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

*St. James's Palace, S.W.1.
27th April, 1945.*

The KING has been graciously pleased to give orders for the following appointment to the Most Excellent Order of the British Empire and the following awards of the George Medal and the British Empire Medal:—

To be an Additional Member of the Military Division of the Most Excellent Order of the British Empire:—

Warrant Officer William BARNETT (973926), Royal Air Force.

*Awarded the British Empire Medal
(Military Division).*

1521658 Flight-Sergeant Matthew ANDERSON, Royal Air Force Volunteer Reserve

In December, 1944, a Mitchell aircraft, which was fully loaded with petrol, caught fire soon after the take-off. The pilot, Flight Sergeant Anderson, made a crash landing during which he and the navigator, Warrant Officer Barnett, received head and other superficial injuries, burns and shock. They both left the wrecked aircraft by way of the escape hatch and then returned to rescue the radio operator who was trapped in the flames beneath the fuselage. Warrant Officer Barnett, using great strength, lifted the rear portion of the fuselage whilst Flight Sergeant Anderson crawled in and dragged the radio operator clear. They then assisted him away from the conflagration. They showed disregard for their own safety and injuries and, by their courage, undoubtedly saved the life of their comrade.

Awarded the George Medal.

526815 Sergeant Richard Frederick DYSON, Royal Air Force.

One night in November, 1944, Sergeant Dyson was rear gunner of an aircraft detailed for a bombing attack and carrying a load of incendiaries, including those of the explosive type. Shortly after taking off, the aircraft crashed, broke up and burst into flames. On impact Sergeant Dyson was thrown, whilst still in the rear turret, 50 yards from the aircraft and, although badly shaken, was able to release himself with an axe. On hearing cries for help Sergeant Dyson at once went to the aid of his fellow crew-members, despite the fact that the aircraft wreckage was scattered over the area, and was burning furiously, with incendiaries exploding and unexploded bombs lying both in and about the wreckage. He first went to the mid-upper gunner, who had been thrown clear of the aircraft in his turret. Sergeant Dyson was able to assure himself that this gunner was in no immediate

danger. Sergeant Dyson next turned his attention to those of his comrades who were nearer the fuselage. He dragged the pilot from the immediate danger area around the aircraft and then ran back to continue his search for other members of the crew. He found the navigator, who was seriously injured and with his clothing on fire, about 15 yards from the aircraft, Sergeant Dyson put out the fire with his hands receiving burns to both hands whilst doing so. Seeing assistance coming, he called out to attract attention to the navigator and himself. He was later found by rescue parties wandering around, suffering from shock. It was eventually found that more than half the bomb load had ignited. The danger was at times so great that members of the rescue parties were obliged to park vehicles 200 yards away and wait until the explosions and fires had moderated. Sergeant Dyson showed outstanding gallantry by his persistent efforts to help his comrades and undoubtedly saved the life of his pilot.

*Awarded the British Empire Medal
(Military Division).*

546413 Acting Flight Sergeant John Urwin MARTIN, Royal Air Force.

For a period of 6 weeks in 1944, Flight Sergeant Martin was senior N.C.O. in charge of about 60 Bomb Disposal personnel engaged in mine clearance at an airfield. During this period, working without a break, he led his various sections in breaching, uncovering, neutralising and disposing of a total of 8,000 mines of all types. Many of the mines were booby-trapped, buried in ditches, under water, in thick, heavy undergrowth, tall grasses and in wooden enclosures in the vicinity of the hangars. These difficulties were surmounted with determination and in spite of many mines being in a very dangerous condition, all were detected and recovered with remarkable speed and efficiency and with no loss or accident to personnel. Flight Sergeant Martin has shown leadership and courage of the highest order and, by his example to those under his control, he has had a direct influence on the success of this very hazardous operation. He contributed greatly to the task of bringing this important airfield into full operational use ahead of schedule. Flight Sergeant Martin has been engaged continuously on bomb disposal duties since February, 1941.

515666 Corporal Edward CHEETHAM, Royal Air Force.

In November, 1944, at an airfield, Corporal Cheetham and another airman were the first to arrive at a crashed and burning aircraft. Together they rescued one member of the crew, entering the flames in order to do so. Five days later, Corporal Cheetham ran to an aircraft which had crashed a quarter of a mile from the airfield, and, single