly after the bombs had been released the aircraft was attacked by enemy fighters. In the first attack the bomber was hit and Sergeant Butts' guns suddenly failed to operate. Nevertheless this airman coolly gave his pilot directions in offensive action and at the same time cleared his guns of their stoppages. Further attacks were made by the enemy fighters but, owing to Sergeant Butts' skilful commentary Flying Officer Deans so manoeuvred his aircraft that one of the attackers was shot down. This officer and airman displayed great skill and courage.