

149

(1)

D FLIGHT

202 SQUADRON

SCRAPBOOK

SEPT 1978

TO

SEPT 1980





NO 1 SEA KING COURSE AT RNAS CULDROSE

L to R Back; George Muir. Derek Whatling. Owen Wright. Ted Mustard  
 Martin Cockledge. John Moody. Bill Payne  
 Front: John Morrice. Mick Anderson. Robby Sutton. Bob Heville.  
 Ron Webb. Bill Campell. Dave Cosby.





Arrival Of The First Sea Kings At RAF Lossiemouth.



## Sea King 'copters take over at Lossiemouth



**BIGGER** and better helicopters will be on stand-by for search and rescue work in the northern half of Scotland from today.

For the three ageing Whirlwind helicopters which have done such magnificent work from RAF Lossiemouth in recent years have been replaced by two Sea King Mk 3 helicopters attached to the station's No. 202 Squadron 'D' Flight.

The official hand-over was made yesterday following an inspection by Air Vice-Marshal Jock Kennedy, commander of the Northern maritime air region and Air Officer for Scotland and Northern Ireland.

The Sea King — which carries a crew of four as opposed to the Whirlwind's three — has several major advantages over the smaller helicopter.

It has a range of 500 miles compared with the Whirlwind's 85, it can stay airborne for 6½ hours compared with 2½, and it can carry up to 17 seated survivors far in excess of the Whirlwind's cramped facilities.

Another major asset of the Sea King is that it is fitted with external searchlights — particularly valuable in sea searches where time lost having to wait for "first light" to mount a sortie could mean the difference between life and death for the exposed survivor.

Although the Sea King is a bigger helicopter, and doubts had been raised regarding its capabilities for cliff-rescue work—a regular type of exercise for the Lossiemouth helicopters—it was pointed out yesterday that the Sea King rotor blades are only 3½ ft. longer than the Whirlwind.

For mountain rescue work the Sea King, which has two engines, will have the power to overcome the type of turbulence which has frequently worried the crews of the single-engined Whirlwind.

CHATTING to one of the Sea King crews at RAF Lossiemouth yesterday is Air Vice-Marshal Jock Kennedy. The crew are (left to right) Flt. Sgt. John Moodie; Flt. Sgt. Joe Payne; Flt. Lt. Dave Cosby, and Flt. Lt. Bob King.

## NEW R.A.F. COPTERS SET FOR MERCY ROLE

THE first Sea King helicopter to enter service with the Royal Air Force will soon become operational at RAF Lossiemouth.

They will take over the search-and-rescue duties of the Whirlwinds of 'D' Flight, No. 202 Squadron.

The faithful but ageing Whirlwinds working out of Lossiemouth have been scrambled 128 times this year and rescued 123 people, mostly after mountain accidents.

For the past few weeks crews have been undergoing local training in preparation for the changeover.

The Sea King has a range of over 500 miles, compared to the Whirlwind's 85 miles. From Lossiemouth it can fly to Slingsby in Norway and back, and remain airborne for up to 6½ hours compared with the Whirlwind's 2½ hours.

### ADVANTAGES

While the Whirlwind often had to leave its winchman in the hills when a stretcher case needed medical attention on the trip to hospital or waiting ambulance, the Sea King has room for three stretcher cases plus 12 other seated survivors.

Additional advantages include sophisticated electronic equipment, improved search capability, additional navigational aids, and an on-board computer to ensure accurate search positioning.

Another advantage over the Whirlwind is its ability to search at night thanks to better flight instruments and external lights.

This is of particular value for sea searches when time lost waiting for first light to mount a sortie can mean the difference between life and death.

## All-clear <sup>SOE 22sep</sup> for rescue 'copters

FEARS that injured climbers could be blown off mountain peaks by the fierce draught from the R.A.F.'s latest rescue helicopters, were dismissed by a pilot yesterday.

The first squadron of Sea King helicopters to into operation at Lossiemouth today.

They are expected to provide a big improvement for sea and land rescues in the north of Scotland.

Flight Lieutenant Dave Cosby said: "Obviously the down draught could have posed problems, but we have been experimenting successfully in the Cairngorms."



Pictured alongside a new Sea King at RAF Lossiemouth is one of the four-man crews who will take the helicopters into action. Back (left to right) — Flt-Lt Dave Cosby, Flt-Sgt John Moodie, Flt-Sgt Joe Payne, kneeling — Flt-Lt Bob King.

## FIRST SEA KINGS AT LOSSIEMOUTH

### For It's Goodbye To Whirlwinds

THE first Sea King helicopters to enter service with the Royal Air Force became operational at RAF Lossiemouth this week.

The two new Sea Kings — with a range of over 500 miles — are a replacement for the three faithful but ageing Whirlwinds which have been prominent in search-and-rescue duties, both on land and at sea, in the North of Scotland for the past number of years.

The new helicopters were unveiled at RAF Lossiemouth last week during an inspection by Air Vice-Marshal Jock Kennedy, air commander of the Northern maritime region and air officer Scotland and Northern Ireland.

The Sea King Mark 3 upstages the Whirlwind in several aspects. It can stay airborne for up to six-and-a-half hours — the Whirlwind can stay up for two-and-a-half hours for a maximum range of 85 miles — and can carry more survivors.

Two engines, instead of one, mean better manoeuvrability, particularly in situations of extreme turbulence which crews often encounter during missions.

The Whirlwinds working out of Lossiemouth have been scrambled 128 times so far this year and have rescued 123 people, most of them victims of mountaineering accidents.

ACC'S ANNUAL INSPECTION AND THE INTRODUCTION OF THE SEA KING INTO SQUADRON SERVICE  
21 SEP 1978







# COMBINED OP TO RESCUE BOY

By JOHN THOMSON

A SUSSEX schoolboy on holiday in the North-east became the centre of a full-scale rescue drama yesterday after he plunged down a cliff face.

Police, coastguards, ambulance services and a helicopter from RAF Lossiemouth were involved in rescuing Phillip Long (15), who fell 50ft at Cullykhan, near Pennan, and landed on the rocky shore.

Also involved in the rescue were two Aberdeen men, who had been exploring the coastline near the accident spot and were alerted by Phillip's brother.

One of the men, Mr Jimmy Gray, 9 Hollybank Place, who is a technician, ran across fields for almost two miles to find a phone and raise the alarm.

Phillip, his brother Andrew (13) and their friend Christopher Kempton (9) were out fishing shortly after noon.

Andrew said: "We were walking along the cliff top and trying to get down to the shore. Phillip started going down, then lost his grip and fell."

"He slid down the grass for a bit and then disappeared. We didn't realise it was such a drop and we couldn't see him from the top."

Andrew ran for help and contacted Mr Gray and his companion, Mr George Davidson, 74 Middlefield Terrace, Aberdeen, a copy reader with "The Press and Journal".

The two men were exploring the shoreline only a short distance from the accident scene. While Mr Gray went to alert the rescue services, Mr Davidson reached Phillip and tried to make him comfortable.

He said: "I put some clothes round him and he seemed to be all right. He was in a bit of pain and was worried about how long it would be until help came."

A team of auxiliary coastguards from Gardenstown under the command of Mr Charles Davidson, and the coastguard officer at Fraserburgh, Mr George Walker, were quickly on the scene.

A Sea King helicopter from Lossiemouth was alerted and on the way to the accident spot uplifted Dr W. J. Isherwood from the pier at Gardenstown.

At the scene the helicopter hovered above Phillip while

Dr Isherwood was lowered to enable him to examine the extent of the boy's injuries.

Both the doctor and Phillip were winched aboard the helicopter, which then flew directly to Aberdeen Royal Infirmary, Foresterhill, Aberdeen. Phillip had a broken leg, suspected broken wrist and other injuries.

Dr Isherwood was later flown back to Gardenstown in the helicopter and lowered to the pier.

Phillip and Andrew and the rest of their family have been on holiday at 24 Pennan for the past week and plan to return to Sussex at the end of this week. It is their first holiday in the North-east.



THE RESCUERS on the helipad at Foresterhill, Aberdeen, yesterday (left to right) pilot Flt. Lt. Martin Cockedge, co-pilot Flt. Lt. Owen Wright, winchman Flt. Sgt. Robbie Sutton, winch operator Flt. Sgt. Ron Webb, Dr John Isherwood, and Flt. Sgt. Bob Griffiths.

LEFT: The Sea King hovers at the clifftop at Cullykhan, near Pennan, during yesterday's rescue. Phillip Long had fallen 50ft on to the rocky shore.

