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CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD.

*St. James's Palace, S.W.1.
7th November, 1941.*

The KING has been graciously pleased to approve the following awards of the George Medal to:—

Pilot Officer James Dewar (85257), Royal Air Force Volunteer Reserve.

In April, 1941, an aircraft crashed into a mountainside in Iceland during a fog, and caught fire. Pilot Officer Dewar, who was the second pilot, was thrown through the top of the pilot's cockpit on impact. Despite exploding ammunition and the presence in the burning wreckage of high explosives Pilot Officer Dewar, although slightly stunned, went to the assistance of the trapped crew and extricated three injured members, including his captain. After attending to their wounds to the best of his ability, he set out to find assistance. Crossing some twelve miles of almost impassable lava country, Pilot Officer Dewar finally reached a house. From there, he telephoned to his base a concise account of the accident together with clear instructions how to reach the aircraft. When the rescue party met him, Pilot Officer Dewar, in spite of his injuries, insisted on leading it to the scene of the crash. He did this successfully by the shortest possible route although he had made his outward journey in extremely bad visibility. Only when he had done all this, did he return to base, where

he was admitted to hospital and his own injuries were attended to. This officer displayed great courage, determination and endurance and undoubtedly was the means of saving two lives.

741968 Sergeant James Flint, D.F.M., Royal Air Force Volunteer Reserve.

One night in July, 1941, this airman was the captain and pilot of an aircraft which was attacked by two enemy aircraft whilst over the sea about 50 miles from the English coast. As a result of the damage sustained, Sergeant Flint was later compelled to descend on the water some 800 yards from the shore. The wireless operator and air gunner were able to leave the aircraft but there was no sign of the navigator. Sergeant Flint was unable to open the astro hatch so he lowered the back of the pilot's seat, crawled through the aperture and found the navigator, who had been badly wounded, helpless behind a spar where he had fallen. The aircraft was fast sinking but Sergeant Flint managed to drag the navigator out through the pilot's hatch. The dinghy had been punctured and, being only partially inflated sunk at once with the aircraft. The air gunner, though wounded, swam towards the shore and Sergeant Flint, at first assisted by the wireless operator until his wounds prevented him from continuing, supported the helpless navigator until they were within 50 yards of the shore where a soldier who had come out to render assistance relieved him. Sergeant Flint then swam to the shore where, after seeing both the wireless

operator and navigator safe and finding no sign of the air gunner, he asked for boats to be sent out to search for the missing man, at the same time giving clear instructions where to look for him. He would not leave the beach until he had seen that boats were searching for the air gunner who, it was subsequently found, must have succumbed to his wounds shortly after striking out for the shore. Sergeant Flint then walked for over a mile to a waiting ambulance and was taken to hospital. This airman displayed great gallantry, fortitude and disregard of personal safety in his efforts to save the helpless navigator who, unfortunately, has since died of his wounds.

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD.

*St. James's Palace, S.W.1.
7th November, 1941.*

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

1060787 Aircraftman 1st Class Frederick Hartle, Royal Air Force.

983121 Aircraftman 1st Class John Wilkie Royal Air Force.

1220956 Aircraftman 2nd Class William Foley, Royal Air Force.

An aircraft, which had just taken off, struck another aircraft on the ground, crashed near the aerodrome boundary and burst into flames. Aircraftmen Hartle, Wilkie and Foley at once rushed to the burning wreckage and endeavoured to rescue the trapped pilot and passenger. Aircraftmen Hartle and Wilkie succeeded in loosening the pilot from the cockpit but whilst trying to carry him out of the aircraft, his tunic came apart causing Aircraftman Wilkie to tumble backwards. Aircraftman Foley immediately took his place. On loosening the pilot, the passenger, who was unconscious, fell backwards towards the door of the cockpit and was removed by Aircraftmen Hartle and Foley. All three rescuers then succeeded in extricating the severely injured pilot a few moments before the main petrol tanks exploded and the fire became an inferno. These airmen displayed gallantry and initiative. Although, unfortunately, the pilot died the next day, their prompt action undoubtedly saved the life of the passenger who was severely burned.

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