

CORPS OF ROYAL ELECTRICAL AND MECHANICAL ENGINEERS

REGULAR ARMY

Limited Serv. Reg. Commn.

Michael David ROBERTS (482972), with seniority 3rd Dec. 1962. To be Lt., 3rd Dec. 1966, with seniority 3rd Dec. 1965.

INTELLIGENCE CORPS

REGULAR ARMY

Limited Serv. Reg. Commn.

John William ANTCLIFF (482941), with seniority 3rd Dec. 1962. To be Lt., 3rd Dec. 1966, with seniority 3rd Dec. 1965.

Short Serv. Commns.

Anthony John Lawton GODDARD (482955) Direct Entry.

Andrew Gordon PARSONS (482968).

ARMY CATERING CORPS

REGULAR ARMY

Simon Brent BIRD (482944) (on probation).

Short Serv. Commn.

Nigel Frank GIFFORD (482988).

M4247288 Senior Aircraftman James Peter McALLISTER, Royal Air Force Regiment.

On 6th August 1966, Senior Aircraftman McAllister, a fireman of Royal Air Force, Gutersloh, saw a civilian light aircraft crash on to the taxi-way and burst into flames. Although he was off duty and well aware that a full range of crash vehicles was available, Senior Aircraftman McAllister drove immediately to the fiercely burning wreckage, managing somehow at the same time to fasten his protective crash suit and don his helmet. He was the first to reach the scene of the crash and, with complete disregard for his personal safety, he left his vehicle and without hesitation entered the flames to search the cockpits for their occupants. Despite the intense heat, he located the pilot and passenger but, unfortunately, during his herculean, single-handed attempt to free them he discovered that they were both dead. When it became obvious that he could not save either of the occupants, he left the blazing wreckage just as the Fire Tenders arrived. The flames were extinguished shortly after. By his speedy actions, Senior Aircraftman McAllister showed courage of the highest order. He was completely undeterred by the obvious danger of attempting a rescue single-handed, and his cool and unselfish efforts would have been the major contributory factor in saving the lives of the aircraft's occupants, had this been possible. This magnificent act in the face of great danger far exceeded all normal requirements and set an example in accordance with the highest traditions of the Royal Air Force.

Whitehall, London S.W.1.

7th February 1967.

The QUEEN has been graciously pleased to approve the following awards:

AIR FORCE DEPARTMENT

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD

7th February 1967.

St. James's Palace, London S.W.1.

The QUEEN has been graciously pleased to approve the award of the British Empire Medal for Gallantry (Military Division) to the undermentioned:

G0588558 Sergeant Thomas CARSTAIRS, Royal Air Force.

Sergeant Carstairs has successfully dealt with over 30 explosive devices since he took up his duties as Command Bomb Disposal NCO, Far East Air Force in February 1965, and has at all times shown outstanding courage and efficiency. At Singapore, on the 11th September 1966, he was called to the scene of an explosion caused by unknown chemical substances. An inspection of the chemicals remaining showed various unlabelled bottles containing unidentifiable liquids of high viscosity. Amongst the identifiable liquids stored were quantities of glycerine, concentrated nitric acid, sulphuric acid, hydrochloric acid, potassium chlorate and other chemicals used in the manufacture of explosives of various types. It was clear that in some cases some of these compounds had been mixed, including one which indicated the presence of nitric acid in a base of glycerine. Thus it was evident that some of these mixtures were not only highly explosive but also probably highly unstable. It was therefore essential that these chemicals be removed from the area for disposal and it was evident that they would have to be carried by hand. Although he suspected that one or more of the unlabelled bottles contained nitro glycerine, Sergeant Carstairs, with great courage and coolness, personally carried all the bottles of liquid down six flights of stairs, making six journeys in all, to the metal transit explosive cases, which he later conveyed by landrover to a nearby jetty for transfer to a marine craft vessel. He then deposited the explosive materials in the sea. During the process one container blew back, burning Sergeant Carstairs in the face slightly with an ammonia based liquid. Sergeant Carstairs' sustained coolness and presence of mind in the face of actual and suspected danger were a magnificent example, worthy of the highest praise. The calm and level-headed manner with which he conducted himself in handling these substances, which might have caused death or severe injury to himself during their movement, was outstanding and in keeping with the highest traditions of the Service.

Air Force Cross

Master Signaller David Brian WESTWOOD (J0584143), Royal Air Force. Master Signaller Westwood was the Winchman of a helicopter of No. 22 Squadron, Thorney Island, which on the evening of 12th September 1966, was alerted by Selsey Coastguard to go to the assistance of the yacht "Blue Mist" which was stranded in a heavy sea at Bracklesham Bay. The helicopter quickly located the stricken boat, a small auxiliary yacht with a 20 ft. mast, rolling violently in heavy surf 150 yards off shore. It was feared that the wildly gyrating mast would prevent a winching operation and the four survivors were, therefore, requested to jump into the sea from where they could be safely winched up. However, they had no life jackets, were obviously frightened and refused to leave the yacht. Master Signaller Westwood then volunteered to board the yacht. As the sea state precluded any other form of rescue, and light was failing, the helicopter captain decided to attempt the rescue by winching. When the pilot had established a safe hover, the navigator lowered Master Signaller Westwood three times; each time he rescued a survivor. This feat required superb co-operation among all three crew members. Although Master Signaller Westwood had received a severe buffeting from the mast and was almost exhausted, he refused the navigator's offer to change places with him after the second rescue, because this would lose valuable minutes in the falling darkness. With his exhaustion mounting he persisted with the third and fourth rescues. During the rescue of the fourth survivor the mast fouled the winch cable and, despite the efforts of both Master Signaller Westwood and the navigator, the entanglement could not be freed. The navigator raised the winchman and the survivor to the place where the cable was caught in the rigging, but before the cable could be freed, the mast swung violently and the winch cable parted, pitching both rescuer and survivor into the sea. Master Signaller Westwood struggled clear of the boat with his survivor and fought his way ashore with him. Master Signaller Westwood completely disregarded his own safety and displayed gallantry of the highest order. His determined heroism eventually led to the successful outcome of the whole operation. But for his skill and courageous action some loss of life might well have occurred.

Queen's Commendation for Valuable Service in the Air

Flight Lieutenant John Peter FLIGHT (4106730), Royal Air Force. For his action as navigator and winch operator of the helicopter which went to