## TO THE RESCUE

RAF Lossiemouth's new rescue helicopter, the Sea King Mark 3, went into action for the first time on Monday after a Sussex schoolboy had fallen 50 ft from sea-cliffs five miles east of Macduff.

The helicopter — piloted by Flt-Lt Martin Cockedge — was scrambled shortly after noon following a message from the Peterhead coastguard.

On its way to the scene of the accident at Cullykhan, near Pennan, the Sea King picked up a doctor at Gardenstown and winched him down to the injured boy, 15-year-old Phillip Long.

The doctor and the boy, who had suffered a broken leg and a broken wrist, were then winched aboard and flown to Aberdeen Royal Infirmary.

A spokesman at RAF Lossiemouth said later that the rescue mission had gone very well.

The other crewmen were co-pilot Flt-Lt Owen Wright, winch operator Flt-Sgt Ron Webb and winchman Flt-Sgt Robbie Sutton.

## REGAL RESCUE

A SCHOOLBOY was yesterday winched to safety from cliffs by an R.A.F. Sea King helicopter on its first mercy mission.

Holidaymaker Phillip Long, 15, from Crowborough, Sussex, slipped and fell 50 feet, five miles east of Banff.

The helicopter — one of two brought into operation last week for search and rescue at R.A.F. Lossiemouth — lowered a doctor to the boy and after treatment both were winched aboard.

25 SEP 1978

Martin Cockedge  
Owen Wright  
Ron Webb  
Robbie Sutton  
Bob Griffiths



# FARMER'S FAMILY FLEE FLOODS

## Helicopter to the rescue as River Oykel bursts banks

FIVE people were airlifted to safety yesterday as high winds buffeted most parts of Scotland and rain caused flooding in the Hebrides and North-west Highlands.

The North-east escaped the worst of the rain, but gales blew an empty trailer unit on its side blocking the northbound carriageway of the Tay Road Bridge for a time.

The lorry driver, Mr Malcolm Cameron, 15 Albany Crescent, Freuchie, Fife, was unhurt.

Last night gale warnings were issued for all coastal areas.

The mercy lift took place in a Sutherland glen yesterday afternoon as a farmer, his wife, two children and a friend were moving upstairs in their farmhouse to escape rising flood water.

Mr Jonathan Hampton, his wife Deirdre and 20-year-old Sheila Neilson had watched in horror as sheep and calves were swept away in the River Oykel as it burst its banks.

Because the Rosehall Bridge was flooded, and other bridges were in danger of being carried away, five-year-old Sally Hampton did not get to school. She and her brother Alex, aged three, were sent upstairs as the water surged knee-deep into the farmhouse. The Hamptons, after sending out an SOS by telephone to Dornoch Police, began carrying their furniture and carpets upstairs.

Insp. John Morrison called up a Sea King search and rescue helicopter from Lossiemouth to check the Strath and how roads were affected.

The crew saw Langwell Farm was cut off and put down outside the front door.

Mrs Hampton said later: "It was quite miraculous. The water seemed to recede for about 15 minutes and in that time the helicopter appeared overhead. We were able to walk into the machine, but as we took off again we could see the water coming back round the house."

"It was horrible watching our calves and sheep being washed away — and there was nothing we could do."

Last night the family were sheltering with nearby farmer Donald Mackay at Invershin, on higher ground.

### WEATHER

WET AND  
WINDY

... that's the forecast  
for today.

See page 11

LIGHT-UP: 1900 - 0651

The helicopter crew were  
PL-Lt. Robert Neville  
(captain), PL-Lt. Derek  
Watling, PL-Sgt. Mick Ander-  
son (winchman) and Sgt.  
Ronald Webb (winch  
operator).

## Family in flood are flown to safety

Five people — a farmer, his wife, two young children and a friend — were air-lifted to safety in a Sutherland glen yesterday after floodwaters raged into their house.

Mr Jonathan Hampton, of Langwell Farm, his wife, Deirdre, and their friend, Sheila Neilson (20), watched helpless as sheep, calves and tups were swept away in the River Oykel as it burst its banks in a cloudburst spate.

The Hamptons' daughter, Sally (5) could not attend school because the Rosehall Bridge was flooded, and other bridges were in danger of being carried away. She and her brother, Alex (3), were sent upstairs as the water surged knee-deep into the farmhouse. The family telephoned Dornoch police and began carrying their furniture and carpets upstairs.

A Sea King helicopter from RAF Lossiemouth flew out to check the area. The crew saw that the farm was completely cut off and put down outside the front door.

Mr Hampton said later: "It was quite miraculous. The water seemed to recede for about 15 minutes and in that time the helicopter appeared overhead. We were able to walk into the machine, but as we took off again we could see the water coming back round the house."

The Lairg-Lochinver road was cut by deep flooding last night in at least two areas between Oykel Bridge and Ledmore.

5 OCT 1978

Bob Neville  
Derek Whatling  
Ron Webb  
Mick Anderson



## 202 TAKE CARE OF YOU

### THE SEA KING MK 3

THE MK 3 has been developed from an existing design, and purpose-built as a long-range all-weather SAR helicopter. It is a completely self-contained SAR tactical unit which will enable the search for survivors and their subsequent rescue to be achieved with maximum efficiency and minimum delay.

The crew consists of a pilot, co-pilot, radar/winch operator and a winchman. In the usual configuration, 19 survivors could be seated or alternatively three or six stretchers may be fitted with a consequent reduction in seating capacity—a very respectable payload and considerable advancement over the Whirlwind.

The opportunity has been taken to update existing and to introduce new medical equipment; for instance, the bulky Bleasie Automan resuscitator has been replaced by the much more compact and efficient Pneupac, while the gas-operated Laerdal suction device has been supplemented by a battery driven model.

There is an extremely comprehensive radio installation which consists of communication, navigation, search and airborne interception facilities which include radar systems. The communication installation covers HF, VHF (AM and FM Pye Westminster) and UHF. Navigation, homing and instrument landing

equipment comprise VHF, UHF and HF homing, ADF, VOR/ILS, DME, Doppler, Decca Mk 19 area navigation and Decca TANS. The search and airborne interception equipment consists of a lightweight search/weather radar, an I-band transponder and an IFF SSR installation.

For those unfamiliar with Decca TANS (Tactical Air Navigation System) this is a lightweight, solid state computer which will calculate and constantly update navigation and steering data. Inputs from Decca, Doppler, air data (TAS) and heading make available displays of present position, track, groundspeed, W/V and will give you heading to steer, time to go, range, cross track error and closing speed to waypoints (up to 10) that are stationary or moving—thus taking all the hard work out of interceptions.

In the past, night rescues over open sea have been potentially hazardous and the subject of much debate. The Sea King has a fully automatic

flight control system which provides auto stabilisation from the cruise, automatic transitions to and from the hover and automatic hover hold, thus permitting flight and rescue not only at night but also in adverse weather conditions. As can be appreciated, full IMC rescues become a feasible proposition. Fixed wing crews may care to note that this means frequent IFR operations at heights considerably below normally accepted decision heights! Night winching will be part of the ordinary monthly training and can thus be relied upon in the real event.

The endurance of the Sea King Mk 3 is 6½ hours at 100 kts, which is some four hours greater than its small brother, the Wessex. This will enable the Lossiemouth flight of No 202 Sqn to discharge its responsibilities to those aviators who use the airspace above the North Sea, covering an area north to the Arctic Circle, and from the Norwegian coast in the east to approx 17° west. This should give considerable peace of mind for the crews who are constantly operating over this area. Customers at extreme ranges may, however, find themselves hospitalised in Norway or Iceland! North of the Arctic Circle the RNOAF has detachments of SAR Sea Kings at Bodo and Banak.

The re-equipment of the SAR detachment at RAF Lossiemouth marks the start of the final phase of the modernisation of the SAR force. By 1982 the last of the Whirlwinds should have been replaced with either Wessex or Sea Kings.

The SAR Sea King is operated by Norway, Denmark, Germany and Belgium, and it is hoped to establish a liaison with the SAR units of these

nations for the exchange of ideas, techniques and information, all aimed at the improvement of the service that can be provided to other aviators.

The RAF version of the Sea King is the most comprehensively equipped and up-to-date variant available, and must surely be the premier SAR helicopter in the world today. It is a worthy successor to the Whirlwind and will undoubtedly discharge its duties in the finest traditions of the SAR force.

