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TUESDAY, 8TH NOVEMBER 1960

DEPARTMENT OF NATIONAL DEFENCE,
OTTAWA

8th November 1960.

The QUEEN has been graciously pleased, on the advice of Her Majesty's Canadian Ministers, to approve the following awards to members of the Royal Canadian Air Force:

(To be dated 29th October 1960)

Air Force Cross

Flying Officer Charles Maxwell ALEXANDER (133192),
Royal Canadian Air Force.

During an air defence exercise on 24th May 1960, Flying Officer Alexander was the navigator in a CF100 Aircraft which was participating in an aircraft interception at 43,000 feet. Shortly thereafter, the pilot of the aircraft suffered extreme anoxia. He was receiving no oxygen whatsoever as the result of a fault in his oxygen system. Flying Officer Alexander instructed the pilot to descend. The pilot responded and commenced an immediate descent but could not actuate his emergency oxygen supply. Flying Officer Alexander elected to remain with the aircraft and continued to talk the pilot into bringing the aircraft under control from an extremely erratic descent. Flying Officer Alexander noted at one point that their speed was 650 knots and they then entered the cloud deck at 7,000 feet still in a dive. The pilot gradually responded to instructions and pulled the aircraft out of the dive but the aircraft ended up in an inverted position. Flying Officer Alexander then successfully managed to instruct the pilot to roll the aircraft into a straight and level flight at approximately 10,000 feet. A ground control landing approach was then commenced. The pilot did not respond to instructions given by the GCA Controller and it was necessary for Flying Officer Alexander to guide the pilot all the way down. The pilot was still under the affects of anoxia upon landing to the extent that he did not round out but flew on to the runway. It was also necessary for Flying Officer Alexander to instruct him on braking action and direction. After a successful landing, the pilot remembered practically nothing of what had taken place. Flying Officer Alexander, when faced with the decision of ejecting or remaining with the aircraft, chose to remain in an effort to save his pilot and aircraft. Through coolness and devotion to duty he managed to avert what would have been a fatal accident.

Flying Officer Clive Charles Batcock (135671), Royal Canadian Air Force.

On 2nd March 1960, while taking part in a practice air fighting mission in a Sabre aircraft, Flying Officer Batcock's aircraft suffered an engine failure. At that time, he was positioned about 50 miles from base at 42,000 feet with the sky completely under-cast beneath him. The cloud extended from an uneven base from 1,000 to 5,000 feet and was unbroken to 30,000 feet. Beneath the cloud, visibility was limited by rain and fog. Under these conditions, Flying Officer Batcock, with serious risk to his life, completed a superb forced landing at his home base. Throughout the descent, he remained calm and collected and followed all recognized procedures to cope with the emergency situation with precision and accuracy. Flying Officer Batcock could have, without condemnation, abandoned the aircraft. However, a free falling aircraft would have been a definite menace to his home base and other populated areas in the vicinity. Flying Officer Batcock's skill, courage, and sense of responsibility saved a costly aircraft and the lives of others who might have been endangered by a falling aircraft. His devotion to duty, skill, and courage have served as an inspiration and splendid example to fellow aircrew.

AIR MINISTRY

8th November 1960.

ROYAL AIR FORCE

The QUEEN has approved the award of "The STANDARD" to the following squadrons in recognition of their completion of 25 or more years of existence in the Royal Air Force.

1st Apr. 1960

No. 21 Squadron.
No. 37 Squadron.
No. 53 Squadron.
No. 66 Squadron.
No. 72 Squadron.
No. 73 Squadron.
No. 80 Squadron.
No. 83 Squadron.

GENERAL DUTIES BRANCH

Appointment to commission (permanent)

As Flight Lieutenant (General List):

Dennis CUMMINGS (2517236). 8th Apr. 1960
(for subsequent transfer to the Technical Branch).