

WOMEN'S ROYAL ARMY CORPS
 Capt. J. WOOD (439921).
 Lt. E. M. BASHFORD (461574).
 Lt. B. A. HEWITT (440746).

CANCELLATIONS

THE EFFICIENCY MEDAL (TERRITORIAL)—1ST CLASP
The London Gazette Supplement No. 38962 of
 7th July 1950

ROYAL ENGINEERS
 Capt. (Hon. Maj.) D. C. GORDON (285879).
 THE EFFICIENCY MEDAL (TERRITORIAL)
The London Gazette Supplement No. 37873 of
 6th February 1947

ROYAL ARMY MEDICAL CORPS
 Capt. S. LASK (79121).
The London Gazette Supplement No. 37933 of
 18th April 1947

ROYAL ENGINEERS
 Lt. (now T/Capt.) D. C. GORDON (285879).
The London Gazette Supplement No. 39120 of
 12th January 1951

INDIAN ARMY
 Lt. L. J. LANCE (E.C. 8947) (now 409114, Herts.
 R.).
The London Gazette Supplement No. 43724 of
 30th July 1965

ROYAL REGIMENT OF ARTILLERY
 Lt. (now Capt.) C. G. S. TIFFIN (295405) (now
 R.A.P.C.).

AIR FORCE DEPARTMENT

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD

St. James's Palace, London S.W.1.
 16th May 1967.

The QUEEN has been graciously pleased to give orders for the following appointment to the Most Excellent Order of the British Empire in recognition of gallant and distinguished service in the Borneo Territories:

*To be an Additional Member of the Military Division
 of the said Most Excellent Order:*
 Flight Lieutenant Joseph Ronald LEONARD (59096),
 Royal Air Force.

Whitehall, London S.W.1.
 16th May 1967.

The QUEEN has been graciously pleased to approve the following awards in recognition of gallant and distinguished service in the Borneo Territories:

Air Force Cross

Flying Officer Brian William SKILLICORN (685675),
 Royal Air Force.

On 10th August 1966, Flying Officer Skillicorn was captain of a Whirlwind helicopter on an operational flight in Sarawak. As he reached a point about 250 yards on final approach to a hilltop landing site in trees on top of a hill at a height of 1,400 feet above the nearby plain, there was a loud bang from the engine followed by complete loss of power. He quickly turned the helicopter away from the hill, recovered the rapidly decaying rotor R.P.M. and established an autorotative descent towards the plain, which was covered with a mixture of primary and secondary jungle relieved by only a few very small patches of swamp and primitive cultivation. Flying Officer Skillicorn selected a clearing within his limited range and began his circuit. He then discovered that the clearing was obstructed by fallen trees and at almost the last moment had to change his approach to reach an even smaller clearing, about 75 yards long and 25 yards wide separated from his first choice by a screen of trees and limited further

by a stream which cut it in two. Despite this setback and the fact that the whole incident, from engine failure to landing, occupied little more than one minute, Flying Officer Skillicorn transmitted clear correct distress calls and adjusted his approach to reach the second clearing. He cleared the screen of trees, but to do so had to manoeuvre the helicopter between two taller trees so close that the tips of the main rotor blades were slightly damaged. On landing, it was found that the ground was soft and the front wheels dug in, pitching the helicopter forward and breaking off the tailboom. Neither Flying Officer Skillicorn nor his co-pilot were injured. Flying Officer Skillicorn is 23 years old and is now in the second year of his first flying tour, in which he served initially with No. 225 Squadron, when he was mentioned in despatches. Since November 1965, he has served with No. 103 Squadron. Previous to the incident now reported, he once successfully landed a helicopter in a jungle clearing after a tail rotor failure and on another occasion landed safely on a beach after an engine failure. A pilot without Flying Officer Skillicorn's qualities of determination and skill would, in the circumstances he encountered on 10th August 1966, have had to accept a crash landing, with severe injuries or loss of life for his crew being the normally inevitable result, but, by his cool, courageous and skilful handling of the situation, Flying Officer Skillicorn ensured the safety of his crew and, but for the treacherous nature of the ground would have saved his aircraft even from the damage it sustained. In a Force whose bravery and professional expertise have aroused general admiration, his own record has been second to none. His fine example has been an inspiration and an encouragement to his fellow pilots, all too well aware of the hazards of flying single-engined aircraft over this inhospitable terrain.

Queen's Commendation for Valuable Service in the Air

Master Pilot William Cowell KAY, D.F.M.
 (S1451972), Royal Air Force.

Mention in Despatches

Squadron Leader William Frederick James STEVENS,
 D.F.C., A.F.C. (146924), Royal Air Force.
 Flight Lieutenant Michael Stuart John MCKINLEY
 (608162), Royal Air Force.
 Master Pilot John Anthony TRIGG, A.F.M.
 (F1437404), Royal Air Force.
 S4271410 Acting Corporal Norman Trevor JOHNSON,
 Royal Air Force.

16th May 1967.

ROYAL AIR FORCE

GENERAL DUTIES BRANCH

Appointment to Commission (Permanent)

As Flight Lieutenant (General List):
 Richard Michael WARD (4230163). 1st Oct. 1966.

As Flying Officer (General List):
 Christopher BLAKE (4257331) (since promoted
 Flight Lieutenant). 1st Oct. 1966.

As Pilot Officers (General List):
 28th Mar. 1967 (seniority 28th Dec. 1965).
 John BRANSCOMBE, B.Sc. (508372).
 Andrew Allan LOVEJOY, B.A. (2618854).

*As Flight Lieutenants (General List) Ground
 Branch:*

1st Oct. 1966.
 Philip Newsome DUNSTAN (3147741).
 Robert Alfred ELLINGWORTH (2775369).
 James Roland STUART (2414499).

As Flying Officer (General List) Ground Branch:
 John Clifford WILMOT (4335086). 1st Oct. 1966.

Appointment to Commission (Permanent) (D.E.C.(A.))

As Flight Lieutenant (Supplementary List):
 Roger Henry FITCHARD (4170137). 31st Jan.
 1967.

As Pilot Officer (Supplementary List):
 Patrick Matthew THOMAS, B.A. (508373). 28th
 Mar. 1967. (Seniority 28th Dec. 1965.)

Promotion

Flying Officer to Flight Lieutenant:
 D. CHADWICK (4231172). 10th Nov. 1966.