### CLIFF INCIDENT PROVIDES FIRST SCRAMBLE

Despite prayers being said by each incoming captain for the first Sea King scramble to happen during his shift, it wasn't till the morning of 25 September that the new aircraft was first "blooded" (perhaps not the most appropriate word to use!). The job fell to Flt Lt Martin Cockedge, Flt Lt Owen Wright, Sgt Ron Webb and FS Robbie Sutton when HM Coastguard Moray requested helicopter assistance for a 15-year-old victim at Hell's Lum near Gardenvale, Banffshire. The quick reaction of the crew helped to lay one of a declining number of the Sea King Mk 3's bogies, its "lengthy" reaction time, by achieving lift-off seven minutes after the call-out. On arrival at the accident scene the winchman was lowered on 100 ft of the 245 ft cable, and applied first-aid while a doctor was uplifted from Gardenvale pier. The doctor briefly examined the patient before all three were winched on board and flown to Aberdeen Royal Infirmary. The boy suffered a fractured thigh and wrist.



The cake prepared for the ceremony.

## 'THE YELLOW SEA KINGS ARE HERE'



### FIRST RAF SAR SEA KING FLIGHTS AT LOSSIEMOUTH

AT precisely 1015 on 21 September 1978, as Commander Northern Maritime Air Region, AVM "Jock" Kennedy, CB, AFC, took the salute at the parade on the occasion of the annual inspection of 'D' Flight, 202 Squadron, the well-loved but ageing Whirlwind retired from the Lossiemouth scene to be replaced by what must surely be the finest SAR helicopter in the world today, the Sea King Mk 3.

The feelings experienced at that moment could not have been better expressed than by the AVM in his signal of the following day, the text of which, with his approval, we quote here verbatim:

"Yesterday's inspection and ceremony engendered a variety of emotions, pleasure in visiting old friends, sadness in saying farewell to an old warrior, excitement and anticipation of a new aircraft, and enthusiasm all round. The Whirlwind has set an enviable operational standard and has been a much loved aircraft, but, as the old gives way to the new, we should reflect that it is the human element that has created this high level of efficiency and established a reputation that is acknowledged within and without the Service. To each individual of 'D' Flight (Whirlwind) I say 'Very well done

indeed' and to those of 'D' Flight (Sea King) 'Over to you, carry on the good work.' Many thanks for a splendid day and my sincere congratulations on a first class job so well done over so long a period." During the parade AVM Kennedy presented Flt Lt Ted Mustard with the Queen's Commendation for Valuable Service in the Air while on his previous tour with 33 Sqn.

At the conclusion of the formal inspection a cake and champagne reception formed the first instalment of a chain of celebrations that culminated (for those who lasted the pace) in a buffet-dance in the RAFA Club, Lossiemouth. We have to admit that the first Sea King standby didn't really begin till 0930 the following day—our Wessex friends from Leuchars kindly held the fort overnight.



During his annual inspection Air Vice Marshall Jock Kennedy presented Flt Lt Ted Mustard, now with 202 Sqn D Flt on Sea Kings, with the Queen's Commendation for Valuable Service in the Air. The commendation reads as follows:

Flt Lt Mustard is awarded the Queen's Commendation for Valuable Service in the Air in recognition of his achievements while serving as a pilot on 33 Sqn over a period of almost five years from February 1973. During this period he has undertaken regular detachments in Northern

Ireland in support of the security forces, and also to Belize and Norway. By his continued display of zeal and keenness to fly, and his ability to operate his aircraft to the limit in the worst possible conditions in essential support of the Army, he has been a source of inspiration to both his fellow pilots and to the Forces on the ground. Furthermore, in his role as a Deputy Sqn Training Officer, his example and dedication have ensured that the very high standards expected of the Royal Air Force have been maintained on his unit.

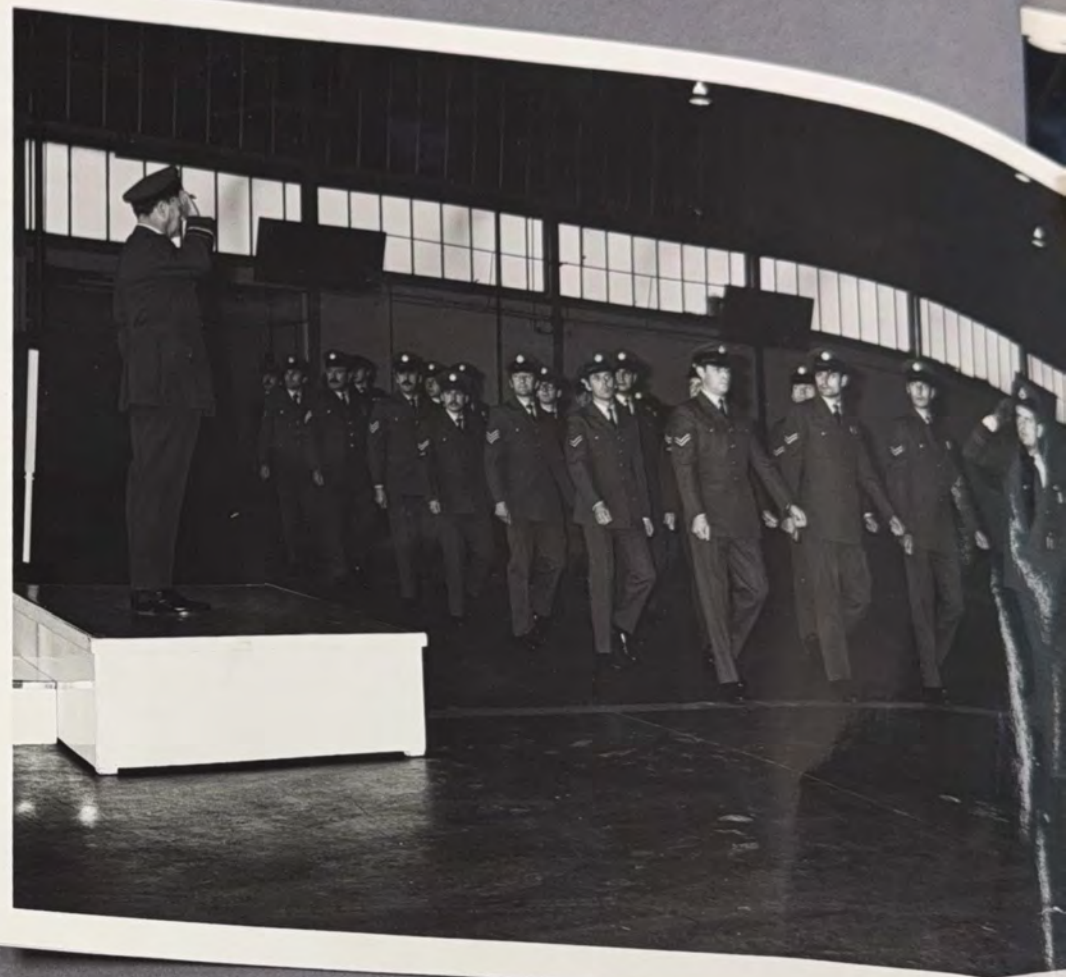




Cutting the cake to celebrate the operational status of the Sea King with 'D' Flt, 202 Sqn, at RAF Lossiemouth. Left to right: Flt Lt Derek Whitting, incoming Flt Cdr; AVM Jock Kennedy, AOSNI; Sgt Frank Rees, Chef; Sqn Ldr Geoff Leeming, outgoing Flt Cdr; and Sqn Ldr Don Spate, 202 Sqn Cdr.



AVM Kennedy chats with one of the "shining new pins" of the Sea King groundcrew.









# The Press and Journal

231st Year

No. 38,595

SATURDAY OCTOBER 7 1978

9p

FRIGIDAIRE  
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## Six trawlermen lost as disaster strikes Aberdeen ship

### Fishroom flooded on eve of voyage

THE managing director of North Star, Mr Pat Lynch, last night confirmed that the day before the Grampian Glen set sail on her final voyage the vessel's fishroom flooded.

Flooding occurred as the Grampian Glen was berthed at Point Law and it was spotted early on Saturday by security guards at the harbour.

Mr Lynch said that the water was pumped out, but said that the cause of the flooding was too technical to explain.

He said it was not uncommon for a fishroom to flood, but would make no further comment on the matter.



The Grampian Glen—on 10-day fishing trip.

### 'Daddy dead' screamed Skipper's daughter (8)

By JOHN DUCKERS

THE WIFE of Skipper George Smith last night told how her eight-year-old daughter had rushed into her bedroom at 7.30 a.m. screaming: "Daddy's boat has sunk. Daddy is dead".

And she revealed that Skipper Smith may have had some kind of "premonition" of the disaster.

