

with minimal training in the role, does much to emphasise the degree of personal effort that went into making a success of the rescue.

Master Engineer Peter Ernest John WHITE, A.F.M. (G0579681), Royal Air Force.

On 25th January 1969, Master Engineer White was briefed as winchman of the 78 Squadron Duty Search and Rescue helicopter crew, to attempt the rescue of a watchman from a drilling barge, with a 40 foot gantry on the stern, in difficulties half a mile off Dubai Jetty. A number of attempts at rescue had been made by various vessels from Dubai but, due to the violent sea state, they had all proved abortive. With a visibility of five nautical miles, the vessel was quickly located and found to be dragging its anchor in breakers approximately 300 yards from a lee shore. The generally rough sea (sea state five) and the dragging effect of the one bow anchor caused the 80 foot barge to corkscrew violently and the gantry to gyrate furiously. The vertical movement of the bow was estimated to be twenty feet. With the barge lying head into wind, which at this time was gusting between 20 and 30 knots, the pilot found that, in the normal head-into-wind hover, the tail rotor of the Wessex helicopter was within feet of the top of the gyrating gantry and the first attempt was abandoned. Master Engineer White suggested that if the helicopter could be hovered 45 degrees out of wind this would keep the tail rotor away from the gantry and he would be willing to attempt a rescue. This was done and Master Engineer White started to winch down to the barge. However, due to lack of visual reference, the pilot was unable to maintain a steady hover and, although the winchman made contact with the barge, the rescue attempt had to be discontinued and Master Engineer White was winched back into the aircraft. Master Engineer White indicated that he would risk a further attempt at rescue, and the helicopter was brought into position at a much lower hover. Master Engineer White managed to obtain a foothold on the pitching deck and within a minute the survivor was secured and winched aboard the Wessex. During both winching operations, Master Engineer White was in grave danger of being dashed against the side or superstructure of the barge and, throughout the entire incident, he acted in the best tradition of the Service. He displayed complete disregard of personal safety and showed tenacity and courage well beyond the call of duty. The fact that both he and the remainder of the crew are only part-time Search and Rescue operators, with minimal training in the role, does much to emphasise his courage.

*Queen's Commendation For Valuable Service In The Air*

W4220245 Sergeant Kenneth David TORKINGTON, Royal Air Force.

For his action as winch operator of a helicopter which went to the rescue of a watchman on a drilling barge in difficulties half a mile off Dubai Jetty. The generally rough sea (sea state five) and the dragging effect of the one bow anchor caused the 80 foot barge to corkscrew violently and the gantry to gyrate furiously. The vertical movement of the bow was estimated to be twenty feet. His task was further complicated by the inability of the winch to compensate for the ship's vertical motion, which had to be overcome by raising and lowering the aircraft and, as the pilot could not see the ship, these corrections had to be anticipated by Sergeant Torkington and passed to the pilot. When the winchman reached the deck of the pitching barge, Sergeant Torkington was also responsible for ensuring that the winch cable did not foul obstructions on the boat. He was in no doubt as to the difficulties and hazards involved in the operation, but his calm acceptance of the situation, his precise directions and winch control, and his quiet encouragement of the other crew members did much to make a success of the rescue.

10th June 1969.

ROYAL AIR FORCE

GENERAL DUTIES BRANCH

*Appointment to Commission (Permanent)*

*As Flight Lieutenants (General List):*

1st Oct. 1968

Robert Charles WOODWARD (4230911)  
Jeremy Michael YATES (2617091).

*As Flying Officers (General List).*

1st Oct. 1968

Raymond BROWN (3516320).

Peter John DAY (4232155).

Peter John Seath LISHMAN (5200043). (Since promoted to Flight Lieutenant.)

Mervyn Alan PAINE (4232074).

*Promotion*

*Flying Officer to Flight Lieutenant:*

K. S. NEATE (4034676). 4th Jun. 1969.

*Pilot Officer to Flying Officer:*

2nd Jun. 1969

K. J. LAWRY (4233368).

J. E. OLDFIELD (4233378)

R. A. PITTAWAY (4233344)

R. M. F. RUSKELL (4233367)

P. STAFFERTON (4233369).

*Adjustment of Period of Service*

The period of service of Flight Lieutenant M. S. COLHOUN (4231175) is adjusted to twelve years on the Active List and four years on the Reserve from 22nd Aug 1961. (*Substituted for Notification 1st Apr. 1969.*)

*Regrading*

*Acting Pilot Officer to Pilot Officer:*

7th Jun. 1969

C. J. E. ADAMS (4233568)

R. J. ALLEN (8024773).

N. E. L. BERESFORD (8024772).

D. R. CHAPMAN (8024769).

D. F. CHERRY (8024756).

J. J. COLLIS (8024755).

M. J. FORSTER (8024774).

C. M. H. HAWES (8024757)

I. HODSON (8024786).

R. J. HORWOOD (8024763)

R. F. LANE (8024776).

A. MARTYN-SMITH (4233572)

G. MCGLASHAN (4233597)

R. W. PERRATON (8024758)

A. J. POTTER (8024780)

D. SARGENT (8024781).

D. G. SMITH (8024765).

D. C. SYMONDS (8024783).

J. D. WALMSLEY (8024787).

*Retirement*

Wing Commander R. H. BENWELL (146386).  
7th Jun 1969.

Squadron Leader D. H. T. McRAE, DFC  
(47725). 28th May 1969.

*Flight Lieutenants*

E. G. SHEARMAN (1597167). 20th Apr. 1969.

P. A. McADAM (3514392) 29th May 1969.

R. JOHNSTON (584443). 5th Jun. 1969.

Flight Lieutenant H. E. SWANN (3135034) (at own request). 12th May 1969 (*Substituted for Notification 8th Apr. 1969*)

*Commission Terminated*

Flight Lieutenant J. BRANSCOMBE (508372). 9th May 1969.

Pilot Officer J. W. DRING (4233578). 1st Jun. 1969.

Acting Pilot Officer N. CANEVER (8024728). 29th May 1969.

GENERAL DUTIES (GROUND) BRANCH

*Promotion*

*Pilot Officer to Flying Officer:*

G. HUNTER (4335674). 9th Jun. 1969.

*Transfer between Branches*

Acting Pilot Officer F. M. HOLMES (8022585) is transferred to the Equipment Branch (Supplementary List) 28th Apr. 1969.

*Retirement*

*Flight Lieutenants.*

D. W. SPIBY, D.F.M. (55128) (at own request)  
1st May 1969.

R. WAKEMAN, D.F.C. (185001). 10th Jun 1969.

ENGINEER BRANCH

*Promotion*

*Flying Officer to Flight Lieutenant:*

4th Jun. 1969

E. H. COSTICK (582668).

M. J. GLAZIER (584718).

R. G. H. GRANT (643057).