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TUESDAY, 27<sup>TH</sup> SEPTEMBER 1966

MINISTRY OF DEFENCE

Department of National Defence, Ottawa.

27th September 1966.

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

(To be dated 30th July 1966)

*Air Force Cross*

Flight Lieutenant Kenneth Abraham HARVEY, C.D. (237260), Royal Canadian Air Force.

On 3rd March 1965, Flight Lieutenant Harvey was returning for a landing after completing a successful acceptance flight in an F84F aircraft. When approximately ten miles from his base he experienced severe engine vibrations accompanied by loud banging. An emergency was declared and arrangements made for a downwind emergency landing. Approximately five miles from base and over a densely populated area, the vibrations and banging increased, then the engine failed completely. Rather than abandon the aircraft, which he would have been fully justified in doing, where there was the distinct possibility of the aircraft crashing into the populated area and causing untold damage to property and possible loss of life, Flight Lieutenant Harvey elected to remain with the aircraft to attempt an engine-out landing. With the aircraft operating on emergency hydraulics, Flight Lieutenant Harvey continued his approach to base and successfully manoeuvred the aircraft to a safe landing. By his courage and devotion to duty, Flight Lieutenant Harvey, by remaining with the aircraft, not only protected the lives and property of innocent people, but also prevented the loss of a costly aircraft.

Flight Lieutenant Daniel Michael CAMPBELL, C.D. (30048), Royal Canadian Air Force.

On 18th July 1965, Flight Lieutenant Campbell was the captain of Labrador Helicopter 10402, dispatched to search for the pickup survivors of an aircraft which had crashed near Bramfield on Vancouver Island. Two survivors of the crash had "walked out" but because of conflicting descriptions, the exact location of the crash scene could not be determined by the searching aircraft. It was learned however, that the aircraft had crashed into tall timber on a steep mountainside and that two other survivors who were injured, possibly seriously, were left at the crash scene. Just at sundown, the tail section of the aircraft was spotted lodged in the top of tall timber. Despite the increasing darkness, Flight Lieutenant Campbell manoeuvred his aircraft into position for lowering a rescue team. When the

first man was lowered it was found that at the full extent of the hoist cable he was some 20 feet from the ground, due to the height of the timber, the gradient of the mountain slope and the limited length of the hoist cable. It was then necessary for Flight Lieutenant Campbell, if he were to effect a rescue, to nestle the helicopter fuselage in the tree tops. With extraordinary skill, he nestled the helicopter fuselage into the tree tops, successfully lowering the rescue team and their equipment. To ensure a safe fuel supply and the success of the rescue operation, Flight Lieutenant Campbell then returned to base and although now midnight returned to the crash scene determined to complete the rescue. Again he nestled the helicopter fuselage in the three tops and safely hoisted the survivors and rescue team to safety. Had Flight Lieutenant Campbell not completed the rescue that night, rain and fog later closed the area to search aircraft until 21st July and it is doubtful if one of the injured survivors could have survived another night of exposure as, besides suffering burns to the upper part of his body, a lacerated knee and a possible back injury, he was also in a state of shock. During the entire rescue mission Flight Lieutenant Campbell faced grave personal danger when nestling the fuselage in the trees, as any sudden change of wind could easily have caused the helicopter to crash causing undetermined injury or death to himself and others. This officer's calm professional approach, exceptionally fine airmanship, courage and devotion to duty in an extremely critical situation were major factors in saving human lives.

27th September 1966.

ROYAL AIR FORCE

GENERAL DUTIES BRANCH

*Appointment to Commission (Permanent)*

*As Flight Lieutenant (General List):*

John Arkley PRIDEAUX (4230428). 1st Oct. 1965.

*As Flying Officer (General List):*

Baladas Sarvothman NAIDOO (4231170). 1st Oct. 1965.

*Appointment to Commission (Permanent)*

*As Flying Officers (Supplementary List):*

*Master Air Quartermasters*

26th Aug. 1966 (*seniority 26th Aug. 1963*)

Peter PHILLIPS (4025621).

Peter Patrick PILKINGTON (3503578).

Master Air Electronics Operator Douglas George LAWTON (772540). 26th Aug. 1966 (*seniority 26th Aug. 1963*).