



**SUPPLEMENT**

TO

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**TUESDAY, 6 JANUARY, 1942**

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

*St. James's Palace, S.W.1.  
6th January, 1942.*

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

CAN/R.64816 Sergeant Thomas Breech MILLER, Royal Canadian Air Force.

One night in September, 1941, Sergeant Miller was the air observer of an aircraft which, following a successful attack on a target in North West Germany, had been attacked by an enemy fighter. The controls were damaged and the starboard engine was put out of action, and the pilot had to effect a forced landing. The aircraft landed heavily with undercarriage retracted, came to rest half over a hedge, and caught fire. The rear gunner and second wireless operator were only slightly injured and escaped from the rear of the aircraft. Sergeant Miller was also uninjured and escaped through the top hatch. He then noticed that the pilot and first wireless operator were still in the aircraft, which was now blazing furiously. Undeterred, Sergeant Miller re-entered the aircraft through the top hatch and found the captain lying in a dazed condition, as he had been wounded about the face and head. Sergeant Miller pulled the captain through the hatch and carried him away from the aircraft. He returned for the first wireless operator who was lying in the rear of the cabin, very badly hurt and with his clothing on fire in one or two places. Sergeant Miller succeeded in lifting him through the hatch and carried him to a place of safety, where he beat out the flames from the injured man's clothing with his hands after rolling him on the ground in an attempt to smother them. The flares, oxygen bottles, ammunition and

petrol tanks began to explode immediately after Sergeant Miller got clear of the aircraft. He received severe burns to his hands while rescuing his comrades, whose lives were undoubtedly saved by his prompt and extremely brave action.

1158287 Leading Aircraftman Harry MILLER.

In August, 1941, an aircraft returning from a sortie over France landed at a home base. Unknown to the pilot, three bombs which were thought to have been released remained in the aircraft and were detached on landing, one exploding and the others falling a short distance away. The aircraft soon became a blazing inferno amid which bullets were exploding. The pilot and two of the crew managed to get out and tried to extricate the observer from the front part of the aircraft, but were unable to do so. Leading Aircraftman Miller, the driver of the fire tender which arrived shortly after the crash, then took over the rescue operations, cutting away the front part of the aircraft and succeeding in extricating the observer regardless of the fact that bombs were lying nearby and others might have been in the aircraft. Unfortunately the observer was found to have been killed when the first bomb exploded.

949358 Leading Aircraftman George WILLIAMS.  
1122529-Aircraftman 1st Class Kenneth BLAND.

In June, 1941, ammunition in an aircraft exploded by spontaneous combustion. In spite of the explosions, Aircraftman Bland climbed on to the mainplane and unfastened the gun panels. By this time the ammunition tank was burning fiercely, so he released it from the gun. Leading Aircraftman Williams carried away the burning tank, which started to explode while he was carrying it. The presence of mind and courage shown by these two airmen undoubtedly