

the 6 December 1990. In Thumrait Wing Commander Connolly was a forceful and resourceful leader who set up the Detachment in remarkably quick time. He played a full part on the ground but Connolly's forte was in the air. A naturally gifted pilot, he works exceptionally hard at airborne leadership and has the ability to inspire those under his command. He does not suffer fools gladly but earned the admiration and respect of all who came in contact with him as an outstanding formation leader and tactician. The redeployment of his Squadron went without a hitch despite the difficulties and reliance on American airlift. His meticulous planning and ability to inspire allowed no break in operational readiness during the move. The conditions in Thumrait were primitive at best but he did not allow anyone to become complacent in the relative comfort afforded at Bahrain. He set a first class example to all and demanded that everyone on his squadron lived up to it. He worked long hours to ensure his pilots received the best possible briefings and serviceable aircraft in preparation for war.

Wing Commander Connolly was instrumental in pressing the Jaguar Force forward in planned operations in support of Land Forces. He set the best possible example in allied co-operation and was largely responsible for the outstanding reputation enjoyed by the Royal Air Force Jaguar Squadron throughout the build-up phase.

#### A.F.C.

Wing Commander Richard Vaughan MORRIS  
(8024988), Royal Air Force.

Wing Commander Morris is the Officer Commanding Number 14 Squadron Royal Air Force Bruggen and he deployed to Muharraq in Bahrain on 27 August 1990 to command an ad hoc Tornado GR1 Squadron deployed at very short notice for Operation Granby. His Squadron consisted of ground crew from his own and three other Squadrons from Bruggen and aircrew from four Squadrons at Bruggen and two Squadrons at Marham. Wing Commander Morris was tasked to integrate this mixed squadron into Allied operations, under American control, in extreme heat, operating from an international airport, in the fastest possible time to deter further Iraqi aggression and under the constant threat of Iraqi attack.

Wing Commander Morris displayed totally selfless determination to achieve the objectives. He led throughout from the front and demonstrated exemplary leadership and drive. He never accepted second best but never asked his crews to do something he had not already done. He personally flew a sortie in the Nuclear, Biological and Chemical Kit at temperatures way above those cleared in order to assess its potential utility.

Wing Commander Morris flew hard but had to spend very long hours co-ordinating with the Allies to ensure the full integration of his Squadron. He never flinched and left no small point to chance. His planning was meticulous and earned the deep respect and admiration of the American forces on the Island. He showed great care, patience, loyalty and devotion to his men and forged them into a cohesive and very effective fighting unit through sheer personal presence. His airborne leadership was exceptional and the detachment explored the full wartime clearances for the Tornado in a safe but effective manner under his determined and resourceful leadership. This was achieved very quickly but he did not have a single

flying executive from his own Squadron for support, but he was able through his own exceptional leadership to motivate and cajole them. In addition he never accepted second best in anything.

#### A.F.C.

Wing Commander Andrew Ernest NEAL (4335764),  
Royal Air Force.

Wing Commander Neal has commanded Number 120 Squadron since May 1989. A determined officer with a strong vocational commitment, he has led his squadron with authority and flair. A gifted leader, because of his force of character, energy and devotion to his role, his squadron has achieved considerable success in spite of low experience levels.

As an experienced Nimrod navigator and a trusted station executive, he was the natural choice to lead the first Nimrod detachment to Oman at the start of Operation Granby. On arrival, before operational missions could be flown, he was required to arrange a command and control structure for maritime aircraft to allow their successful integration into the multinational maritime effort. In tackling this daunting task virtually single-handed, he had to work closely with the navies of the other coalition nations. In almost every case, because of his excellent grasp of the wider aspects of maritime warfare, he was asked to take the lead in proposing standard operating procedures. The results he achieved rightly drew many plaudits from both the Joint Force Commander at Riyadh and from the United States Navy as did his professionalism and the diplomacy of his approach. He also showed great sensitivity in establishing the confidence of the Nimrod detachment's Omani hosts at a time when cohesion amongst coalition forces was paramount. In addition, his exceptional qualities served as an inspiration to his personnel and were instrumental in the Nimrod detachment achieving such excellent results in their surveillance missions during the five months of his period in command. His contribution which required him to work very long hours in arduous conditions, also provided an extremely solid foundation for the detachment's role once hostilities began.

Wing Commander Neal is a first-class officer who has been totally selfless in deploying his many talents and considerable energy both in his role at Kinloss and, more particularly, for his major contribution to the success of Operation Granby.

#### A.F.C.

Group Captain Geoffrey Dennis SIMPSON  
(0608893), Royal Air Force.

Group Captain Geoffrey Dennis Simpson has commanded Number 101 Squadron since 7 October 1988 and the Royal Air Force Detachment at King Khalid International Airport, Riyadh, since 9 January 1991. He was one of the earliest Royal Air Force squadron commanders to deploy on Operation Granby, to Thumrait in Oman on 13 August 1990. The Squadron later split its resources between Seeb International Airport, Muscat and Bahrain International Airport, Muharraq to provide air-to-air refuelling support to Tornado and Nimrod aircraft. Group Captain Simpson finally moved his Squadron to King Khalid International Airport, Riyadh on 13 November 1990, from where it operated throughout the war against Iraq. Moreover, in