

CENTRAL CHANCERY OF
THE ORDERS OF KNIGHTHOOD
ST JAMES'S PALACE, LONDON S.W.1

29th June 1991

THE QUEEN has been graciously pleased to approve the award of the Distinguished Flying Cross to the undermentioned in recognition of distinguished service in the air, during the operations in the Gulf:

Distinguished Flying Cross

D.F.C.

MINISTRY OF DEFENCE (AIR FORCE DEPARTMENT)

Squadron Leader William Norman BROWNE
(4233461), Royal Air Force.

Squadron Leader Browne, a Buccaneer navigator serving at Royal Air Force Lossiemouth, joined the Operation Granby Royal Air Force Detachment at Muharrag, Bahrain on 26 January 1991. Buccaneer aircraft are a key element of the United Kingdom's contribution to the multi-national force formed in response to the Gulf crisis, and have been tasked on laser target designation missions in support of Tornado GR1 counter-air and interdiction sorties against enemy targets, both in Iraq and in the Kuwait Theatre of Operations.

Ever since he arrived in theatre, Squadron Leader Browne has been at the forefront of Buccaneer operations from Muharrag. One of the first two crews to deploy, he is the most outstanding navigator of the Buccaneer detachment and he personally introduced and continually developed the joint tactics used during the joint Buccaneer/Tornado sorties against enemy targets. Notably, he led the first combined attacks against heavily defended enemy positions deep in Iraqi territory. Despite the extreme danger to himself and the other aircrews in his formation, he displayed great courage and coolness in ensuring that this and subsequent attacks were pressed home and that the accompanying Tornado's bombs were delivered with great accuracy causing immense devastation to the targets. These missions were a vital element of the air campaign in that they enabled the precision guidance of bombing by Tornado aircraft against high value targets that eventually led to the allied air forces gaining air supremacy over Iraq.

Squadron Leader Browne's determination to enhance the effectiveness of the air bombing campaign by continually developing and updating the laser designation operational procedures, coupled with his fortitude and personal bravery in the face of great danger has been a magnificent example that was a role model for other aircrew. By rising instantly to the demands made of him, and through the exceptional results he achieved in confronting the enemy in the heart of his territory, he has shown himself to be a magnificent leader under fire.

D.F.C.

Squadron Leader Gordon Christopher Aisthorpe
BUCKLEY (8026920), Royal Air Force.

Squadron Leader Buckley, the senior flight commander on XV Squadron Royal Air Force Laarbruch, joined the Royal Air Force Detachment at Muharrag on 27 November 1990. Since the outbreak of hostilities on 17 January, he has been employed as

the lead pilot of a four aircraft formation on 21 war missions. The first three of these were low level missions at night against main operating bases. These sorties were instrumental in the allied air forces gaining air supremacy over Iraq and are acknowledged as being the most dangerous missions in the entire war.

Typically, on 20 January, on this third operational mission, Squadron Leader Buckley led an attack using 1,000 pound bombs to suppress enemy defences. He had been tasked in support of a further four aircraft that were to deliver JP233 weapons onto the airfield surfaces. En route, during the air-to-air refuelling phase, the combined formation encountered such bad weather and severe turbulence that only three aircraft were able to accept the fuel they needed to continue with their missions into enemy territory. Squadron Leader Buckley, in a fourth aircraft, insisted on persevering with the in-flight refuelling in such difficult meteorological conditions and, displaying exceptional flying skill, determination and devotion to duty he also managed to take on the fuel he needed to reach the target airfield. By then he was more than three minutes behind the main formation and, without the mutual support afforded by the rest of the aircraft, he would have been justified in aborting his mission and returning to base with his weapons load. However, regardless of the danger to his own life and with great coolness and courage, he continued on to the target airfield to press home a perfect attack in the face of the most devastating anti-aircraft artillery defences that had been encountered during the air campaign.

D.F.C.

Squadron Leader Richard Frank GARWOOD
(8027437), Royal Air Force.

Squadron Leader Garwood deployed as a member of the reconnaissance Tornado element of the Royal Air Force Detachment Dhahran fighter bomber squadron. He arrived in theatre only two days before the outbreak of hostilities and thus had no opportunity for any familiarisation flying. He was relatively new to the squadron and had only six months experience on the Tornado. Despite this Garwood volunteered immediately to fly when the first reconnaissance missions were tasked at short notice, even though he was not actually planned to fly that night. This was typical of the selfless dedication he was to show throughout the war. As an aircraft captain and also a squadron executive he continually displayed leadership qualities which were a magnificent example to others. He flew a total of 19 reconnaissance missions during the battle phase of Operation Granby, all were at low level, high speed and at night, sometimes in cloud or poor weather. The majority of these missions were flown without the benefit of escort that was afforded to larger attack formations and frequently through active enemy missile and gun positions.

Garwood sacrificed all personal interests and showed bravery in the highest traditions of the Royal Air Force in the face of these considerable enemy defences. In particular he and his navigator were responsible for the collection of intelligence vital to the advance of the allied armies into Iraq. Of special note in the last hours of the war, with a possible cease fire already announced, Garwood, as lead pilot, accepted an extremely high priority task involving the search for Scud missiles which were threatening Israel. They were located in an area which was reported to have up to 75 anti-aircraft guns and six assorted missile sites. There was again no escort available, and despite tremendous