

The QUEEN has been graciously pleased to approve the following awards of the Air Force Cross in recognition of service during the operations in the South Atlantic.

Air Force Cross

Wing Commander David EMMERSON 4230086, Royal Air Force.

Wing Commander Emmerson commands No 206 Squadron based at Royal Air Force Kinloss. Between 21st April 1982 and 6th June 1982, he was detached to Ascension Island to command a force of Nimrod aircraft deployed in support of Operation CORPORATE. On arrival at Ascension, Wing Commander Emmerson found little in the way of a support organisation. However, during his period in command the detachment doubled in size, an air-to-air refuelling capability was introduced for Nimrod aircraft to operate both within the Total Exclusion Zone and close to the Argentinian coast, and new weapons including air-to-air missiles were received into service. Throughout the period of expansion Wing Commander Emmerson displayed exceptional zeal and patience over long hours of abnormally demanding duties. He not only prepared his crews for operations close to the Argentinian coast and within range of fighter aircraft, but also displayed exceptional leadership and a great sense of courage by captaining each sortie which broke new ground as new equipments, capabilities and techniques were introduced. He never tasked a crew to fly an operation which he himself had not already flown and he displayed outstanding leadership and skill in completing each mission successfully regardless of the potential risks to his aircraft and crew. In the course of ten operational sorties Wing Commander Emmerson was captain of the Nimrod which supported the first Vulcan attack on Port Stanley Airfield on 1st May. He led the first crew to operate within air defence radar and fighter range of the Argentinian bases of Puerto Belgrano and Comodoro Rivadavia. The latter sortie was conducted in daylight in an environment of a considerable risk to aircraft and crew. Another of his operational sorties was to provide surface surveillance in support of Task Groups overnight on 20th/21st May to cover the amphibious landings on East Falkland involving a flight of 19 hours and 7200 nautical miles. Throughout the period of the Falkland campaign, Wing Commander Emmerson displayed courage and coolness which were a magnificent example to others. While proving himself an outstanding leader of his crews through personal example, unselfish determination and skill he ensured the achievement of the military aims of his Commander in the employment of the Nimrod.

Squadron Leader Robert TUXFORD 608997, Royal Air Force.

Squadron Leader Tuxford was captain of a Victor K2 Tanker supporting the first Vulcan bombing raid on Port Stanley airfield, Falkland Islands. During the night of 30th April 1982, Squadron Leader Tuxford's aircraft was tasked with passing fuel to another Victor K2 which, in turn, was to transfer fuel to a Vulcan en route to the target. However, during the refuelling manoeuvre, the Victor flew into violent thunderstorms and suffered turbulence so severe that the receiving probe was broken from the Victor aircraft. Immediately, the aircraft reversed roles and Squadron Leader Tuxford took-on the fuel load. However, the delay resulted in the fuel transfer being completed further from Ascension Island than planned and Squadron Leader Tuxford's aircraft did not receive all the fuel required to complete the mission. Nevertheless, in the full knowledge that his aircraft would run out of fuel some 400 nautical miles south of Ascension Island on its return and in spite of the obvious risk, Squadron Leader Tuxford transferred the full amount required by the Vulcan to complete its bombing mission. Moreover, at that time he was not able to seek assistance from Ascension Island because, to have broken radio silence would have jeopardized the safety of the Vulcan en route to its target. His determination and courage were rewarded however, when, after the Vulcan cleared the target area, a reserve tanker was successfully scrambled from Ascension Island and Squadron Leader Tuxford's aircraft made a safe recovery. Squadron Leader Tuxford's selfless devotion to duty ensured the success of the Vulcan mission and was in the finest traditions of the Royal Air Force.

Flight Lieutenant Harold Currie BURGoyNE 8020990, Royal Air Force.

