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CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD.

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

22nd September, 1944.

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 Officers of the Military Division of the said Most Excellent Order:—

Wing Commander Robert Terence CORRY (90034), Auxiliary Air Force.

In July, 1944, an aircraft developed engine trouble immediately after taking off and the pilot, after having jettisoned the torpedo, returned to base. When attempting to land, the aircraft burst into flames. The ambulance and fire tender were quickly on the scene and Wing Commander Corry, who was on flying control duty, arrived a few seconds later. He observed the pilot standing in his cockpit which was enveloped by flames. Ignoring the danger from the exploding cannon shells and petrol tanks and believing he faced a further risk from the explosion of the torpedo which he thought was still on board, Wing Commander Corry climbed on to the burning wing in an endeavour to extricate the pilot. The heat became intense and a major explosion was expected at any moment but this did not deter Wing Commander Corry. He persisted in his rescue efforts until, having been overcome by the fumes and heat, he fell backwards off the wing. He was then assisted away a distance of about 15 yards from the crash. Although unable to see clearly, Wing Commander Corry endeavoured to repeat his previous attempt; there was, however, no hope of effecting a rescue. Wing Commander Corry sustained burns to his face and suffered from shock in trying to effect a rescue. The courage and devotion to duty displayed by this officer were of a very high standard.

Acting Squadron Leader David Duncan MORRELL, M.B., B.S. (79133), Royal Air Force Volunteer Reserve.

In June, 1944, a Liberator aircraft crashed into the sea some distance from the shore at Littlestone and an airman of the United States Army Air Force was trapped in the nose of the aircraft which quickly became almost submerged. Squadron Leader Morrell immediately waded into the surf and attempted to swim towards the Liberator but was unable to reach it owing to the very heavy sea and strong current. He then commandeered an amphibious vehicle which was passing along the water front and eventually he was conveyed to the side of the Liberator. By this time, the water was up to the shoulders of

the trapped airman and he was suffering considerably. Displaying outstanding initiative and courage and ignoring the grave possibility of being trapped himself, Squadron Leader Morrell dived to the bottom of the fuselage. By using great force Squadron Leader Morrell tore away a part of the aircraft which then enabled him to release the airman. Immediately afterwards he administered morphia to the suffering airman. All this took place inside the fuselage. Squadron Leader Morrell finally succeeding in dragging the airman clear of the aircraft and, with assistance, he got him aboard the waiting craft. Squadron Leader Morrell's outstanding courage and initiative saved the airman's life.

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

Pilot Officer Eric Marcus Stiver (162708), Royal Air Force Volunteer Reserve.

This officer was performing embarkation duties in the Port of London in June, 1944, when a flying bomb exploded where railway waggons, loaded with petrol, ammunition and other stores destined for Normandy were closely stabled. Although his shoes had been burnt and his clothing had become soaked with petrol, with complete disregard for his own safety he immediately proceeded, with the help of a shunter of the P.L.A. staff, to uncouple the burning waggons and isolate them. He remained in command of the situation until it was completely under control, personally assisting in the movements of dangerously burning trucks, thereby isolating and saving large consignments of petrol, explosives and equipment. By his devotion to duty, regardless of his own safety, he was primarily responsible for confining the damage to those trucks directly involved in the explosion.

Warrant Officer Donald Grant BROWNLEE (Can/R.127825), Royal Canadian Air Force.

Warrant Officer Brownlee was the gunner of a Baltimore aircraft which, on returning from a night reconnaissance in May, 1944, crashed on the beach near Termoli. The aircraft broke in two between the turret and the wireless operator's cabin and the front portion caught fire. With assistance from an Army officer who was on the beach, Warrant Officer Brownlee climbed out of the turret, and, although suffering from severe shock and bruises, he approached the blazing front portion of the wreckage. Disregarding the risk of exploding petrol tanks Warrant Officer Brownlee and the Army officer successfully extricated the wireless operator/air gunner and carried him clear. Whilst this was being done ammunition was exploding and one of the petrol tanks blew up. Warrant Officer Brownlee then returned to the wreckage to rescue the pilot but, owing to the