Speaking at her home in Heatheryfold, Aberdeen, Mrs Patricia Smith said she was shocked that her daughter, Rachel, should have heard of the tragedy from an early-morning radio news bulletin.

"I was upstairs in bed, Rachel came in hysterical. I am really angry. The radio should never have been allowed to broadcast the boat's name until parents had been informed."

"I have twice had to get the doctor in. Rachel cannot accept that her father is dead."

Rachel, a pupil of Middlefield Primary School, and her six-year-old brother, Nicholas, had risen around 6 a.m. to read.

Mrs Smith went on: "But for the radio I might have been able to break it to the children more gently. This could have tragic results. With a child of that age, you do not know what damage might have been caused."



SKIPPER SMITH  
"seemed unhappy"

## SURVIVORS TELL OF RAFT ORDEAL

### Massive sea and air searches are called off

By GRAEME SMITH

AIR and sea searches ended last night for six crewmen of the Aberdeen trawler Grampian Glen which keeled over and sank in less than two minutes in the gale-lashed North Sea.

The two survivors, on their way to Copenhagen in the German cargo ship which spotted their final flare, reported by radio yesterday that the disaster happened so quickly they had no time to send a Mayday message.

Mate William Spark (29), 10 Tradespark Caravan Site, Nairn, and deckhand Roland Smith (27), 16 Stevenson Court, North Shields, managed to get into a lifeboat and were picked up six hours later by the 4000-ton Merzaria Fenicia en route from Lerwick to Copenhagen. They are expected there this afternoon and will then be flown back to Britain.

One of the few people to have spoken to the survivors is District Staff Officer at Gretna Coastguard Station, Aberdeen, Mr John Rainford, who contacted Mr Spark four times yesterday in an effort to pinpoint the area where the three-year-old Grampian Glen went down, at 8 p.m. on Thursday in gale-force winds.

Mr Rainford said Mr Spark told him it was all over in two minutes with two crew members, one of them the cook, trapped below. Of the

THE men lost were:—

George Smith (28), skipper, 153 Heatheryfold Circle, Aberdeen, married with two children;  
Joe Warzala (52), cook, 4d Sandilands Drive, Aberdeen, married with three children;  
Denis Warren (38), engineer, 59 Selworthy Close, Bransholme, Hull, married with two daughters;  
Ian Milne (37), deckhand, c/o Jasmine Hotel, Aberdeen, a bachelor;  
David Rippon (21), deckhand, 41 Arlington Street, Hull, a bachelor;  
Alan Whiting (24), deckhand, 7 Prior Grove, Hull, married.

The two saved are:—

William Spark (29), mate, 10 Tradespark Caravan Site, Nairn, married with three children;  
Roland Smith (27), deckhand, 16 Stevenson Court, North Shields, a bachelor.

Only three Grampian Glen lifebuoys, four orange floats and 22 fishboxes were found. A Department of Trade spokesman said that with the searches called off the men were now officially presumed dead, and they would be carrying out a formal death inquiry.

Early yesterday, Mr John Menzies, from the Aberdeen Marine Survey Office, was appointed to carry out a preliminary survey.

Just what caused the Grampian Glen to sink so quickly may never be known, but messages from the survivors suggested that a bilge pump failed and the engine room filled with water.

An expert said last night that even if a bilge pump failed it would take some time for the boat to sink.

Mr Pat Lynch, managing director of the vessel's owners, North Star Fishing Company, said he had heard third hand from the mate

that the bilge pump had failed and that the engine room filled with water.

He agreed that it was unlikely that a failure of the bilge pump alone could cause the trawler to sink and said the Grampian Glen had two pumps.

He said that everyone in the company was deeply upset and paid tribute to the skipper of the vessel.

He said that Skipper Smith, who had been in charge of the vessel for 18 months and had been with the company for several years was "one of the best skippers".

Mr Lynch said the two survivors were expected at Copenhagen this afternoon and the British Consul was arranging for them to be flown home as soon as possible.

The 86ft. Grampian Glen was launched from the Clyde yard of Scott and Sons, Bowling. At one stage the pocket trawler was contracted to Occidental to sweep two North Sea pipeline routes for oil-related debris.

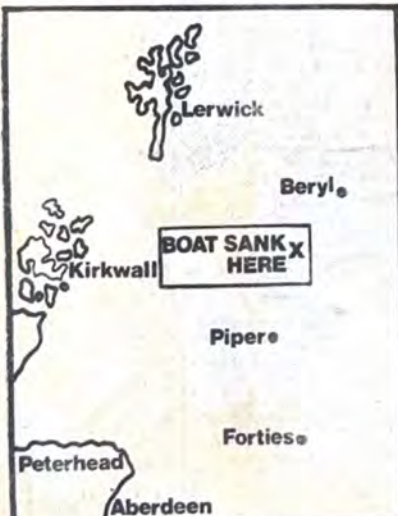
She left Aberdeen on Saturday to start her fishing trip, but had to return a few hours later because of a minor engine fault. A spokesman for the owners said the fault, on the fuel pump of one of her main engine cylinders, had been repaired and there was no reason why this should have contributed to the loss of the boat.



Mr WILLIAM SPARK  
survivor



Mr ROLAND SMITH  
survivor



### ALARM

When the two men were picked up the alarm was raised and a sea search was started immediately. Under the direction of the warship HMS Jersey the sea search continued until early yesterday afternoon when the 12 vessels involved were called off.

An air search by Nimrod jets and Sea King helicopters continued until dusk when it too was called off.

6 OCT 1978

Derek Whatling  
Malcolm Carlisle  
John Moody  
George Muir



## Girl in the drink...and just for fun!



**PRETTY** Catherine Carrey really knows how to enjoy herself. Her idea of fun is to be thrown into the freezing waters of the Moray Firth.

And volunteer Catherine is then rescued by helicopters from the Royal Air Force base at Lossiemouth, Morayshire.

When she is not in "deep water" Catherine, 19, is a clerkess with the WRAF detachment at Lossiemouth.

### Replaced

She has been hauled from the water before, but this rescue was a bit different.

For RAF Lossiemouth's Whirlwind helicopters were recently replaced by giant Sea Kings.

And to give pilots experience of the new aircraft, a mock air-sea rescue operation was arranged.

Catherine jumped at the chance of being rescued. So, along with some air crewmen, she was dumped in the Moray Firth.

**Words:**  
**NICK HUNTER**  
**Pictures:**  
**DAVE McNEIL**

The rescue went like clockwork. Within minutes the Sea King helicopters were winching them to safety.

Later a damp, cold, but happy Catherine told the Mail: "Some girls like sky-diving. I enjoy being rescued."

"I have volunteered four times to be pulled from the water. I really enjoy it."

### Better

RAF Lossiemouth rescue about 90 people a year. Some of the pilots were a bit unsure of the Sea Kings, but after this week's exercise all doubts have been dispelled.

Said Flight Lieutenant Malcolm Carlyle: "The Sea Kings have turned out far better than our expectations. In a rescue I could pick up 19 people in a Sea King. The most I carried in a Whirlwind was four."



Catherine is winched aboard a Sea King helicopter.



Safe and sound... Catherine and some air crewmen who were rescued by the Sea Kings





JOHN DUCKERS

**I spotted flames shooting from boat's bridge**

I WAS the only journalist to fly to the fire-ravaged Okino, the boat at the centre of yesterday's rescue drama in the Atlantic in which 13 men were forced to abandon ship.

The vessel was a horrific sight — blackened, still burning and belching smoke.

Around it were dozens of seagulls, like vultures of doom over the stricken hulk.

Clearly visible from our light aircraft were flames shooting from the bridge of the trawler.

We found her 45 miles north of Foula in the wastes of the open ocean under tow from the London-registered Oil Hustler.

She was being battered by

heavy seas and it was easy to appreciate the horror facing the crew when they abandoned ship in the early hours.

In a flimsy liferaft, with a badly-injured chief engineer aboard, the ordeal must have been appalling before they were rescued by a Sea King helicopter and the Norwegian fishing boat, Havglytt.

As soon as we heard the news, we had set off from Kirkwall airport to be on the spot.

We not only found the Okino, but on the way we spotted a heaving Havglytt as she thrashed

through treacherous seas with the survivors aboard.

We had set off from Kirkwall around 11.40 a.m. on a beautiful sunlit day, circling Kirkwall bay, where we saw the two boats in the seal-culling controversy, the Kviltungen and the Rainbow Warrior.

Despite reports of poor weather ahead, we headed for Shetland, passing a rugged-looking Fair Isle far to our right and partly obscured by haze, we reached barren and rocky Sumburgh Head.

