



SUPPLEMENT TO

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**CENTRAL CHANCERY OF
THE ORDERS OF KNIGHTHOOD**

St. James's Palace, London S.W.1
6th August 1987

The QUEEN has been graciously pleased to approve the following awards of The Queen's Gallantry Medal and for the publication in the London Gazette of the names of those shown below as having received an expression of Commendation for Brave Conduct.

Queen's Gallantry Medal

Arthur William BRADBURY, Airline Purser, British Airways.

Miss Sharon Kathleen FORD (Deceased), Airline Stewardess, British Airways.

Miss Joanna TOFF, Airline Stewardess, British Airways.

Jacqueline Mary, Mrs. URBANSKI (Deceased), Airline Stewardess, British Airways.

Samuel LYTTLE, Fireman, Manchester International Airport Fire Service.

Eric Arthur WESTWOOD, Fireman, Manchester International Airport Fire Service.

On 22nd August 1985 a twin jet aircraft carrying one hundred and thirty one passengers and six crew reached a take-off speed of approximately 120 knots when there was an explosion in the port engine and the take-off was aborted. When the aircraft came to a standstill the port side and rear of the aircraft were on fire. The Captain ordered emergency evacuation from the starboard exits.

Mr. Bradbury and Miss Toff were on duty at the forward end of the aircraft. Mr. Bradbury attempted to open the starboard door but this jammed. Mr. Bradbury opened the port exit a short way, decided that it could for a time be safely used, and inflated the escape chute. Miss Toff began the evacuation of passengers from the port side. Mr. Bradbury returned to the starboard exit, found and rectified the fault, opened the door and inflated the escape chute. Mr. Bradbury and Miss Toff assisted a total of fifty three passengers to evacuate the aircraft through both forward doors, despite the advance of dense toxic smoke from the rear of the cabin.

At the time of the explosion in the port engine Miss Ford and Mrs. Urbanski were on duty at the rear of the aircraft. From their position they had a clear view of the severity of the fire. They reacted quickly, opened the rear starboard door before the Captain gave the order to evacuate, and deployed the emergency chute as the aircraft came to a standstill. The fire became significantly more ferocious and the chute was destroyed making evacuation from the rear exits impossible. Flames engulfed the rear section of the aircraft and passengers sought to move forward, packing the central aisle. Miss Ford and Mrs. Urbanski moved among them endeavouring to bring order and calm. Miss Ford and Mrs. Urbanski died shortly afterwards near their respective posts.

As fire service personnel arrived on the scene the aircraft was burning fiercely. The fire was fed by fuel which poured from ruptured tanks on the port wing. Passengers emerged from the emergency exit over the starboard wing and were standing on the leading edge, their escape via the trailing edge cut off by flames. Despite intense heat and smoke, and the danger of a