

crashed on an aerodrome and immediately caught fire. Flight Lieutenant Morris, who was in an aircraft about to take off, taxied to the scene, whilst Leading Aircraftman Goldsmith, the aerodrome ambulance driver, immediately took his vehicle to within 50 yards of the crash. The fire tender was already there and foam was being sprayed at the base of the fire to subdue the flames sufficiently for the rescuers to approach the occupants who were still in the cockpit. The instructor was able to release himself but the pupil was pinned by his legs. Foam was sprayed on him and Flight Lieutenant Morris attempted to extricate him but without success. Leading Aircraftman Goldsmith succeeded in getting his head and arms into the cockpit and cutting away the pupil's harness straps but his legs remained trapped and, by this time, were being burned. The supply of foam suddenly ceased, whereupon Flight Lieutenant Morris and Leading Aircraftman Goldsmith, incurring the grave risk of the petrol tanks exploding, managed with some assistance, to lift the fuselage and to extricate the pupil. Throughout this incident Flight Lieutenant Morris and Leading Aircraftman Goldsmith displayed conspicuous gallantry and disregard of personal safety. Unfortunately the pupil succumbed to his injuries.

#### CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD.

*St. James's Palace, S.W.1.  
9th September, 1941.*

The KING has been graciously pleased to approve the following awards of the British Empire Medal (Military Division) to:—

535643 Sergeant Arthur Gwynne Francis.

In June, 1941, Sergeant Francis in company with another airman, observed an aircraft flying in from the sea with black smoke coming from the starboard engine. The aircraft crashed on the sand dunes about 100 yards away. Sergeant Francis ordered his companion to bring men and crash kit from a nearby unit and himself ran towards the aircraft. As he approached, the defective engine burst into flames and a dazed member of the crew, who was outside the aircraft, could give no information concerning the rest of the crew. Sergeant Francis looked in the door and the rear gun turret for possible survivors, afterwards climbing over the port mainplane on to the nose of the aircraft. Flames were entering the cockpit and he seized a fire extinguisher but could not put out the fire. He then jumped into the wrecked nose of the aircraft where he found an airman on the floor apparently dead and the pilot unconscious in his seat with his feet trapped. Sergeant Francis managed to extricate the pilot and lifted him out to others who had now arrived on the scene. The first airman then seemed to show signs of life and was dragged to a position where others could pull him from the aircraft with a salvage hook. Sergeant Francis then satisfied himself that no other person was in the wreckage before returning to a safe distance. In spite of an injured

hand, he continued to assist in salvage operations for some time. He displayed courage and resource of a high order throughout.

644978 Corporal William John Balls.

In May, 1941, this airman was a member of a party completing the loading of a tender with parts from a disabled aircraft at a Royal Air Force Station, when a parachute flare exploded inside the tender and burst into flames. Although fully aware that the lorry contained ammunition in addition to valuable equipment, Corporal Balls, in spite of the blaze and fumes from extinguishers which were being used, sprang into the lorry and commenced to throw out drums of ammunition. When forced back by fumes he jumped out of the tender and put on his respirator, and then succeeded in removing the ammunition from the tender. By his courageous act, this airman undoubtedly saved the vehicle and contents from becoming a total loss and it may well be that his promptitude prevented residents in houses in the immediate vicinity of the aerodrome from becoming casualties.

1018111 Aircraftman 1st Class David Idris Howells.

One night in May, 1941, an aircraft, in which were an instructor and pupil, turned over on the flare path and burst into flames. Aircraftman Howells, who was on duty with the fire piquet, with complete disregard for his own safety, immediately dashed into the flames and succeeded in extricating both the occupants of the aircraft. In doing so, Aircraftman Howells received severe burns to his hands. Nevertheless, by his promptness and gallant devotion to duty, he saved the lives of both the instructor and his pupil.

#### CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD.

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9th September, 1941.*

The following corrections are notified:—

##### *Order of the British Empire.*

The London Gazette No. 34893, dated the 11th July, 1940.

Page 4249.

For No. 2647713 Warrant Officer Class 1 (Regimental Sergeant-Major) Charles William Goodhand, Army Fire Services,

Read No. 2647713 Warrant Officer Class 1 (Regimental Sergeant-Major) Charles William Goodhand, Coldstream Guards.

The London Gazette No. 35244, dated the 12th August, 1941.

Page 4663.

For Captain Charles Drinkwater (111927), Royal Engineers,

Read Captain Stephen Claude Drinkwater (147032), 1st Royal Dragoons, Royal Armoured Corps.

For Captain Henry Horace Hilbury (14625), 24th Lancers, Royal Armoured Corps,

Read Captain Henry Horace Hilbury (146825), 24th Lancers, Royal Armoured Corps.