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FRIDAY, 26TH AUGUST 1966

State Intelligence

HONOURS AND AWARDS

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD

St. James's Palace, London S.W.1.
26th August 1966.

The QUEEN has been graciously pleased to approve the award of the George Medal to:

Lieutenant Allan Leigh TARVER, Royal Navy.

Lieutenant Tarver was the pilot of a Sea Vixen aircraft returning to H.M.S. ARK ROYAL from an operational patrol over the sea. Halfway home one of his two engines stopped through a mechanical failure and the aircraft, already low on fuel, began to lose more fuel from the damaged engine. A Scimitar tanker aircraft from the carrier closed Tarver's disabled aircraft, and while endeavouring to take fuel from the tanker in mid air, the Sea Vixen's other engine cut out at a height of approximately 12,000 feet, and the now powerless aircraft began to fall towards the sea.

In the Sea Vixen aircraft the two aircrew sit strapped in ejector seats in separate cockpits in the forward half of the fuselage, a closed hatch over head securing the Observer's escape route, and they are not in direct visual communication with one another. Lieutenant Tarver coolly remained in his cockpit, retaining control as best he could as the aircraft fell, and initiated a count-down for himself and his Observer to eject at a height of 6,000 feet. He was in continuous radio communication both with the ship and with the pilot of the Scimitar tanker above him at this stage, and both have testified that he reported the sequence of events to them in a calm voice.

At 6,000 feet, when the count-down reached zero, the Observer initiated the firing of his ejector seat, but the cartridge did not fire, and he began to attempt to bale out manually. Although it was now clear that every moment that delayed his own ejection reduced Lieutenant Tarver's already limited chances of survival, he elected to remain in his cockpit to further the Observer's escape as best he could. He first inverted the aircraft in the hope of assisting the Observer's manual escape. With the hatch cover jettisoned there was hope that this manoeuvre might be successful, although in doing so, precious height and speed were lost and the time remaining before the inevitable crash into the sea was diminished. Twice Lieutenant Tarver carried out this manoeuvre, but to no avail because his Observer, having got himself half out of his access hatch appeared to lose consciousness and it is likely that his harness became caught up in the airframe.

With all reasonable chance of his own survival now gone, Lieutenant Tarver still took no action to save his own life and leant back and put his arm through to push on his Observer's foot (the only part of him he could see) in the hope of jerking him

clear before the aircraft hit the sea. This was also fruitless.

The Scimitar pilot watching the Vixen from above reported that as the Sea Vixen rolled over on its final plunge into the sea, the body of Lieutenant Tarver was seen ejecting from the pilot's cockpit, hitting the sea direct, before his parachute had time to deploy within the splash circle of the aircraft crash.

An air-sea rescue helicopter had been flown off from the ship, but in the opinion of the Scimitar pilot, who was the only eye-witness of the crash, there could be no chance of Lieutenant Tarver having survived, and he reported this on his recall on board. In the event, however, Lieutenant Tarver did survive and the helicopter rescued him from the sea and brought him back on board the carrier.

That he was unsuccessful in saving his Observer's life in no way diminishes the quality of his own bravery, and by making his first concern the survival of his fellow aircrew, Lieutenant Tarver acted in the highest traditions of the Service; by remaining for several minutes in the crashing aircraft so forfeiting his own chances of escape beyond the point where he could reasonably expect to live, he exhibited most conspicuous courage in circumstances of extreme danger.

PRIVY COUNCIL OFFICE

26th August 1966.

UNIVERSITIES OF OXFORD AND CAMBRIDGE ACT 1923

A Statute made by the University of Cambridge, on the 19th August 1966, has been submitted for the approval of Her Majesty in Council, and notice of its having been so submitted is published in accordance with the provisions of the Universities of Oxford and Cambridge Act 1923.

TREASURY

Treasury Chambers, London S.W.1.
26th August 1966.

1. The Lords Commissioners of Her Majesty's Treasury hereby give notice that Tenders will be received at the Chief Cashier's Office, at the Bank of England on Friday, the 2nd September 1966, at 1 p.m. for Treasury Bills to be issued under the Treasury Bills Act, 1877, the National Debt Act, 1889, and the National Loans Act, 1939, to the amount of £230,000,000.

2. The Bills will be in amounts of £5,000, £10,000, £25,000, £50,000 or £100,000. They will be dated at the option of the tenderer on any business day