Approaching Foula, the weather deteriorated fast. There was low cloud and our plane was buffeted by turbulence. But we

forced a way through back into the sunshine.

Then, as we shot over the Russian cargo boat, we spotted the Havglytt bucking like a mole as white waves broke over her heaving bow.

There was joy on board. A series of photographic runs gave us a close-up look. Then we took off to search for the Okino and 10 minutes later, after brilliant work by the pilot and navigator, our straining eyes spotted her.

She was nothing but a charred wreck and all of us felt deeply for her crew.

It was a moment I will not forget.

**Battle to save blaze boat**

SMOKE billows from the burning trawler Okino as she is towed by the oil rig tender Oil Hustler. A trawlerboard hangs loose from the foredeck.

## TRAWLER FIRE HERO PRAISED

**Badly-burned chief engineer airlifted to hospital**

THE 56-YEAR-OLD chief engineer of a Grimsby trawler was last night hailed by his skipper as the hero of a serious fire in the vessel as she steamed early yesterday for the Faroe fishing grounds.

The 13-man crew of the Okino were forced to abandon ship about 50 miles north-west of Shetland after the fire broke out in the engine-room and intense heat threatened to blow up the main diesel tanks.

But the fact that all the crew were able to man the liferafts and get clear of the 273-ton boat was attributed wholly by Skipper David Venney (47) to the presence of mind of his chief engineer, Mr Len Pye, who had to fight his way through the inferno to answer the skipper's "stop engines" telegraph from the bridge.

Mr Pye, 10 Heshfield Avenue, Grimsby, who is married with family, was extensively burned as a result of his action in immobilising the vessel and had to be airlifted from the Norwegian trawler Havglytt and flown to Aberdeen by a Sea King helicopter from RAF Lossiemouth.

The Havglytt, which intercepted a mayday call from the engine-room, went on to land the rest of the crew at Sealloway. Last night they were being looked after at the Royal National Mission to Deep Sea Fishermen, Lerwick.

Mr Pye is said to be "satisfactory" in the burns unit of Woodend Hospital, Aberdeen, where he is under observation. It is not yet known if he will need skin grafts.

Skipper Venney, 8 Rosemary Avenue, Grimsby, summed up the engineer's bravery when he spoke to "The Press and Journal" from the Lerwick mission where the crew were to be staying overnight.

"He was a bloody marvel," said the skipper.

He explained: "To get out of the engine-room, Len had to go through the fire."

"First of all I went through the radio-room door because I thought the fire had started there but, when there was

**DRAMATIC RESCUE PICTURE ON PAGE 3**

nothing there. I thought it was in the galley.

"It was only after that I realised the fire must be in the engine-room. I knew Len was down there, so I telegraphed 'stop engines' and he responded."

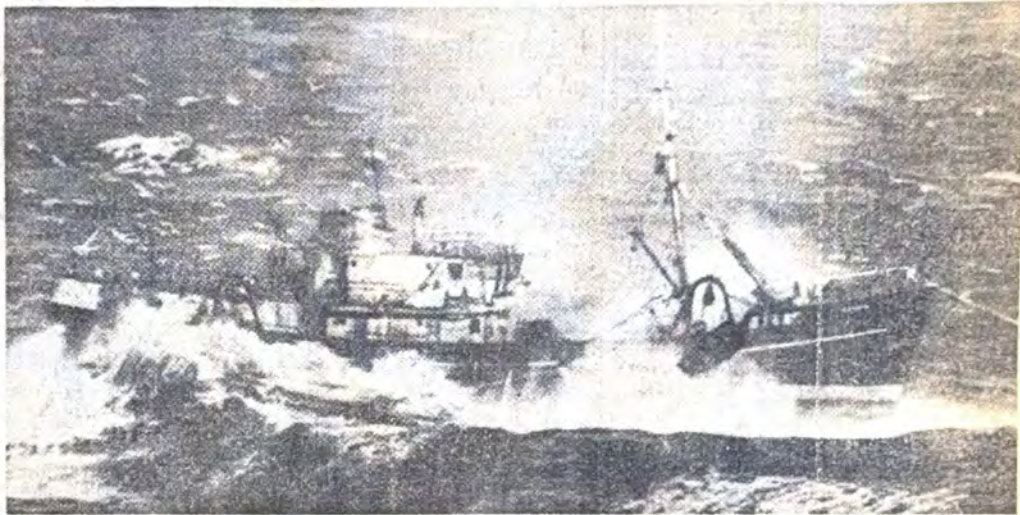
"We were doing our top speed of 11 knots and it was making the fire worse. It was fanning the flames."

"If he hadn't been able to stop the ship there is no doubt things would have been more serious. There was a real danger that the main fuel tanks could have blown."

"My first thought was for the crew. If the flames had got to the fuel tanks, the whole ship could have gone up."

Len's presence of mind saved us and he did far more than duty called upon."

Skipper Venney said they had had 24 hours fishing in Orkney and Shetland waters, but clothes were poor so he decided to head for the Faroes.



His stricken trawler, owned by the Grimsby company H. L. Taylor, Ltd. was being towed to Lerwick last night by the rig tender Oil Hustler

Several hours after the fire started it was still burning furiously and weather conditions were worsening as the long tow to Shetland got under way.

The other members of the Okino's crew are Stephen Tidswell, David Pringle, William Scotter, Albert Costello, Thomas Walker, Thomas Morrison, George Bailey, Tom Sergeant, Jeffrey Brown and Tommy Vause, all of Grimsby, and Stan Clayton, Leeds.

A spokesman for the RAF air/sea rescue unit at Lossiemouth said their doctor had found the injured man had first-degree burns to his body, arms, face and eyes and had carried out emergency treatment before the helicopter arrived at Aberdeen at 1.45 p.m.

The rescue raises once more the question of whether Shetland should have its own air/sea rescue base to cover the waters off the North Isles. Shetland fishermen and aviators have been pressing for an SAR base at Sumburgh and the Department of Trade have promised one.

Shetlanders feel that RAF Lossiemouth, although their Whirlwind helicopters have recently been replaced by the faster, longer-range Sea Kings, is too far from Shetland for a real emergency.

6 OCT 1978

Dave Cosby  
Bob King  
Bill Campbell  
Bill Payne  
M.O. Beaton



## Battered, burned . . . engineer reaches the safety of hospital

ALL the horror of the consequences of fire at sea are reflected in the pain on the face of the Okino's chief engineer Len Pye (54) as he arrives in Aberdeen on the giant RAF Lossiemouth Sea King helicopter after being airlifted from a liferaft.

But the picture also forcibly illustrates the great advances in air-sea rescue. Mr Pye is swathed in the latest burns protective material and within minutes of landing at the helicopter pad at Aberdeen Royal Infirmary, Foresterhill, was being attended at the special-

ised burns unit at Woodend Hospital.

En route to Aberdeen he was tended to by an RAF doctor, Flt. Lt. Alistair Beaton.

PICTURE BY CHARLES FLETT OF THE "EVENING EXPRESS".



## Doctors and nurses praised as fire hero leaves hospital



A CHEERY wave from Mr Len Pye as he leaves Ward 5 of Woodend Hospital, Aberdeen, with Mr Bernard Clampton of the Fisherman's Mission yesterday, on his way back to Grimsby.

THE GRIMSBY trawler engineer Mr Len Pye, who was badly burned when the trawler, Okino, sank off the Shetlands two months ago, left Woodend Hospital yesterday to go home.

Before he boarded a flight to Humberside, Len (54) said: "I could not have been treated better anywhere. The doctors and nurses in Aberdeen are wonderful."

When the Okino caught fire on the fishing grounds, Len stayed in the engine room until he managed to get the engines shut down to give the rest of the crew more time to get into the liferafts.

He was accompanied south on the flight by Nurse Eric Cracknell of the Humber medical unit.



# SEA KINGS REIGN!



THE SEA KING... "like jumping from the stone to the industrial age."

SEA KING Helicopters have become operational at Lossiemouth, and for the first time the whole of the North Sea can be blanket-covered by the RAF's search and rescue service.

## Bouquet for the Arrows

A remarkable tribute to the Red Arrows has been paid by a member of the public who watched a display over Broadstairs in the summer. In a letter to the Chief of the Air Staff, Mrs. Winifred Crimston writes:

"Broadstairs was packed for the show which was such a wonderful treat for us on holiday there.

"Words cannot describe how we all felt, but on talking among ourselves we wondered how we could convey our pride and admiration. We wanted to clap and cheer, but they couldn't hear us.

