
QUEEN'S COMMENDATION FOR BRAVERY

Philip George GOODEVE-DOCKER (deceased), Civilian

For sacrificing his own life to protect his colleagues

In April 2013 Philip Goodeve-Docker was part of a three-man charity expedition crossing the Greenland Ice Cap. The team leader was an experienced Arctic explorer and the team was well-equipped and well-trained.

On the second day, a storm struck with winds of up to 175 mph and the expedition became a fight for survival for the next 40 hours as the extreme conditions worsened and the temperature dropped to -70C. The storm smashed their tent and for 17 hours the team fought against the encroaching snow and ice. As part of that effort they needed to reduce the build-up of snow to prevent suffocation and being crushed. Goodeve-Docker and another member of the team lay on their backs regularly kicking at the sides of the tent to reduce the build up from within whilst the team leader went outside to reduce the build-up externally.

A rear porch to the tent had been prepared as the next place of protection by digging out a hollow in the bottom of the porch. When the inner compartment finally collapsed, they all squeezed into the rear porch for the next 19 hours when the last of the tent finally disintegrated, leaving no overhead shelter. When a gap appeared between the ice floor and the tent fabric which exposed them to the full force of the storm, Goodeve-Docker lay down along the gap and used his body as a horizontal block, allowing a snow-wall to build up and fill the gaps. They all curled together for body warmth. The covering was finally ripped to shreds and this left Goodeve-Docker and the team leader totally exposed with their other colleague under a sledge, drifting in and out of consciousness. Goodeve-Docker died after around 38 hours.

The two other members of the team were rescued two hours later.

These individuals were fighting for their own lives. Goodeve-Docker used his body as a horizontal block against a gap in the tent. His actions merit recognition because he understood the danger he was exposing himself to and yet knowingly sacrificed his life to protect the other members of the group.

Anthony John WINTER, Civilian

For trying to save the lives of his colleagues and protecting sensitive equipment and weapons

On 27 November 2014 Anthony Winter, an employee of G4S serving as a security contractor at the British Embassy in Kabul, was driving a protected vehicle containing two colleagues from an Afghan security headquarters on the outskirts of Kabul towards the Embassy when they were attacked by a suicide bomber. The explosion drove the Embassy vehicle 40 metres across the central reservation before it landed on its side, with the rear portion destroyed and the roof blown off. Winter survived the blast, suffering injury and probable concussion. Nonetheless, as soon as the vehicle came to rest he turned on his emergency radio and reported the incident to the main Embassy control room to allow the deployment of relief forces.

Without regard for his personal safety or the possibility of a follow on attack or the gathering of an angry crowd (either or both of which is highly likely in Kabul), Winter administered first aid to his two colleagues, both of whom were critically injured. He continued with his attempts to save them until the Afghan security forces and the Embassy's Quick Reaction Force arrived on the scene, some eight minutes after the attack. Before being taken from the scene to be treated for his injuries at the British Embassy, he helped ensure sensitive equipment and weapons were removed from the vehicle.

Anthony Winter performed in an exemplary fashion in the horrific aftermath of a vehicle borne suicide attack. He remained calm, did his utmost to save the lives of his colleagues and had the presence of mind to ensure the safety of sensitive equipment and weapons.

QUEEN'S COMMENDATION FOR BRAVERY IN THE AIR

Alan WADE, Civilian

For landing a damaged aircraft safely

Alan Wade, a Ministry of Defence Flying Instructor, was piloting a Grob Tutor aircraft on a routine Instrument Flying test with a student pilot when the aircraft suffered a total electrics failure. The aircraft lost all altitude reference information and engine instruments and smoke entered the cockpit. Wade took control from the student and pitched the craft nose down in an attempt to break cloud. During the descent the cabin continued to fill with acrid smoke. Wade managed to isolate the electrics and instructed the student to activate the emergency locator beacon and ventilate the cabin.

Assessing that he was over a built up area and conscious of the potential for loss of life if they crashed, Wade elected to stay with the aircraft but briefed the student to check his parachute, ready to abandon if the smoke deteriorated into a cockpit fire. After breaking cloud at approximately 4000ft he judged the smoke issue to be contained and elected to execute an emergency landing at RAF Syerston some 2 miles distant. There were no Air Traffic Control or Emergency facilities available so even landing was at some risk. As he made his final approach he reduced speed sufficiently for the student to open the canopy to clear the smoke and ventilate the cabin. On landing he secured the aircraft using the emergency shutdown drills.

Wade's exemplary professionalism and leadership ensured a calm and assured recovery and preservation of life on the ground.