

from the adjacent number four engine presented a severe fire risk. With two piston engines and one jet engine all running in excess of accepted operational limits it was possible to hold height at five hundred feet at about 150 knots in straight and level flight. Nothing more than a shallow turn could be made without loss of height and speed. Flight Lieutenant Bondesio nursed the aircraft in this configuration to the entrance to Lisbon harbour where the visibility dropped to one and a half miles in smoke haze. At such a low altitude the airfield approach instruments in the aircraft were unhelpful and no ground radar assistance was available. Following the coastline towards Lisbon airport, Flight Lieutenant Bondesio was suddenly confronted with the towers and span of the Salazar bridge which links the north and south banks of the estuary. Unable to clear the bridge the aircraft was gently edged seawards again in an unsuccessful attempt to gain height. At this point the crew of a civil aircraft flying locally became aware of the Shackleton's predicament and closed the crippled aircraft in an attempt to shepherd it into Lisbon airport. Crossing the coast the Shackleton encountered some thermal uplift enabling enough height to be gained for the aircraft to clear the outskirts of the city. At about two miles the runway came into view roughly aligned with the aircraft track. The aircraft landed safely at 1036 hours. Throughout this very serious emergency Flight Lieutenant Bondesio showed great coolness and presence of mind. For twenty-six minutes, under great strain, he fought to keep his heavy and unmanoeuvrable aircraft out of the sea. By his superb airmanship and by his courage and determination, he brought nineteen lives safely through a very perilous predicament and prevented the loss of a valuable operational aircraft. He displayed the greatest qualities of leadership and captaincy and his exemplary handling of a very dangerous situation was in accordance with the finest traditions of the Royal Air Force.

20th February 1968.

## ROYAL AIR FORCE

### GENERAL DUTIES BRANCH

#### Promotion

##### *Flying Officer to Flight Lieutenant:*

R. T. MOONEY, B.Sc. (4231409). 1st Nov. 1967  
(Seniority 16th Jul. 1966).

3rd Feb. 1968

D. W. GLADWIN (4231502).

J. M. HENSON (4231507).

D. C. STALLAN (4231387).

J. C. W. MARSHALL (4264083). 20th Feb. 1968.

##### *Pilot Officer to Flying Officer:*

S. J. SPOOR, Dip. Tech. (4233024). 6th Nov. 1966  
(Seniority 14th Feb. 1965).

18th Feb. 1968 (Seniority 18th Aug. 1967)

A. J. C. BAGNALL (608630).

A. F. BAILEY (608645).

J. T. BAKER (608629).

P. A. BEDFORD (608676).

N. W. BERRYMAN (608631).

P. M. BLEE (608647).

R. M. BONNEY-JAMES (608660).

D. W. BROWN (608658).

A. P. CHILDS (608648).

T. St. G. COLDICOTT (608667).

G. H. CORNISH-UNDERWOOD (4232398).

B. M. COTTAM (608643).

C. C. COVILLE (608662).

G. J. CROMBIE (608679).

J. G. DAVIES (608638).

L. A. DAVISON (608642).

C. M. EDWARDS (608659).

D. J. FISHER (608677).

J. FLOOD (608633).

P. B. GLOVER (608673).

D. HALL (608685).

T. F. HILTON (608661).

N. R. HOLDER (608678).

C. A. HOOPER (608632).

M. P. HORTON (608649).

R. S. HOWE (608684).

T. I. JENNER (608680).

J. LILLIS (608653).

A. MCKAY (608681).

K. D. R. MANS (608652).

J. C. MARSH (608663).

R. PILLEY (608641).

A. ROBERTS (608635).

R. F. SANDFORD (608636).

M. V. SMITH (608665).

A. G. SOLLITT (608666).

M. J. STOKES (608669).

P. F. TURLEY (608640).

C. W. D. WATSON (608656).

C. L. WHITAKER (608668).

20th Feb. 1968 (Seniority 20th May 1966)

A. F. COLLINS, B.A. (2619520).

S. G. LLOYD-MORRISON, B.Sc. (2619713).

R. P. MINARDS, LL.B. (2619245).

G. REVELL, B.Sc. (2619509).

20th Feb. 1968

D. C. SHUBROOK, B.A. (2618988). Seniority 20th Nov. 1966.)

J. P. CONNOR, B.Sc.(Eng.) (2602197). (Seniority 11th Apr. 1967.)

W. R. GRAHAM, B.Sc. (2619937). (Seniority 21st Jun. 1967.)

A. V. GAUNT (2619988).

#### *Extension of Service*

The period of service on the Active List of Flight Lieutenant J. B. S. ROSS (4230857) is extended up to and including 8th Sep. 1968.

#### *Regrading*

##### *Acting Pilot Officer to Pilot Officer:*

J. B. DYSON (4233167). 28th Oct. 1967.

20th Dec. 1967

K. MIDDLETON (4335849).

T. MINNS (4335811).

A. P. MITCHELL (4335757).

L. J. STEPHENSON (4335851).

17th Feb. 1968

A. J. BEATON (4233216).

P. A. BLACKFORD (4233200).

D. A. BRADSHAW (4233228).

H. A. COOK (4233219).

R. F. CORSTIN (4233296).

N. R. DANCE (4233278).

S. DAWSON (4233276).

I. EVANS (4233285).

S. M. FISHER (4233179).

R. B. FORD (4233283).

G. R. FOSTER (4233224).

P. A. GARDNER (4233295).

C. GIBBONS (4233294).

G. R. GIBBONS (4233225).

J. C. GROCCOTT (4233259).

J. A. GURNEY (4233277).

T. A. HEYES (4233302).

K. R. HOLMES (4233217).

G. E. JOHNSON (4233300).

N. R. H. MACDOUGALL (4233297).

D. F. H. MCSORLEY (4233299).

K. G. MANETLOW (4233286).

M. A. MASHEDER (4233255).

N. MAY (4233292).

P. A. MAY (4233298).

P. A. MONCK (4233210).

K. M. NORMAN (4233222).

M. L. OULTON (4233190).

C. R. PARSONS (4233301).

G. PITICK (4233242).

D. McD. ROSS (4233279).

A. W. SUMNER (4233289).

B. R. SYMONS (4233284).

R. A. WHIGHT (4233273).

J. W. WHITE (4233293).

##### *Acting Pilot Officer to Pilot Officer, W.R.A.F.:*

T. F. LUCAS (2797477). 21st Oct. 1967.

M. J. BULL (2797535). 20th Dec. 1967.

#### *Transfer to Reserve*

Flight Lieutenant L. C. DAWSON (4178410). 1st Feb. 1968.

#### *Forfeiture of Seniority*

Flying Officer G. R. WARBURTON (4232751) takes rank and precedence in the rank of Flying Officer as if his appointment to that rank bore date 15th Dec. 1967.

#### *Retirement*

Group Captain J. L. GILBERT, D.F.C. (at own request). 31st Jan. 1968.

Wing Commander A. J. PICKNETT, D.F.C. (77615). 28th Jan. 1968.

#### *Squadron Leaders (at own request):*

R. C. CHAPMAN, D.F.C., A.F.R.Ac.S. (144019). 1st Feb. 1968.

J. E. SIMMONDS (67595). 16th Feb. 1968.

I. E. SUREN (3504823). 17th Feb. 1968.