"But we can put our thanks in writing, and if you would kindly convey our gratitude to those brave men, and the men on the ground who play their important part in keeping the machines in the air.

"For me, it brought back memories of watching our Spitfires in the war, and of losing most of my friends in bombers. If only we had had these planes then!"

Up to now the service has been restricted by the Whirlwind helicopter's limited range. Frequently aircraft called out to incidents in the North Sea beyond their 85-mile capability have been forced to land at offshore oil rigs or pre-planned dumps round the highlands and islands.

With its range in excess of 500 miles, the Sea King has changed all that. From Lossiemouth it can fly to Stavanger in Norway and back, or from Stornoway to Reykjavik, in Iceland.

Sqn Ldr Gordon Spate, CO of 202 Squadron — whose "D" flight operates the aircraft said: "The change from the Whirlwind to the Sea King has been like jumping from the stone to industrial age."

"I'm delighted to have an aircraft worthy of rescue crews whose skills are unrivalled anywhere in the world."

In terms of endurance, he said, the Flight's two new aircraft could stay up for 6½ hours, compared with the Whirlwind's 2½ hours. Their standby readiness was shorter — 15 minutes in daytime, and 45 minutes at night.

Their search and rescue function was vastly superior to the Whirlwind — now placed in honourable retirement.

"One of the most important innovations is their automatic hover capability over the sea at night," he said. It means the pilot no longer has to look outside to see what was happening. In effect he will be able to concentrate more on search and rescue and leave the rest to the auto pilot.

Another important advantage over the Whirlwind was the Sea King's night search capability —

thanks to better flight instrumentation, and improved external lighting. "It is particularly valuable in sea searches, where time lost waiting for first light to mount the sortie can mean the difference between life and death for the exposed survivor."

Other advantages included sophisticated electronic equipment, a better radio fit, navigational aids and an on-board navigation computer to ensure accurate search positioning.

The Whirlwind often had to

leave its winchman behind when a stretcher case needed medical attention. Recovery of the winchman was an additional survival risk.

Said Sqn Ldr Spate: "That's all changed, too. The Sea King is capable of carrying three stretcher cases, and there is room for 12 other survivors. In normal configuration it can carry 18 seated survivors."

The introduction of the aircraft has meant an increase in the size of air and ground crews, added Sqn Ldr Spate.

"It carries a crew of four — pilot, a second pilot who also acts as navigator, an electronics operator who normally operates the winch, and a winchman."

The men operating the Sea Kings have had to undergo a conversion course with the Royal Navy, who use the Sea King in an anti-submarine role.

"In three months my aircrews had to marry the Navy's knowledge of the aircraft with their own experience of SAR work in Wessex and Whirlwind helicopters."

"In other words, they laid out a blueprint for search and rescue by an aircraft hitherto used only in a warfare environment," said Sqn Ldr Spate.

In addition, much of "D" flight's work was over mountainous country — so pilots gained

Within a fortnight of their appearance with "D" Flight, the Sea Kings were called out to two incidents involving people stranded in the mountains.

"I'm happy to say both sorties were successful," said Sqn Ldr Spate. "They've already proved their worth."

When they were accepted on the Flight, the Sea Kings were inspected by Air Vice-Marshal Jock Kennedy, Air Officer Scot-

land and Northern Ireland, and took part in a flying display which marked the retirement of the Whirlwind. To celebrate the occasion, a special cake was cut by Sqn Ldr Geoff

Leeming, the outgoing flight commander, and Flt Lt Derek Whitting, the present CO.

Eventually Sea Kings will be stationed at three other search and rescue stations round Britain — Boulmer, Coltishall, and Brawdy.

## ALREADY PROVED THEIR WORTH

experience by training over country in Northern Scotland.

"It was tough, but it had to be done." It was necessary because Whirlwinds working out of Lossiemouth rescued 125 people, most of them victims of mountaineering accidents."

## LOOK SNAPPY FOR FABULOUS PRIZES

A HASELBLAD camera is among high-quality photographic equipment being awarded in a major RAF Public Relations Photographic competition.

The camera is being given by the camera company to the Photographer of the Year — the winner of Class 1 — for a folio of news/PR photographs.

RAF News and De Vere will give prizes for Class 2 — a sequence of photographs depicting "A day in the life of the RAF" — which is for station entries. Ilford Ltd. will give photographic equipment to the winner of Class 3 — an individual news photograph. British Aerospace will

also provide a prize to the exhibitor whose entry is named RAF PR Photograph of the Year.

Each class will have two sections, monochrome and colour. Entries in the colour sections may be prints or transparencies.

RAF photographic tradesmen will be eligible to enter all three classes of the competition. Additionally RAF PR staff, including community relations and press liaison officers, together with aircrew and Rep "S" and COI civilians who take photographs for the RAF, may enter Class 1.

Entries are to be submitted to the Joint School of Photography Cosford on or before January 31, 1979. All photographs must have been taken since January 1, 1978.

An exhibition of entries will be held in the Concourse Hall, Ministry of Defence, Main Building, Whitehall, from March 7 to 9, 1979.

A reception will be held on the evening of March 6 in Concourse Hall, during which prizes will be presented.

Full details of this competition are contained in a DCI which will be published in October 1978.



# If you're stuck up a mountain— LOOK OUT FOR THE SEA KING

RESCUE SERVICES WILL SOON be facing their busiest if not most dangerous time of the year.

For it's during the winter months that the beauty of the countryside seems to beckon mountaineers and hill walkers in their thousands.

Most of them go well prepared, but for those who do find themselves in difficulties they can take at least one reassuring thought with them.

R.A.F. Lossiemouth's No. 202 Squadron "D" Flight will be on hand for any emergencies with their new Sea King helicopters.

They're the first unit in the service to use the Sea Kings, which replace their ageing Whirlwinds.

The official hand-over was made last week following an inspection by Air Vice-Marshal Jock Kennedy, commander of the Northern maritime air region and Air Officer for Scotland and Northern Ireland.

Before the four-man crew gave a short demonstration of the versatility and power of the aircraft, Flight Lieutenant Dave Cosbie gave me a conducted tour over one of the Sea Kings.

If the moth-like machine

looked impressive from the outside to the layman, the inside was even more staggering.

## WEIRD

The first thing you notice as you step into the cockpit is the weird and wonderful array of buttons, switches and lights on the control panel.

"It may look a little daunting if you don't know what they're all for," explained Flight Lieutenant Cosbie, "but I can assure you every single switch has its purpose."

Many of them, of course, can be set before take-off, so the pilot is left free to deal with any immediate problems.

Because the Sea Kings are a fairly new acquisition, the crew may take up to 14 minutes to prepare each aircraft for takeoff, but Flight Lieutenant Cosbie is confident that it will soon be down to three minutes.

And that must be very reassuring if you happen to be stuck up the side of a mountain in

by  
**Maggie  
Munro**

white-out conditions.

As well as the crew, the Sea King can carry three stretcher cases and 12 other seated survivors. Normally it can carry 17 seated survivors.

The extra space will no doubt produce a sigh of relief from the winchman who previously often had to wait behind at the scene of the rescue while the smaller Whirlwind returned to base with the casualties.

For a proper view from the helicopter, Flight Lieutenant Cosbie suggested that I climb into the pilot's seat.

And, believe me, "climb" was a very appropriate word!

"Just make sure you don't touch the red button," he warned, "and for goodness sake watch out for the joystick!"

Enough said!

The right leg got over the

obstacles with apparent ease, but I was in two minds what to do with the left one.

When I was positioned in the seat of power, Flight Lieutenant Cosbie handed me his helmet.

Once I pulled it over my ears, I felt as though the rest of the world didn't exist and the low humming noise gave me an uncanny sense of security.

We then went to the rear of the Sea King to see the section where survivors are winched aboard.

Another advantage the Sea King has over the Whirlwind is that the winch is almost 20 feet longer and winds in at 200 feet a minute.

With a capacity for 6000 of fuel, the Sea King has a range of 500 miles and can stay airborne for 6½ hours compared to the Whirlwind's 2½ hours.

## No place for high heels

"Just a minute!" said Flight Lieutenant Cosbie as I stepped over to inspect the winch. "Could you take your shoes off, please—fashionable high heels and the waterproof sheeting on the floor just don't mix."

"This is the Auxiliary Hoist Trim," he added, pointing to a lever beside the door.

"Oh, yes," said I, knowing only too well.

"During open sea rescue the pilot can't always see the position of the victim in the water," he explained, "so the winchman can move the helicopter backwards and forwards."

