

JULY 1985

9th F/L Sandford, F/L Clark, F/S Barnes

Requested to lift a possible heart attack victim from the trawler "Galatea", our tame boat, after picking up a Doc from Hull R.I. they lifted the casualty by stretcher and took him to Hull R.I. with a good chance of making it.

12th F/L Best, F/L Whittaker, M/LM Allen

Despatched to a reported boat in trouble with 3 persons on board near Skipsea but all was in order.

12th F/L Sandford, F/L Clark, F/S Barnes

A report of a boat overturned off Mablethorpe involved us, I.L.B.s, C.G.s and a passing Bond services helicopter. It was a well intentioned false alarm.

14th Same crew as above

En route to Hull R.I. to pick up a man with that evil disease "Caissons" for transfer to Yarmouth they had an engine failure, after nipping back for the 2nd A/C everything went to plan (if you call grobbling back at 300 feet at night to plan).

15th Same crew as above the above

These hogs were tucked up in bed prior to Humber C.G.s call to assist a vessel reported to be sinking 17 miles off Flamborough. On arrival they found a small spanish coaster listing to starboard. The survivors on board were OK but indicated that others were in the water. R28 searched with the aid of the hoverfloods but returned to Lec. when relieved by Boulmers Sea King. The men in the water were found by other boats assisting ....thats luck.

17th F/L Pierce, F/L Whittaker, M/LM Ainslie

Sent to assist a swimmer in Brid bay who became a survivor clinging to an inflatable 1 mile off shore, but were beaten to it by a cobbler.

18th Same crew

Once again "Caissons disease" is collecting victims, this time the crew were tasked to lift the casualty and Doc from Hull R.I. to Gt Yarmouth for treatment. One of our good crews this mob they did it without the 2nd A/C.

20th F/L Sandford, F/L Whittaker, F/S Barnes

4 junior leaders (soldiers) were missing in Swaledale; after getting a briefing at Reeth they turned up. The Reeth poleath dismissed them.

20th F/L Pierce, F/L Whittaker, M/LM Ainslie

Sent to assist a trimaran "Firegem" at the mouth of the Humber reportedly sinking

JULY 1985 (cont)

20th(cont) On arrival found to be low in the water but making way.

Pilot boat escorted him safely to Grimsby.

22nd S/L Paish, M/Nav Dedmen, M/LM Scott ,F/L Prentice.

Jamstrangling winchman comes over here from Finningly does 3 shifts gets 3 jobs, this is the first.

Called to assist speedboat in difficulties off Hornsea I.L.B. tows it to shore.

THEN! called to go into Boulmers patch to search for missing fishing boat but recalled when at Scarborough.

Same day ,same crew.

Sent to Scafell Pike (Lake dist.) to lift 5 youths suffering from exposure , taken to Whitehaven hospital. That was the second!

25th Same crew

Requested to lift a female from the cobble "Moby Dick" off south landing who was thought to have had a heart attack when two fast jets went over low !

Taken to Hull R.I. That was No.3 ,go home SCOTT !

30th F/L Best,F/L Prentice,M/LM Ainslie

Despatched to a Belgian trawler 100 miles east of Brid. to lift a seaman who had knocked his head. After refuelling at a rig he was taken to Hull R.I.



# Cool Kim is a hover hero



## Helicopter drama

**DARING** airman Kim Best leapt from a stricken helicopter yesterday to prevent a disaster.

The RAF Flt Lt made his dramatic jump during a major alert at Teesside Airport. The Sea King craft was diverted after its landing gear developed a fault.

Pilot Flt Lt John Prince — facing driving rain — managed to steady the hovering craft — as his colleague made the leap.

● The Sea King helicopter yesterday

Then — with emergency services looking on — Flt. Lt. Best fitted pins into the undercarriage ... and the Sea King landed safely.

Later the pilot admitted it could have exploded into flames had the damaged hydraulic system collapsed on landing.

"It was a bit hairy, but we were trained to cope with this type of emergency. And fortunately we were travelling with the wheels down," added Flt. Lt. Prince.

The Sea King has been on a ferry flight from RAF Finningley in South Yorkshire to RAF Boulmer in Alnwick.

## Leaking

"We discovered that the hydraulic system was not working and the wheels could not be locked.

"The hydraulic fuel was also leaking so it seemed more sensible to divert to Teesside and alert the emergency services," added the pilot.

Fire and ambulance crews from the airport, Durham and Teesside stood by as the search and rescue helicopter closed in.

Flt. Lt. Best said: "The jump from the machine wasn't too great and I was just relieved that the undercarriage could be fixed to make a safe landing possible."

A ground crew from Finningley arrived late yesterday to fix the Sea King and allow it to return home.

6TH DECEMBER



TO  
THE

## RESCUE

Kath Watson, who has handled emergency calls for 40 years, at the Skipton switchboard.



Operator Kath Watson is used to emergencies.

