



SECOND SUPPLEMENT TO
The London Gazette
 OF FRIDAY, 29th NOVEMBER, 1957
 Published by Authority

Registered as a Newspaper

TUESDAY, 3 DECEMBER, 1957

**CENTRAL CHANCERY OF THE ORDERS
 OF KNIGHTHOOD.**

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

3rd December, 1957.

The QUEEN has been graciously pleased to give orders, for the following appointment to the Most Honourable Order of the Bath in recognition of distinguished service in Malaya:—

(to be dated 30th August, 1957)

To be an Additional Member of the Military Division of the Third Class, or Companion, of the said Most Honourable Order:—

Air Commodore Malcolm Frederick CALDER, C.B.E., Royal New Zealand Air Force.

**CENTRAL CHANCERY OF THE ORDERS
 OF KNIGHTHOOD.**

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

3rd December, 1957.

The QUEEN has been graciously pleased to give orders, for the following promotion in, and appointments to the Most Excellent Order of the British Empire in recognition of distinguished service in Malaya:—

(to be dated 30th August, 1957)

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

Wing Commander Anthony FRX, M.B.E. (102636), Royal Air Force.

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

Warrant Officer William Harold VARTY (565414), Royal Air Force.

Acting Warrant Officer Robert William HOUSBY (539012), Royal Air Force.

**CENTRAL CHANCERY OF THE ORDERS
 OF KNIGHTHOOD.**

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

3rd December, 1957.

The QUEEN has been graciously pleased to approve the award of the British Empire Medal (Military Division) in recognition of distinguished service in Malaya to:—

(to be dated 30th August, 1957)

585233 Sergeant Alan SHERRING, Royal Air Force.
 4032535 Corporal Norman Harry Barrington ENGLAND, Royal Air Force.
 4018409 Corporal Harold Gordon NAISMITH, Royal Air Force.

Air Ministry, 3rd December, 1957.

The QUEEN has been graciously pleased to approve the following awards:—

Distinguished Flying Cross.

Flight Lieutenant David HARCOURT-SMITH (607258), Royal Air Force.

In recognition of gallantry and devotion to duty in air operations in Aden.

Air Force Cross.

Flying Officer John Hardy CARTER (4113887), Royal Air Force.

In August, 1957, Flying Officer Carter, No. 220 Squadron, was detailed for a long range operational flying exercise over the Atlantic in a Shackleton aircraft. The exercise was to last fifteen hours and commenced at 09.40 hours. Seven hours later, when some 600 miles from base and at a height of 1,000 feet, the No. 2 engine failed. The engine was feathered, an appropriate distress message was passed and the aircraft turned for base. In order to maintain adequate communication and facilitate control Flying Officer Carter increased height to 3,000 feet. An hour and a half later the No. 1 engine on the port side of the aircraft failed. This engine was feathered and subsequently caught fire, but prompt action was taken by Flying Officer Carter to extinguish the fire. By this time adverse weather conditions made it impossible to land at base and the officer altered course for the nearest airfield, which was at Lorient/Lannbihou, a distance of 315 miles. A full emergency distress message was then transmitted and the flight was continued on Nos. 3 and 4 engines. It was found that at 120 knots air speed height could not be maintained even though maximum continuous cruising power was being used. In order to keep within the limitations of the two remaining engines, Flying Officer Carter allowed the aircraft to continue to lose height over the sea until at 1,000 feet he had to increase to intermediate power. With the limitations of the engines in mind, he reduced power again after fifty-five minutes, having by that time climbed to 3,000 feet. The aircraft thereupon gradually lost height until at 1,500 feet, when height was maintained without further resort to emergency power settings. At 20.30 hours contact was established with Lorient/Lannbihou and also with a Search and Rescue aircraft sent out by the Squadron. There was no V.H.F. homing facility available at the airfield and for several hours Flying Officer Carter had been without navigation fixing aids because of the bad weather and his inability to extend the radome owing to the adverse effect on the air speed; the area in which the aircraft was flying had precluded the use of