Flight Lieutenant Burgoyne, of the Special Forces Flight of No 47 Squadron, Royal Air Force Lyneham has outstanding skill and experience as a Hercules pilot and was specially selected as one of the first captains to train in air-to-air refuelling which was hitherto undeveloped for Hercules aircraft. At the outset of Operation CORPORATE Flight Lieutenant Burgoyne was tasked with intensive training for clandestine operations, for which he was also required to undertake comprehensive mission planning. This demanding phase which was disrupted by frequent changes in operational requirements, offered no respite and placed Flight

Lieutenant Burgoyne under considerable pressure; he reacted with flexibility, dedication and tactical ability of the highest order. Subsequently, on 12th May 1982, Flight Lieutenant Burgoyne and his crew deployed to Ascension Island to be the first air-to-air refuelling crew engaged in Hercules long-range airdrops and on 16th May 1982 he took off from Ascension on the first of these missions into the Falkland Islands' Total Exclusion Zone. Air refuelling his aircraft on the outbound leg of 2100 miles from Ascension, Flight Lieutenant Burgoyne went on to airdrop 1000 pounds of vital stores and eight parachutists to Her Majesty's Ship ANTELOPE before returning to Ascension in a total flight time of 24 hours 5 minutes over 6300 nautical miles. Throughout, Flight Lieutenant Burgoyne showed exceptional skill, dedication and leadership, and with quiet yet dogged determination he inspired his crew and ensured the successful accomplishment of an extremely arduous and difficult task in an unarmed and defenceless aircraft under considerable threat of attack by enemy fighters and missiles. He went on to establish a pattern of operations and helped to refine the techniques for subsequent long-range airdrops. He remained at Ascension Island and himself flew four further long-range airdrop missions into the Total Exclusion Zone. After the surrender of Argentinian forces, he was selected to fly the first sorties to carry an operational payload into Port Stanley Airfield, when he had the honour of carrying the former Governor Mr Hunt. By his pioneering spirit, courage and outstanding professionalism in the highest traditions of a fighting service, Flight Lieutenant Burgoyne has brought great credit to himself and to the Royal Air Force.

CENTRAL CHANCERY OF
THE ORDERS OF KNIGHTHOOD

St. James's Palace, London S.W.1

11th October, 1982

The QUEEN has been graciously pleased to approve the following awards of The Queen's Gallantry Medal in recognition of gallantry during the operations in the South Atlantic.

Queen's Gallantry Medal

Flight Lieutenant Alan James SWAN 685685, Royal Air Force.

Flight Lieutenant Swan is Officer Commanding No. 1 Explosive Ordnance Disposal Unit at the Royal Air Force Armament Support Unit, Royal Air Force Wittering, and commanded the eleven man bomb disposal unit which served in the Falkland Islands throughout the recent conflict. On 27th May 1982, there was an air attack on the Ajax Bay refrigeration plant, which housed the Commando Logistics Hospital. The attack resulted in 31 casualties, and two unexploded bombs were found adjacent to the operating theatre. The hospital could not be evacuated because of continual operations on the wounded, nor could the bombs be defused. Having advised the hospital staff that it was unlikely that the bombs would detonate if they were not disturbed, although being mindful of the possibility that they might be fitted with long delay fuses, Flight Lieutenant Swan decided to remain billeted in the hospital to reassure the patients and staff by his presence. In the same attack, the hospital helicopter landing strip was showered with unexploded ordnance which had been damaged by bomb explosions and fire. With complete disregard for his own safety, Flight Lieutenant Swan personally led the manual clearance of ordnance which was in an extremely dangerous condition and made the strip available for further operations. At Goose Green settlement, on 4th June 1982, a quantity of napalm had to be removed from the centre of the village. The napalm was weeping and in a dangerous condition. It was stored on steel-runners sledges with the attendant risk of an explosion should a spark be struck. Undeterred by the obvious danger, Flight Lieutenant Swan with the assistance of Flight Sergeant Knights, moved the napalm to an area where it could be destroyed safely. On 6th June 1982, a 1,000 pound unexploded Argentinian Bomb, of the same type that had previously killed an Army disposal expert, was found in the vicinity of Brigade Headquarters at Darwin. The bomb was too close to the headquarters to be dealt with by demolition. Regardless of the imminent danger to his own life, Flight Lieutenant Swan defused the bomb and the headquarters continued in operation without interruption. Throughout the campaign, Flight Lieutenant Swan displayed qualities of leadership, courage and coolness which were a magnificent example to others.

K8000244 Flight Sergeant Brian William JOPLING, Royal Air Force.

Flight Sergeant Jopling is an air loadmaster employed since October 1981 as a crewman on No. 18 Squadron, Royal Air Force Odiham. On 25th May 1982 he was on board the Steam Ship Atlantic Conveyor in the South Atlantic as part of the 18 Squadron deployment in support of Operation CORPORATE. During the late afternoon, the ship was attacked and hit by an Exocet missile.