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CENTRAL CHANCERY OF THE ORDERS  
OF KNIGHTHOOD.

*St. James's Palace, S.W.1.*  
13th July, 1943.

The KING 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:—*

Pilot Officer Robert Evans Young (Can/C.15749), Royal Canadian Air Force.

On three occasions this officer, who is employed on armament duties, has displayed outstanding gallantry and coolness in the face of imminent danger. In February, 1943, he supervised the demolition of a 500lb. bomb which had been dropped by accident on the airfield and, a few days later, he rendered harmless two mines when the aircraft carrying them crashed while taking off. In similar circumstances on another occasion Pilot Officer Young dismantled a 4000lb. bomb within 5 minutes of the crash. This officer has set a splendid example and has shown little regard for his personal safety.

CENTRAL CHANCERY OF THE ORDERS  
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13th July, 1943.

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

Group Captain Strang Graham, M.C., Royal Air Force.

In March, 1943, a Wellington aircraft overshot when landing and crashed into another aircraft. The impact carried both aircraft against a hangar, where they burst into flames. Group Captain Graham was on the scene immediately. Disregarding the danger from exploding ammunition, petrol tanks and oxygen bottles, and although he was aware that 1 of the aircraft carried a 250lb. bomb, he led the rescue party in extricating 3 members of the crew from the blazing aircraft. Group Captain Graham then led the fire fighting party in an endeavour to save the burning hangar. He was attacking the fire, which had spread to the offices of the hangar, when the bomb on the aircraft, less than 8 feet away, exploded. With his face badly cut by splintered glass and flying debris, and bleeding profusely, he was persuaded to go to the station sick quarters, where he made light of his injuries and inspired others who had been injured by the explosion. After receiving

first aid treatment, he returned to the scene of the accident and directed operations until the fire had been subdued.

Flying Officer Geoffrey Alan Osborn (106230), Royal Air Force Volunteer Reserve.

This officer has on two occasions displayed great gallantry in rescuing members of his crew from burning aircraft. When serving as an instructor at an Operational Training Unit, he was engaged in testing a Whitley, which crashed and burst into flames. Flying Officer Osborn, who was thrown clear and was uninjured, immediately re-entered the aircraft and dragged clear the observer, who was badly injured. In effecting this rescue, Flying Officer Osborn suffered severe burns about the hands and was in hospital for six weeks. In March, 1943, Flying Officer Osborn was captain and pilot of an aircraft which crashed shortly after taking off on an operational flight. The aircraft was soon enveloped in flames and ammunition and very lights were exploding. Flying Officer Osborn was dazed but succeeded in extricating 4 injured members of the crew from the wreckage. In so doing he was badly burnt about the hands, arms and face. Though in a state bordering on collapse, he did all he could to ensure that every member of his crew had been extricated before he was finally persuaded to receive attention.

Can.R.75862 Flight Sergeant Delbert Cecil Moore, Royal Canadian Air Force.

N.Z.412914 Sergeant Hamish Wilson, Royal New Zealand Air Force.

One evening in March, 1943, Flight Sergeant Moore and Sergeant Wilson were captain and rear gunner, respectively, of an aircraft which crashed into a house soon after taking off, burst into flames and was completely wrecked. Most of the crew, although badly burned or injured, managed to escape through holes torn in the fuselage. Flight Sergeant Moore emerged from the pilot's escape hatch, went to the rear of the aircraft, and re-entered the wreckage, which was now a raging inferno with bullets exploding; high explosive bombs were also carried. He found the mid-upper gunner trapped and unconscious against the main spar, with his feet resting on the roof and his head on the floor. Calling for help, Flight Sergeant Moore was immediately joined by Sergeant Wilson, who was badly cut about the head, and together they entered the blazing bomber and succeeded in extricating their unconscious comrade, Sergeant Wilson sustaining burns about his face and body in the process. Although almost completely exhausted, the two airmen carried the mid-upper gunner across a wire