As part-time telephonist at Skipton exchange, as well as answering emergency calls, she is often responsible for calling out members of the cave and mountain rescue teams. And her 28-year-old son, Ian, is the underground leader of the Fell Rescue team. So there's a family connection.

When the alert goes out for an emergency underground rescue, Kath calls Ian at home or at work. Ian shares rota duties with his colleagues to maintain a 24-hour vigil.

Kath said: "He doesn't really discuss his cases with me, but I'll tell you one thing . . . you'll never catch me going down a cave!"

Ian shrugs off the dangers with professional detachment – it's all part of his job.

#### Barren moorland

Every summer, thousands of hikers, tourists and day-trippers converge on the natural beauty of the Yorkshire Dales, blissfully unaware of possible perils on the barren moorland.

Many happily go off exploring caves and cliffs without training and without proper clothing or equipment. But for those who look carefully, the warnings are there. Dotted around the hills and villages are notices which read:

"In case of an accident underground, or on the mountains, telephone 999 and



An injured climber is brought down by rope.

ask for Cave Rescue or Mountain Rescue. Give full details of the incident – how many people are involved, details of the injured and their condition. Give the name of the cave if known, and its exact location. Tell police where you are calling from and remain there until a member of the team contacts you to confirm details."

It is in emergency situations like these that the operator's ability to deal firmly, tactfully and sympathetically with callers in distress is put to the test. The British Telecom operator is the first link in a series of events which can make the difference between life or death.

To ensure that emergency services are kept on their toes, full-scale training exercises are staged from time to time. On one particular Sunday morning last April, 40 cavers, climbers and fell walkers – members of three different fell

In the Yorkshire Dales, feature writer Donna Grant met an operator whose involvement with emergency calls goes beyond the exchange.

The helping hand of the RAF in the final stage of the rescue operation.



The stretcher is held in readiness.

rescue teams – gathered at the Grassington headquarters of the Upper Wharfedale Fell Rescue Association.

Their briefing included details of a training mission to be co-ordinated with an RAF rescue team – which would lend support from the air. It was the first exercise of its kind for three years and concentration was intense.

The team captain, assistant surface leader John Avison, told the team about three 'accidents' to be staged on the moorland. "Incident one involves a female casualty who has slipped and fallen 25-feet," he began. "She is on a ledge 15 feet from the bottom of the scarp – injured, but conscious.

Mud c  
'victim





Ian Watson, underground leader of the Upper Wharfedale Fell Rescue Association, with (inset) the Association's official insignia.

Flares guide the helicopter to the scene.



Covered underground specialists wrap the 'victim' warmly and await transport.



"Incident two is at Bullscar Ravine. A young man has fallen 35 feet, down a narrow, steep cliff. He will have to be taken out by horizontal stretcher and the helicopter will hover or land."

The third incident, a specialist shaft rescue, involved a young girl down a 65 foot incline and seriously injured.

Time was precious. Team members drew the necessary equipment, loaded up the two Land-Rover ambulances and

The face of relief as rescuers prepare the route down.



Safely in the confines of a horizontal stretcher, the 'victim' is lowered to safety.



sped off to the open field where the helicopter would pick them up and take them to their rescue destination.

Before the wide-bellied Wexler helicopter came into view, the sound of its powerful motor carried across the hills. It passed over the field – and in the strong, bitterly cold wind landed successfully on the second attempt.

Master air crewman Eric Ainslie leapt out to brief waiting team members and help load equipment.

"The RAF has always been involved in search and rescue," he said. "Rescue helicopters came into use 25 years ago. Our principal involvement is with military rescues but we are often called out to deal with civilians who have got into difficulties on the fells."

"The benefit of an exercise like this is that we can experience different types of rescue. And getting things right is very satisfying and rewarding".

#### Successful rescue

Although each 'accident' ended with a successful RAF-assisted rescue, 'victims' did find that an arm or leg went numb as they waited perched high on a ledge, in a ravine, or in the darkness of a pothole.

Nine miles away, at Skipton exchange, Kath Watson was on the alert for calls for further assistance. Since she first took up her job in the exchange in 1945, she has taken hundreds of emergency calls.

Assistant above ground leader of the Upper Wharfedale Fells Rescue Association, Cal Maxon, continues the British Telecom connection. He is a Technician 2A, based in York. During his ten-year involvement with rescues on the Dales, he and his colleagues have been given a great deal of support from an appreciative public.

"Usually a few days or weeks after a rescue, we'll get a letter of thanks through the post with a donation to our funds. This helps to keep us going".

The tourists and holiday makers who visit the Dales to enjoy their natural beauty are mostly unaware of the high calibre of back-up available in accidents and emergencies.

But, from the operator who takes the first 999 call to the rescue team which offers comfort to stranded climbers or potholers, it's all in a day's – or night's – work.





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station with mobile speech units for

information, supplied by the client,

concern.