



SECOND SUPPLEMENT TO  
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**TUESDAY, 6 NOVEMBER, 1956**

*Air Ministry, 6th November, 1956.*

The QUEEN has been graciously pleased to approve the following award in recognition of gallantry and devotion to duty:—

*Air Force Cross.*

Flight Lieutenant Colin Melville GRAHAM (51128), Royal Air Force.

On the 4th July, 1956, while Flight Lieutenant Graham was flying V.I.P. passengers in a Hastings aircraft from Ankara to Diyar-Bakir (South East Turkey), there suddenly occurred what was thought to be an explosion. The aircraft immediately dived sharply, losing height to the extent of a thousand feet, and the passengers were flung about inside the fuselage. Flight Lieutenant Graham succeeded in regaining partial control but the aircraft proceeded to "porpoise" alternately losing and gaining about one hundred feet in height. It was soon realised that there had been no explosion but that the main rear door had come off the aircraft. A member of the crew contrived to make an inspection of the external damage and informed the pilot that the door was trapped by the tailplane and affecting the air flow over the port elevator. By keeping the speed at 145 knots, Flight Lieutenant Graham managed to control the aircraft, but he was flying over mountainous country with little or no radio aids and with no help available from any emergency or flight information organisation such as exists in Europe. He therefore decided to attempt a landing at Maltaya, an air strip 2,000 yards long but 3,000 ft. above sea level and in a valley surrounded by mountains of up to 7,500 ft. in height. Flight Lieutenant Graham was only too well aware that, because of his reduced elevator control, he would have to make an approach at 145 knots, and that with this high approach speed he would have to stop the aircraft on the ground in 2,000 yards. It says much for his skill and judgment that he carried out a successful landing, the door falling off the tailplane as the aircraft ran along the strip. But for the courage and high standard of captaincy on the part of Flight Lieutenant Graham in managing his aircraft and his crew, a fatal accident might well have occurred.

*Air Ministry, 6th November, 1956.*

The QUEEN has been graciously pleased to give orders for the publication of the names of the under-mentioned personnel who have been commended for gallantry.

*Queen's Commendation for Valuable Service in the Air.*

Flight Lieutenant Philip Jacobus LAGESEN, D.F.C. (502146), Royal Air Force.

In recognition of his courage and determination in completing a mission when his aircraft was partially out of control.

Flying Officer Alex BASSETT (033227), Royal Australian Air Force.

In recognition of his courage and presence of mind when a Hastings aircraft, of which he was a member of the crew, got into difficulties when flying V.I.P. passengers from Ankara to Diyar-Bakir (South East Turkey).

*Queen's Commendation for Brave Conduct.*

2736936 Senior Aircraftman James Maurice STEVENSON, Royal Air Force.

2736885 Leading Aircraftman Robert NORDEN, Royal Air Force.

3517030 Leading Aircraftman Harry PENNINGTON, Royal Air Force.

In recognition of their courage in an affray with armed native intruders at the Transmitting Station, Royal Air Force, Shaibah.

*Air Ministry, 6th November, 1956.*

ROYAL AIR FORCE.

GENERAL DUTIES BRANCH.

*Appointment to commission (permanent).*

*As Flying Officers (Branch List):—*

6th Sept. 1956.

527681 Chief Technician James Edgar McNEILL, B.E.M. (527681).

1233910 Master Navigator Clarence Richard Talbot MOTTERSHEAD (1233910).

*As Pilot Officers (Branch List):—*

1010518 Master Pilot Joseph Eric WILLIAMSON, A.F.M. (1010518). 6th Sept. 1956 (*seniority 1st May 1956*).

*Flight Sergeants.*

6th Sept. 1956.

1458811 Philip Stanley FORD (1458811).

1620557 William FARRELL (1620557).

1585979 John Arthur Frederick FORSTER (1585979).

1473138 William Albert Charles HEMSLEY (1473138).