It seems as though every possibility has been taken into account and I, for one, certainly wouldn't mind being left in the capable hands of the Sea King—pilot and crew.



Peoples Journal

## New 'Copters For Mountain Fliers

HUNDREDS of climbers on Scotland's mountains this Glasgow September Week-end are a little safer—thanks to the changeover at Lossiemouth of 202 Squadron, R.A.F., from Whirlwind to Sea King helicopters.

The new choppers are on rescue stand-by for the first time after the official handing over ceremony last week.

At first, crews were worried the bigger aircraft couldn't cope with the mountain rescue job.

But after a spell of getting used to their new choppers at Culdrose, Devon, and a month of training in the Cuillins, Cairngorms, and around Ben Nevis, they're all convinced they have a better, more adaptable aircraft.

It has two engines, which makes it much safer in tight corners.

There's a computer-linked navigation system and radar that's 30 years in advance of the Whirlwind's equipment.

And there's room for a mountain rescue team, normally a dozen people, in the rescue site, both the terrain and the safety in one journey.



A Sea King takes to the air.

Sunday Post



## PROBE INTO SKELETONS FOUND ON BOMBER

A PROBE is being carried out into human bones which were found inside a crashed Wellington bomber on the remote Atlantic island of Soay in the St Kilda group.

Although it has been known for 35 years that the aircraft had crashed on the uninhabited island—it is one of the highest sea cliffs in the United Kingdom—no investigation has ever taken place.

Procurator fiscal at Stornoway, Mr Colin Scott Mackenzie, today revealed details of his investigation.

He flew to the island in an RAF Sea-King helicopter. He was accompanied by an RAF mountaineering team and an armourer in case there was any ammunition.

The fiscal explained that early this year a yachtman had taken advantage of a period of calm weather to land on Soay.

He spotted the aircraft's wreckage and climbed up to it. When he came across some human remains he reported the matter to the RAF who in turn reported it to the fiscal.

Scientists are carrying out tests on the skeletons.

## Lossie copter in Dornoch rescue

A SEA KING helicopter from RAF Lossiemouth, taking part in a routine training exercise in the Cromarty Firth yesterday afternoon, was diverted to answer a distress call following a report that a man was in difficulties in a 9ft. rubber dinghy in the sea off Dornoch.

Chartered accountant Mr Richard Rosenbloom (36), Gateside, Sauchieburn, Stirlingshire, attracted attention after his outboard engine stopped by waving a paddle to a group of workmen on Dornoch Links.

Police alerted Wick coastguard who requested the Sea King to search for the lone sailor. The helicopter landed at Dornoch and picked up Constable John Janny, who directed the helicopter crew to the drifting dinghy.

Mr Rosenbloom, holidaying with his wife at Embo Caravan site, was winched on board and brought in.

The helicopter was crewed by Flt. Lt. Malcolm Colvie, Flt. Lt. Derek Whatling, Sgt. Ron Moody and Capt. Air Loadmaster Muir.

## Stranded ship mercy flight

A HELICOPTER flew a seriously ill seaman to hospital yesterday from a giant tanker stranded in the Pentland Firth.

The 91,000-ton British tanker Sir John Hunter broke down 30 miles east of Wick while on her way to the North Sea oil terminal at Flotta, Orkney, to take on crude oil.

The seaman became ill on Saturday and it was first intended to land him when the ship berthed at the Flotta terminal in Scapa Flow.

But yesterday the ship radioed she was disabled—although in no danger—and asked for help. A Sea King helicopter from RAF Lossiemouth landed the sick man at Raigmore Hospital. Later a coastguard spokesman said the tanker was still immobilised.

## Sick seaman winched from tanker

A SEAMAN was airlifted from a crippled tanker which had broken down off the Caithness coast yesterday morning.

Mr Christopher Morgan was flown to Raigmore Hospital, Inverness, by an R.A.F. helicopter. It is understood he has a gallstones complaint.

He collapsed on the ship while crew tried to repair engine trouble. They were unable to limp to Wick, the nearest port and Kirkwall coastguard called out a helicopter from R.A.F. Lossiemouth.

The tanker, Sir John Hunter, was making for the oil terminal on the Orkney Isle of Flotta.

29 OCT 1978

Bob Neville  
Ted Mustard  
Ron Webb  
Mick Anderson

17 OCT 1978

Malcolm Carlyle  
Derek Whatling  
John Moody  
George Muir



IS THERE  
NO PITY?

From yesterday's Express

AIRLIFT  
TO THE  
RESCUE

# Race for life!

Report: James Taylor  
Picture: Gordon Forbes

A TEAM of doctors and nurses  
race against time to get a  
patient to hospital.

Behind them is the helicopter  
which was diverted from a previous  
mercy mission to pick him up.

Here, summed up in one dramatic  
picture, is the tragic  
reality of the West of  
Scotland ambulancemen's  
strike.

It happened yesterday  
when the R.A.F. Lossiemouth  
Sea King helicopter was sent  
to Fort William to pick up  
a patient with severe head  
injuries.

It then set off for Glas-  
gow's Southern General  
Hospital with the patient.

But as they approached,  
police radioed them with an  
emergency at Glasgow air-  
port.

Last night, 34-year-old Mr.  
James Hamilton, of Kiloside  
Road, Paisley (pictured  
right) was recovering after  
suffering chest pains.

The patient with head in-  
juries, 18-year-old Alan  
MacLachlan, of Glen Dessary  
Street, Caol, near Fort  
William, was "very serious."



## Mercy dash by copter crash youth

AN RAF helicopter from Lossiemouth made  
flight to transfer a patient from the Belford  
Fort-William, to the Southern General, Glas-  
gow.

He is Allan MacLachlan (18), a chest  
Street, Caol, near Fort-William who was taken  
Belford Hospital after he crashed down a  
bankment with his motor cycle at Blairgowrie  
William on Saturday night when he was  
home.

Allan, who is suffering from head injuries,  
taken by ambulance to the Town Park where  
uplifted by helicopter.

A hospital spokesman said his condition was  
"serious."

7 NOV 1978

Dave Cosby  
Ted Mustard  
Ron Webb  
Mick Anderson



# EMERGENCY!



**THE tension shows on the faces of a helicopter medical team as they rush a man suffering from a heart attack to hospital.**

Seconds count as a nurse gives him oxygen.

The race against time began when the man collapsed on a Trident Shuttle waiting to take off at Glasgow Airport.

The helicopter, which was

bringing an injured motorcyclist from Fort William, was diverted to the airport after an emergency call.

The motorcyclist Alan MacLachlan (18), of Glendensary Street, Fort William, who had serious head injuries, was being transferred to the Southern General, Glasgow.

Alan MacLachlan is "still very ill" and the heart attack patient, who has not been named, was "quite comfortable."



## Last lap in race to save a life

An RAF helicopter carrying a critically injured motorcyclist to a Glasgow hospital had to be diverted yesterday to Glasgow Airport.

The Sea King helicopter landed to pick up a second patient — a passenger who had collapsed with a heart attack on a Trident shuttle flight waiting to take off for London.

Air traffic controllers flashed an emergency message to the pilot, Flight Lieutenant David Cosby.

As the helicopter was diverted towards the airport a nurse administered oxygen to the passenger with the cardiac arrest. He was later airlifted to the Southern General Hospital.

Already on board was 13-year-old chef Alan MacLachlan, of Glendensary Street, Caol, Fort William, who suffered serious head injuries when his cycle crashed over an embankment and plunged 25ft. onto rocks on the shore of Loch Linnhe.

Doctors at Belford Hospital, Fort William, decided to have him transferred to the Southern General's neurological unit after his condition deteriorated.

Alan's parents, who were travelling behind him in a car, discovered the accident on Saturday night.

Teams of doctors and nurses waited at the hospital heli-pad for the Sea King of 202 Squadron, Lossiemouth.

Sergeant Ron Webb, 29, one of the crew, said last night: "We were just over the southern part of Loch Lomond when we got the call to pick up the man at Glasgow Airport."



# HELICOPTER BATTLES TO

A HELICOPTER battled against strong winds and driving rain to winch a seriously ill woman to safety yesterday.

The Sea King chopper had

By BILL MOWAT

flown to Altnaharrie, near Ullapool, Wester Ross, after getting an SOS call from local GP, Dr George Stewart.

Housewife Mrs Gillian Brown, 44, had taken seriously ill from a haemorrhage and needed urgent hospital treatment.

But when the helicopter, piloted by Flt. Lieutenant Ted Mustard arrived they found weather conditions were very bad.

