



FIFTH SUPPLEMENT  
TO  
**The London Gazette**

Of FRIDAY, the 13th of JULY, 1945

Published by Authority

Registered as a newspaper

TUESDAY, 17 JULY, 1945

CENTRAL CHANCERY OF THE ORDERS  
OF KNIGHTHOOD.

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

17th July, 1945.

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 Arthur Noel ROTH (Can/C.3592), Royal Canadian Air Force.

One morning in March, 1945, Squadron Leader Roth, an armament officer, was informed that a delayed action anti-removal device fitted into a 500-lb. bomb stored in the bomb dump showed red stains, indicating that it was in a precarious condition. He immediately conducted a swift examination and discovered that the missile had been placed on the bomb dump the previous evening, that it had a six-hour delay, and that no one knew when the ampoule had been broken. Consequently there was no way of telling when the mechanism might be actuated, causing the bomb to explode. It was located in a storage bay with a 1,000-lb. bomb fused with a long delay device and in one of the adjoining bays were 168,000 lbs. of normally-fused bombs, and a quantity of unfused bombs were in two other adjacent bays. It was apparent that the whole bomb dump and the station were in grave danger. Squadron Leader Roth decided that an attempt must be made to remove the bomb despite all hazards. He commandeered a mobile crane and, with the assistance of the driver, succeeded in lifting the missile on to a trolley. Others then assisted him to move the trolley by hand for some 50 yards. Squadron Leader Roth then obtained a tractor and towed the trolley to an open field about 800 yards away. In the meantime armament personnel had collected the necessary demolition equipment and the bomb was eventually successfully demolished. Squadron Leader Roth had displayed courage and initiative in the face of danger and, as a result of his action, great damage and some loss of life were in all probability avoided.

Flight Lieutenant James Patrick GILLESPIE (130993), Royal Air Force Volunteer Reserve.

One night in February, 1945, a Wellington aircraft, captained by Flight Lieutenant Gillespie, a pupil pilot, crashed at an airfield immediately after taking-off. Flight Lieutenant Gillespie, although suffering from shock and extensive bruising, and with his clothing saturated with petrol, returned to the burning aircraft and extricated the helpless navigator who had a fractured spine and pelvis. Having dragged the navigator clear of the wreckage, he then entered the aircraft again and rescued the mid-upper gunner whose spine and

thigh were fractured. Flight Lieutenant Gillespie acted with coolness and gallantry, ignoring his own injuries and the danger from fire in order to save the lives of two of his crew.

Flight Lieutenant Frank Wilson LAURIE (101823), Royal Air Force Volunteer Reserve.

One night in December, 1944, in bad weather, a Lancaster aircraft crashed and caught fire outside an airfield boundary. Flight Lieutenant Laurie, the station medical officer, went to the assistance of the injured crew. He arrived when the worst of the flames had subsided but there was some danger from the fire which was still burning. Working under appalling conditions amongst the wreckage, in rain and deep mud, he rendered first aid. The mud prevented ambulances approaching the crash and thus delayed the removal of the injured. Some of the crew undoubtedly owe their lives to this officer's prompt and skilful attention. After taking the injured to Station Sick Quarters, Flight Lieutenant Laurie, although very tired, tended them for a further 12 hours. In January, 1945, two Lancaster aircraft, both carrying long delay-action bombs, crashed at dawn within a few minutes of one another. Flight Lieutenant Laurie assisted the crew from the first wrecked aircraft, which did not catch fire, rendering first aid as necessary and ignoring the potential danger of bombs exploding. He then turned his attention to the second aircraft. This had caught fire on hitting the ground and two explosions of bombs had already occurred. After seeing one survivor into an ambulance he went amongst the wreckage to search for other survivors. He was fully aware that there was a considerable danger that further bombs might explode whilst he was so engaged. Flight Lieutenant Laurie has set a fine example of gallantry and devotion to duty and has done much to maintain the morale of air crews.

Acting Flight Lieutenant Charles Cedric BOOTH (159810), Royal Air Force Volunteer Reserve.

Flight Lieutenant Booth has been engaged on Bomb Disposal duties from January, 1944, and since September, 1944, when he took over command of a Disposal Flight, has been employed on such work on the Continent. In October, 1944, operations were undertaken to clear enemy mines and booby traps from approximately 1,000 rooms in hotels and houses at Blankenberghe. Having supervised the commencement of the work, he was proceeding to other duties, but, owing to the Flight Sergeant in charge and two other personnel becoming casualties, he returned and remained with the party until the operation was completed. Although it was the first occasion that he had undertaken the clearance of mined premises, he organised the whole of the work in an efficient manner and showed skill and courage whilst