



SUPPLEMENT TO

The London Gazette

of Thursday, 16th November 1989

Published by Authority

 Registered as a Newspaper at the Post Office

FRIDAY, 17TH NOVEMBER 1989

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD

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

17th November 1989

The QUEEN has been graciously pleased to approve the following awards of The Queen's Gallantry Medal and for the publication in the *London Gazette* of the names of those shown below as having received an expression of Commendation for Brave Conduct.

AWARDED THE QUEEN'S GALLANTRY MEDAL

LUI, Tak-wah, Fireman, Hong Kong Fire Services.

On 31st August 1988 at approximately 9.20 a.m., a Trident Jet aircraft, carrying 11 crew and 78 passengers, crashed on landing. The plane ruptured in two as it plunged into a bay. The tail section of the aircraft came to rest on a sea wall, while the cockpit and front section of the fuselage dipped into the sea. The airport fire and rescue services were called to the scene.

Fireman Lui, with other crew members, responded to the emergency and on arrival found the tail section and one engine of the aircraft on fire. A number of passengers waiting to be rescued, were in the water, and some were standing on the wings of the stricken plane. In addition two passengers were trapped in their seats and six crew members were trapped in the submerged cockpit. Fireman Lui assisted in the rescue of the two trapped passengers who were in imminent danger from spilled aviation fuel possibly igniting.

Efforts were then concentrated on rescuing the submerged crew. Attempts to gain underwater access to the cockpit were unsuccessful. Fireman Lui was given the job of trying to gain access through the ruptured fuselage. Entry was difficult due to sharp metal debris and a clutter of wiring and miscellaneous items blocking the narrow passage. In addition, a strong undercurrent ran through the fuselage, debris was floating everywhere and visibility was very poor. Fireman Lui, unable to enter the confined space with his air cylinder set strapped to his back, removed the harness, and entered the fuselage carrying his air cylinder in one hand. In making his way through, by clearing debris and obstacles in his path, he found the front portside exit door ajar. He managed to force open the door sufficiently to allow a rescue operation. At this point he surfaced to report his findings to the fire services diving team. Fireman Lui, with two divers, re-entered the water returning to, and entering, the open exit

door, while the divers remained outside. He located the six crew members in the cockpit and proceeded with their rescue. Still unable to wear his diving harness and hampered by the confined space and poor visibility, Fireman Lui, recovered three crew members before resurfacing, when his air supply ran low. His colleagues rescued the three remaining crew. All six crew members were subsequently certified dead.

Fireman LUI Tak-wah displayed devotion to duty and outstanding bravery in assisting to rescue two trapped aircraft passengers, who were in imminent danger from possible fire and explosion. Disregarding his own safety, he entered the damaged fuselage alone and, severely hampered by confined space, debris and poor visibility, recovered three crew members from the cockpit of the aircraft before resurfacing when his air supply ran low.

LI, Tim-shing, Fireman, Hong Kong Fire Services.

Fireman Li responded to the emergency upon hearing an announcement from the control room. Fireman Li was given the task of rescuing passengers from the sea and tackling the fire in the burning engine. The fire in the tail section of the aircraft had been brought under control. Jets from the land appliances and the fireboat were unable to reach the engine due to its inaccessible position. The fire posed a grave threat to survivors and rescuers alike, due to the spillage of aviation fuel which was in danger of igniting. Fireman Li, with a colleague, swam to the aircraft with a hose line. With his colleague's assistance, Fireman Li managed to climb up the very hot and slippery fuselage, which had been covered in foam, at a point where he was at close range to the fire. Despite the heat from the burning engine and the dangerous and slippery conditions, Fireman Li brought the fire under control. He then fixed a rescue line to the plane to prevent it from sinking, which assisted the rescue operation of those trapped in the cabin.

Fireman Li displayed devotion to duty and bravery of a high order, when, without regard for his own safety, he climbed onto the hot and slippery fuselage of a crashed aircraft to tackle successfully a fire from a burning engine, despite the heat and hazardous conditions.

Francis John MASON (Deceased), Lately Constable, Hertfordshire Constabulary.

At approximately 10.05 a.m., on 14th April 1988, two security guards arrived at a bank to make a delivery of money. One of the