

was decided that an attempt should be made to get the fire under control. Although the ammunition on the vehicle was continually exploding and the absence of cover made any approach extremely dangerous, Warrant Officer Maguire and Sergeant Brown, together, voluntarily took the foam hose to within 5 yards of the fire and soon extinguished the flames. Both these airmen suffered burns on the hands as a result of their actions.

*Awarded the British Empire Medal  
(Military Division).*

926451 Sergeant Arthur Edward Bonner, Royal Air Force.

In August, 1944, an aircraft, after participating in an operational sortie, returned to base with a 500 lb. bomb on board. The bomb was fitted with a long delay fuse which was armed. The bomb was removed to the fuzed bomb area where it was expected to explode approximately 6 hours later. Some hours later, the bomb had not exploded and a bomb disposal squad, under the direction of Sergeant Bonner, was then detailed to demolish it. The work was given high priority in view of urgent operational requirements. This attempt however, proved unsuccessful. In view of the urgent need to render the airfield serviceable, Sergeant Bonner returned to the bomb and, displaying complete disregard for his own safety laid a further charge. This proved successful and the bomb detonated. Sergeant Bonner's courage and devotion to duty on this occasion set a fine example.

1567658 Sergeant James Grant Flockhart, Royal Air Force Volunteer Reserve.

Sergeant Flockhart was the flight engineer of a Sunderland aircraft which, owing to engine failure, was forced to alight on the sea in July, 1944. The aircraft was taken in tow in very bad sea conditions as a minimum swell of 25 feet prevailed. Three days later the starboard float became partially waterlogged. Sergeant Flockhart, although suffering from sickness, volunteered to be lowered on to the float. With lifelines attached to him, he managed to reach the float and succeeded in emptying the front 3 compartments. Whilst attempting to empty the aft compartment Sergeant Flockhart was carried away by the swell. He managed to climb back on to the float but was then temporarily stunned by a wave which hit him in the groin. As it was impossible for him to do anything further, Sergeant Flockhart was ordered back to the mainplane. Later during the same day, when the float again became almost waterlogged, Sergeant Flockhart again volunteered to go on to the float. On this occasion he refused a life saving jacket as this impeded his work. After a short while, the pump worked very badly and all attempts to repair it failed. Water re-entered the float quicker than it could be pumped out. Undeterred, Sergeant Flockhart remained on the float for approximately 30 minutes. During this time the water came up to his neck and, eventually, over 4 feet of the wing became immersed. Flight Sergeant Flockhart was too exhausted to get back on to the main plane unaided and, after he had been assisted back, the aircraft was abandoned. The fact that it had been possible to tow the flying boat 180 miles was due in a great measure to the fortitude and devotion to duty displayed by this airman. Had not the seas been so heavy his efforts would have enabled the aircraft to weather the remaining 70 miles to safe anchorage.

Can/R.69018 Corporal Herbert Vernon Flook, Royal Canadian Air Force.

One night in September, 1944, Corporal Flook, an aeroengine mechanic, was on duty in a hangar when a Halifax aircraft crashed into some nearby workshops. The aircraft immediately burst into flames and the heat became intense. Corporal Flook, together with other airmen, ran to the scene of the crash. By now the ammunition in the aircraft was exploding and M.T. vehicles in the vicinity were catching fire. As Corporal Flook approached the burning aircraft a member of the crew came stumbling from the wreckage. His upper clothing was on fire. Corporal Flook tore off the airman's burning clothes, wrapped his own tunic around him and passed him to some other helpers. Then, seeing another member of the crew struggling amongst the wreckage, he ran to his assistance. After some difficulty Corporal Flook extricated the airman, tore off his burning gar-

ments and led him away to safety, just before the petrol tanks exploded. In the face of great danger Corporal Flook displayed outstanding courage and set an inspiring example to all.

961096 Leading Aircraftman Jack Walters Button, Royal Air Force.

In January, 1944, Aircraftman Button was serving as a marine fitter on a pier when an explosion occurred on board a refueller, containing 2,000 gallons of aviation spirit, berthed alongside. Aircraftman Button observed an airman who was unconscious and lying in the cockpit of the craft which was enveloped in flames. Without hesitation he immersed himself in the water in order to wet his clothing and then, despite the grave possibility of a major explosion occurring, he forced his way through fierce flames into the cockpit of the refueller and dragged the airman to safety. By his outstanding determination and complete disregard for his personal safety, Aircraftman Button was instrumental in saving the life of a comrade.

465751 Leading Aircraftwoman Kathleen Lucy McKinlay, Women's Auxiliary Air Force.

One day in September, 1944, during the course of one hour, some 50 shells fell in the Dover area and damage and casualties were sustained at the Squadron's headquarters, the medical officer being killed. Leading Aircraftwoman McKinlay, a motor driver, although wounded in the right hand and left thigh, acted as ambulance driver and succeeded in removing all the casualties. This necessitated several journeys under shell fire to an E.M.S. hospital some 1½ miles away. It was not until the shell fire had ceased and all casualties had received attention that Leading Aircraftwoman McKinlay could be persuaded to have her own injuries attended to.

CENTRAL CHANCERY OF THE ORDERS  
OF KNIGHTHOOD.

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

*13th March, 1945.*

The KING has been graciously pleased to give orders for the following appointment to the Most Excellent Order of the British Empire, in recognition of distinguished services:—

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

Lieutenant Kenneth Hayes Lawlor (113364 V), South African Air Force.

*Air Ministry, 13th March, 1945.*

The KING has been graciously pleased to approve the following awards in recognition of gallantry and devotion to duty in the execution of air operations:—

*Bar to Distinguished Service Order.*

Acting Squadron Leader Bransome Arthur BURBRIDGE, D.S.O., D.F.C. (100067), R.A.F.V.R., 85 Sqn.

Flight Lieutenant Frank Seymour SKELTON, D.S.O., D.F.C. (106675), R.A.F.V.R., 85 Sqn.

As pilot and observer respectively these officers have completed well over a hundred sorties and throughout have set an unsurpassed example of determination and devotion to duty. They have now destroyed 20 enemy aircraft at night, successes which are a fine tribute to their outstanding skill and courage. On a number of occasions their own aircraft has sustained damage during a fight with the enemy but each time Squadron Leader Burbridge has flown back to base and landed safely. One night early in January, 1945, was the occasion on which they shot down their twentieth enemy aircraft.

*Distinguished Service Order.*

Acting Group Captain Michael George Foster PEDLEY, D.F.C., R.A.F.

This officer has completed much operational flying. During the fighting in Tunisia, Group Captain Pedley participated in very many sorties and shot down 2 enemy aircraft. Throughout these operations he displayed the highest qualities of determination and devotion to duty. In later operations, Group Captain Pedley has commanded large formations of aircraft with conspicuous success. His leadership has been of a high order and his undoubted ability has been well reflected in the success of the formations under his command.