

*Rossall School Contgt.*

Lt. C. S. FAYLE (432183) resigns his commn., 31st Jan. 1970, and is granted the hon. rank of Maj.

## ARMY CADET FORCE

## TERRITORIAL AND ARMY VOLUNTEER RESERVE

## SECTION B

*Cambridge Isle of Ely & Huntingdon*

Lt. D. J. GOODALE (482302) resigns his commn., 12th Jan. 1970.

*Cheshire*

Lt. W. PASS (474674) resigns his commn., 15th Jan. 1970.

*Greater London N.E. Sector*

William Archibald John GOSTLING (488761) to be 2nd Lt. (on probation), 1st Nov. 1969. (Substituted for the notifn. in Gazette (Supplement) dated 20th Jan. 1970.)

*Greater London N.W. Sector*

2nd Lt. L. W. WARNER (485248) (on probation) is confirmed as 2nd Lt., 29th Nov. 1967. To be Lt., 29th Nov. 1969, with seniority 29th Nov. 1967.

*Hampshire & The Isle of Wight*

Marcus James ADAMS (489020) to be 2nd Lt. (on probation), 5th Dec. 1969.

*Leicester, Northampton & Rutland*

Lt. V. C. ATCHERLEY, T.D. (417949), commn. is terminated, 23rd Mar. 1970.

Paul Geoffrey GUPPY (489003) to be 2nd Lt. (on probation), 15th Jan. 1970.

*Lincoln*

Neil McGathan BLEVINS (489021) to be 2nd Lt. (on probation), 28th Jan. 1970.

*North Highland*

Lt. A. CAMPBELL (478228) resigns his commn., 30th Nov. 1969.

*Warwick*

Lt. K. GLENDINNING (463103) (Res. of Offrs., Class III, R. Signals) resigns his commn., 7th Oct. 1969.

*Worcester*

Lt. I. R. PATERSON (476199) resigns his commn., 9th Dec. 1969.

Lt. W. MUIR (459943) resigns his commn., 12th Dec. 1969.

*York (West Riding)*

Lt. J. E. UTLEY (319999) resigns his commn., 1st Jan. 1970, and is granted the hon. rank of Capt.

## AIR FORCE DEPARTMENT

Whitehall, London S.W.1.

24th March 1970.

The QUEEN has been graciously pleased to approve the following awards:

*Air Force Medal*

PO684644 Sergeant Leonard Terence SPRINGATE, Royal Air Force.

On 14th November 1969 Sergeant Springate was the captain of the standby search and rescue helicopter at Thorney Island, when an emergency call was received from the Needles Coastguard requesting the transfer to hospital of the Master of the Danish ship "Lollik" from a position 5nm south of the Nab Tower. The weather was clear but a strong southerly wind of 40 to 50 knots was whipping up the sea to State 5. The helicopter scrambled and the ship was found in its reported position, sailing along the swell and beam to the wind. The ship was rolling and pitching alarmingly and it was clear that the winchman would have great difficulty in keeping his balance. It was seen that the deck area was taken up by two holds with derricks slung to the side and the gangways were completely covered with oil drums. The bridge was aft and was cluttered with whip and wire aeriels. A small deck area was covered in reels of rope and stanchions. Moreover, a large flag pole at the rear was an additional hazard and the crew indicated they would like it taken down but this proved impossible. Just behind all this was a very small deck area below the bridge which was clear but an attempt to land the winchman there would have been extremely dangerous because of the rolling and pitching of the ship, and a four foot iron deck rail. The boat was rolling through 40 to 50

degrees and pitching about 15 to 20 feet to the horizontal, and it was decided to attempt to land the winchman on the bridge where the obstructions might prove useful hand holds. Sergeant Springate, with exceptional skill and calmness, and aided by the winch operator, put the winchman down on the bridge so accurately that he touched only the flag. This was a remarkable feat considering the ship's movement. The helicopter then stood off whilst the winchman inspected the casualty and decided on the best method of lifting. Sergeant Springate, directed by the winch operator, then started a run-in and at the first attempt the strop was put into the winchman's hands, only to be wrenched away by the ship's wild gyrations seconds later. On the second attempt the pilot flew his aircraft lower and, by maintaining a very accurate height and position, waited until the correct moment came to make a clean lift of both winchman and casualty. The casualty was taken to the Royal Naval Hospital at Haslar. Sergeant Springate displayed the highest standards of flying skill and resourcefulness, combined with tenacity and courage well beyond the normal call of duty, in maintaining so accurate a position over a pitching and rolling ship, which was covered with the worst possible types of obstruction. Touching one of them or fouling the cable would have put the lives of his crew and the aircraft in jeopardy. He would have been justified in abandoning the operation. Sergeant Springate has consistently shown courage and determination to save lives in perilous situations and as an aircraft captain he has always shown notable leadership and unwavering devotion to his duties in the air, directing and encouraging his crew to achieve what to others has seemed impossible.

*Queen's Commendation for Valuable Service in the Air*

Master Air Electronics Operator Malcolm Conrad WENDLER (U4043261), Royal Air Force.

MO684804 Sergeant David Keith BROWNE, Royal Air Force.

In recognition of the part they played as members of the helicopter crew which was called to take the injured Master of the Danish ship "Lollik" to hospital. The ship was rolling and pitching alarmingly. The deck was cluttered with ship's gear and there was very little space on which the winchman could land. A large flag pole formed an additional hazard. Master Air Electronics Operator Wendler, the winchman, was lowered on to the ship and, having assessed that a stretcher lift was impossible, decided to transfer the casualty to the helicopter by double lift. He signalled for a straight rapid lift and positioned himself so that he would protect the casualty from further injury. On the second attempt the lift was accomplished. Sergeant Browne was the navigator/winch operator and had little experience in the search and rescue role. Throughout the three runs made to the ship and while hovering over it, he coolly and calmly directed his pilot, knowing that a mistake or error of judgement on his part would be disastrous for the winchman and casualty. Master Air Electronics Operator Wendler and Sergeant Browne showed courage, skill and determination of a high order, and contributed in a large measure to the successful outcome of a difficult operation.

24th March 1970.

## ROYAL AIR FORCE

Air Vice-Marshal T. N. STACK, C.B., C.V.O., C.B.E., A.F.C., is appointed United Kingdom Member of the Permanent Military Deputies Group Central Treaty Organisation—Ankara, with the acting rank of Air Marshal, in succession to Air Chief Marshal Sir Frederick ROSIER, K.C.B., C.B.E., D.S.O. 23rd Mar. 1970.

## GENERAL DUTIES BRANCH

*Promotion**Flying Officer to Flight Lieutenant:*

R. J. ROGERS (4232367). 11th Mar. 1970.

19th Mar. 1970

C. J. F. DYSON (4230548).

O. M. J. KENDRICK (4058028).

D. TROTTER (4220215). 20th Mar. 1970.

*Pilot Officer to Flying Officer:*

G. A. R. INNES (4335771). 12th Mar. 1970.