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TUESDAY, 1st JUNE 1965

**CENTRAL CHANCERY OF  
THE ORDERS OF KNIGHTHOOD**

St. James's Palace, London S.W.1.  
1st June 1965.

The QUEEN has been graciously pleased to give orders for the following appointment to the Most Excellent Order of the British Empire:

*To be an additional Member of the Military Division of the said Most Excellent Order, for Gallantry:*

Flight Lieutenant John BRADSHAW, M.B., Ch.B. (507261), Royal Air Force.

On 13th December 1964, a message was received at the Royal Air Force Station, Leconfield, that a seaman on board the trawler "Suffolk Kinsman" had been seriously injured and required urgent medical aid. A helicopter immediately took off with Flight Lieutenant Bradshaw, the duty medical officer. The weather was appalling with a swell of 15 feet and a wind of over 30 knots. The trawler's rails were frequently awash and the rise and fall of the bow and stern was as much as 20 feet. The crew of the helicopter considered it would be extremely difficult and dangerous to winch the medical officer on to the trawler owing to the risk of his striking part of the ship and that it would be impossible to retrieve him or his patient by this means. However, Flight Lieutenant Bradshaw insisted on making the attempt, carrying medical kit, splints and a supply of plasma. As he was being winched on to the trawler he slipped out of the rescue strop on striking a tarpaulin covering a lifeboat and lost his foothold. He slipped forward and struck his head on the mast but luckily he was wearing a protective helmet. He was then washed up towards the deck rail, hitting it very heavily with his back before grabbing it with his free hand, thus avoiding being washed overboard. The trawler captain, wearing a lifeline, managed to reach him and drag him into the deckhouse. Despite being badly shaken Flight Lieutenant Bradshaw's immediate concern was for his patient who, however, unfortunately died a few minutes later. This officer displayed outstanding devotion to duty and courage with complete disregard to his personal safety and set a magnificent example worthy of the highest traditions of both the Royal Air Force and the medical profession.

**MINISTRY OF DEFENCE**

Whitehall, London S.W.1.

1st June 1965.

The QUEEN has been graciously pleased to approve the following awards in recognition of gallant and distinguished service in the Borneo Territories:

*Distinguished Flying Cross*

Flying Officer David Thomas James COLLINSON (4231719), Royal Air Force.

Flying Officer Collinson joined No. 225 Squadron in November 1964, after completing the helicopter course at Ternhill, which was his final training before being posted for operational duties. He still has only 278 hours helicopter flying. On three separate occasions, during the period from 1600 hours on 28th February to 1000 hours on 2nd March 1965, Flying Officer Collinson was the captain of a Whirlwind helicopter tasked to locate and rescue two British soldiers who had been wounded in an enemy ambush and who were in grave danger. One of the injured men was carrying a radio beacon. On the evening of 28th February, by skilful flying and expert use of his radio equipment, Flying Officer Collinson established the most probable location of the men. This information subsequently enabled a ground patrol to contact one of the soldiers. On the evening of 1st March the air search was continued. Flying Officer Collinson covered the area systematically and located a stretcher party with one of the injured men. In spite of exceptional flying skill, he was unable to lower the helicopter far enough into the tall trees to enable the winch cable and strop to reach the ground and had to abandon this attempt. However, he then picked up further radio signals and followed them until he located the second wounded man, a sergeant, in deep jungle. Although he knew full well that the enemy was close at hand, Flying Officer Collinson calmly and steadily manoeuvred his machine amongst the trees; the successful manoeuvre actually involved backing the helicopter's tail rotor between two adjacent trees—a dangerous operation in itself. So successful was his manoeuvre that the wounded N.C.O., who was unable to crawl, was able to attach himself to the strop and be winched into the aircraft. Darkness was falling and Flying Officer Collinson then completed a night flight, around a line of active thunderstorms, to land at Kuching General Hospital by 1950 hours. The rescued N.C.O. confirmed that the enemy had been firing on the helicopter. The following morning Flying Officer Collinson was airborne before dawn and, shortly