



SECOND SUPPLEMENT TO

The London Gazette

of Monday, 7th April 1975

Published by Authority

Registered as a Newspaper

TUESDAY, 8TH APRIL 1975

MINISTRY OF DEFENCE

HONOURS AND AWARDS

AIR FORCE DEPARTMENT

Whitehall,
London SW1A 2HB.
8th April, 1975.

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

Air Force Cross

Flight Lieutenant David Roderick COSBY (4231245), Royal Air Force.

On 21st December 1974, Flight Lieutenant Cosby was Duty Captain at D Flight, 202 Squadron, Royal Air Force, Lossiemouth, when he was notified that a Belgian trawler with a 9 man crew had run aground on rocks on the island of Hoy, Orkney. He took off in a Whirlwind in the early morning and at first light reached the trawler, which was lying on its side, parallel to and approximately 25 yards from the base of a 600 foot vertical cliff. The vessel was being pounded by heavy seas which were constantly breaking over her and at times almost engulfing her. The Longhope Lifeboat had arrived, but was prevented by the heavy seas and submerged rocks from getting nearer than 200 yards. The weather was clear, but the south-west wind was 20 to 25 knots, gusting to 40 knots, and helped by the rising tide was gradually pushing the trawler closer to the cliff. Flight Lieutenant Cosby knew at once the risks involved in hovering only 25 yards from the cliff in such turbulent conditions, but he also recognised the immediate and increasing danger to the ship's crew and therefore decided to transfer them to the nearby lifeboat. The winchman was lowered but the height of the trawler's superstructure and radio aerial prevented the aircraft hovering lower than 50 feet above the deck, which was angled at 45 degrees, and the considerable pendulum effect caused by the length of the cable, aggravated by the severe air turbulence, made it extremely difficult for the winchman to reach the vessel safely. The task was further complicated by having to face into the wind, thereby putting the tail rotor dangerously close to the cliff face. Throughout the

operation, which was carried out 9 times, the winchman was in constant danger of being battered against either the trawler or the rocks and only the superb flying skill displayed by Flight Lieutenant Cosby and the excellent co-ordination between him and the winch operator enabled the whole operation to be completed safely in 45 minutes. Flight Lieutenant Cosby's courage, determination and coolness in the face of great danger to himself and his crew undoubtedly saved the trawlermen from a perilous situation, and his exceptional display of flying under extremely difficult conditions was in keeping with the highest traditions of the Royal Air Force.

Master Air Loadmaster Peter David BARWELL (F0682699), Royal Air Force.

On 21st December 1974, Master Air Loadmaster Barwell was the winchman on board a Whirlwind of D Flight, 202 Squadron, Royal Air Force Lossiemouth, which was called to assist a Belgian trawler in distress. The trawler, which had a 9 man crew on board, had run aground on rocks on the island of Hoy, Orkney. The aircraft arrived on the scene at first light and found the trawler lying on its side, parallel to and approximately 25 yards from the base of a 600 foot vertical cliff. The vessel was being pounded by heavy seas which were constantly breaking over her and at times almost engulfing her. The Longhope Lifeboat had arrived but was prevented by the heavy seas and submerged rocks from getting nearer than 200 yards. The weather was clear, but the south-west wind was 20 to 25 knots, gusting to 40 knots, and helped by the rising tide was gradually pushing the trawler closer to the cliff. Master Air Loadmaster Barwell fully appreciated the problems which the pilot would have in maintaining the aircraft in the hover only 25 yards from the cliff in such turbulent conditions, but he immediately volunteered to be winched onto the deck of the trawler which was angled at 45 degrees, in order to uplift the crew to the nearby lifeboat. Unfortunately the height of the trawler's superstructure and radio aerial prevented the aircraft from hovering lower than 50 feet above the deck and the considerable pendulum effect caused by the length of cable, aggravated by the severe air turbulence, made it extremely difficult for Master Air Loadmaster Barwell to reach the vessel safely. Throughout the

operation he was in constant danger of being battered against either the trawler or the rocks, but, without hesitation, he coolly and repeatedly returned to the grounded vessel, managing to reach her 9 times and on each occasion uplift one member of the crew and transfer him to the lifeboat. The whole operation took 45 minutes and, despite the difficult conditions, was completed without mishap. Master Air Loadmaster Barwell showed complete disregard for his personal safety, and his courage, resolution and skill enabled him to rescue the trawlermen from a most perilous situation.

Queen's Commendation for Valuable Service in the Air

Flight Lieutenant Charles Raymond Victor TAYLOR (4049162), Royal Air Force.

For his courage, composure and presence of mind, as navigator and winch operator of a helicopter sent from Royal Air Force Lossiemouth, on 21st December 1974, to rescue the 9 man crew of a Belgian trawler, aground on rocks, and being pounded by heavy seas, about 25 yards

from the base of a 600 foot vertical cliff on the island of Hoy, Orkney. The south-west wind was 20 to 25 knots, gusting to 40 knots. Because of the trawler's superstructure, the aircraft could not hover lower than 50 feet and the winchman had to be lowered by Flight Lieutenant Taylor 9 times, but, despite the risk of the aircraft being driven against the cliff by a gust of wind, or the winchman being battered against the vessel or the rocks, the operation was completed without mishap, in 45 minutes.

Squadron Leader David Charles LOTT (608057), Royal Air Force.

In recognition of his courage and determination, on 19th December 1974, in saving his Harrier Aircraft after it had struck a large flock of birds, at a height of 400 feet, causing the engine to surge. Showing outstanding coolness and professionalism, he climbed to 1,500 feet with his residual speed and, after the jet pipe temperature had cooled sufficiently, successfully relit the engine and landed at a nearby airfield.

LONDON

Printed and published by HER MAJESTY'S STATIONERY OFFICE: 1975

Price 6p net

PRINTED IN ENGLAND

ISBN 0 11 656537 3