Mrs Brown's house is only five yards from the shore—and hills rise steeply behind it.

Flt. Lieut. Mustard said: "The tide was in so there was no flat land in the area where we could land."

"We had to hover above the front lawn—it was quite a difficult operation. Mrs Brown was strapped to a

# HELP SICK WIFE

stretcher and winched on board."

Dr Stewart accompanied Mrs Brown in the helicopter on the 45 minute trip to Raigmore Hospital, Inverness.

Last night Mrs Brown's condition was said to be "serious."

## AIRLIFT

THE CREW of a helicopter from RAF Lossiemouth braved gales to airlift Ullapool woman Mrs Gillian Brown (44). Al-Na-Harry, to Raigmore Hospital Inverness, yesterday. She had to be winched into the helicopter because high tide prevented it from landing on the beach.

The Sea King was crewed by pilot Flt-Lt Ted Mustard, co-pilot Flt-Lt Dave Costy, winch-operator Sgt. Ron Webb and winchman Flt-Sgt. Bill Payne.

Last night Mrs Brown's condition was satisfactory and stable.

9 NOV 1978

Ted Mustard  
Dave Costy  
Ron Webb  
Bill Payne

# Night of terror on hills ends in rescue

By FRANK SULLIVAN

A COUPLE'S ordeal on a sleet-battered mountain ended yesterday after a major rescue operation.

Alan Wilson, 47, and his wife Jean were caught 3000 feet up as darkness fell on Glen Nevis.

Last night the hero husband said: "We built a shelter with boulders then huddled together all Wednesday night. Jean was tired and exhausted."

## Aloft

At first light yesterday Mr Wilson, a Blackpool taxi driver, left his wife and set off for help. He stumbled, exhausted into Fort William police station.

He was taken by helicopter and managed to pinpoint where his 35-year-old wife was lying huddled behind the boulders.

Mrs Wilson was brought down on a stretcher by the rescue team and taken to hospital.

## Suffer

Last night Mr Wilson's son Stephen, 22, who spoke to his father on the telephone said: "He was just waiting to go to hospital to see how Jean was."

"My father was suffering from exhaustion and cold and I suppose Jean is as well."

"Whenever he can get time off my father goes climbing, usually in Wales or the Lake District. But this time they went to Scotland for the week."

"I suppose they will be coming back home immediately after this. He was pretty shaken up. I couldn't get much out of him."

A police spokesman at Inverness said: "Mrs Wilson is suffering from shock and exposure but her condition is not serious."

She was taken to Belford Hospital, Fort William.

## Scotland's finest

AIR. — Thanks to those involved in the rescue of my wife, Jean, from the hills above Glen Nevis on November 8 — the Lochaber mountain rescue team, the crew of the rescue helicopter and Fort William police.

Scotland breeds fine people, none finer than these. My wife has almost fully recovered.

A. Wilson, 37 Clifford Road, Blackpool.

9 NOV 1978

Malcolm Carlyle  
Bob Neville  
John Moody  
Robby Sutton





XZ597 LEAVING FORT WILLIAM EN-ROUTE FOR FINNINGLEY





ROBERT MITCHELL  
... skipper



ROBERT MITCHELL  
... crew member



DUTHIE GEDDES  
... crew member



MICHAEL CLARK  
... crew member



JAMES JOHNSTONE  
... crew member



LEONARD ALLAN  
... crew member

## FISHERS RESCUED IN STORM DRAMA

### Banffshire crew snatched to safety

By GORDON HAY

THE CREW of a badly-battered Banffshire fishing boat were safe last night—thanks to the brilliant seamanship of an Aberdeen skipper.

A full-scale air and sea alert was launched just before bedtime yesterday when the Banff-registered Mizpah, buffeted by gale force winds in heavy seas, ran into difficulties.

It was not clear last night what caused the Mizpah's troubles, but the started king water in the atrocious conditions about 33 miles off rock.

Early today, the six-man crew were bound for Aberdeen aboard the Banffshire vessel Milwood, skippered by Jim Bowie, the man whose ill saved the day.

Overhead hovered a helicopter, and the six-man crew were bound for Aberdeen aboard the Banffshire vessel Milwood, skippered by Jim Bowie, the man whose ill saved the day.

One of the other fishing boats was the Marlow (year) which, skippered by Mr. Mitchell, brother of the Mizpah's skipper, was also in the area.

The weather was very severe, he said. "The south-easterly winds were about 11 and the sea was very heavy. It was quite a bit of a challenge for the crew."

After about an hour of trying to get the Mizpah to safety, the helicopter was forced to land on the water. The crew were then rescued by the Milwood.

The Mizpah was badly damaged, but the crew were safe. The skipper, Robert Mitchell, was praised for his seamanship.

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MIZPAH ... battered by gale.



MILWOOD ... the rescue trawler.

### The crew members

MIZPAH — Skipper Robert Mitchell (34), 44 Buchanan Road; Robert Mitchell (19), 36 Siano Street (skipper's nephew); James Johnstone (28), Shangri-La, Barnhill Road; Duthie Geddes (37), 11 Berrymuir Road; Leonard Allan (38), 5 Bath Street; and Michael Clark (37), 12 Newton Drive, all Macduff.

DIOSCURI — Skipper John Mitchell (42), 46 Buchanan Road; John Rafter (55), 3 Low Shore; James Mitchell (20), 46 Buchanan Road (son of skipper); Joseph Watt (29), 3 Law of Doune Road; Colin Chisholm (31), 4 Osborne Terrace; Stanley Rose (28), 14 Newlan Drive, all Macduff; and James George Whitelaw (19), 301 Duncan Drive, Elgin.



JOHN MITCHELL  
... skipper



DIOSCURI ... went to sister boat's aid.

### Aberdeen skipper's seamanship praised by copter crew

By BRUCE TAYLOR and CHRIS HOLM

THE FOUR-MAN crew of the Sea King helicopter from RAF Lossiemouth involved in the rescue last night praised the courage and seamanship of the skipper of the Milwood.

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14 NOVEMBER 1978

Martin Cocksedge  
Bob King  
John Morrice  
Nick Anderson



# Crew saved after storm ordeal

By GEORGE PHILIPS

SIX fishermen defied mountainous seas last night in a desperate struggle to save their boat.

But they were finally hauled to safety as their trawler was tossed about in 80 m.p.h. gales like a toy.

Skipper Robert Mitchell and his five-man crew stayed on board until the engines gave out.

They refused the help of an RAF helicopter called to the scene 45 miles north-east of Wick.

## Brilliant

Fit-Sgt. Mick Anderson was stranded on the 40-ton boat, Mizpah, after being lowered on to the decks.

He was eventually winched back on board the Sea King helicopter when the crew refused to leave their battered vessel.

Several other trawlers fought their way to the Mizpah after a May Day alert was sent out.

One was owned by Mr Mitchell's brother—but the crew refused even his help.

Then, as their boat began to go down, they agreed to be taken aboard the Aberdeen vessel Milwood.

An HAF spokesman at Pitreavie Castle in Fife, described the eventual rescue as a 'brilliant piece of seamanship'.

He added: 'It was pitch black, the sea was unbelievable and the wind was fierce.'

## Relieved

Mr Mitchell's 31-year-old wife, Sadie, later said at their home in Buchan Street, Macduff: 'When I heard my husband was missing, I was speechless.'

She added: 'I am just so relieved he managed to escape with the rest of the lads—thank God they got off in time.'

The other crew members of the Banff-registered vessel were Mr Mitchell's nephews, Robert, Michael, Clarke, Duthie, Geddes, Leonard

# Storm-hit fishing crew jump to safety

By JAMES JOHNSTON

The six-man crew of a stricken Banff fishing boat were rescued from a storm off Caithness last night in a daring operation described later by Coastguards as 'an outstanding piece of seamanship'.

The crew of the 46-ton Mizpah jumped for their lives on to a trawler which had fought to pull alongside after attempts by an RAF helicopter to airlift them had failed.

The drama began in mid-afternoon when the Mizpah began taking water and called for help. An RAF Sea King helicopter from Lossiemouth went to the scene but in Force-10 conditions had difficulty in putting a winchman on the fishing boat. Darkness made the operation trickier and eventually as the first helicopter began to use up fuel a second Sea King was sent from Lossiemouth.

By this time the Royal Navy frigate Yarmouth joined the rescue together with another fishing boat, the Boy Andrew. The Aberdeen trawler Milwood was there too and eventually succeeded in putting a line aboard the Mizpah after further unsuccessful attempts were made to put a winchman from a helicopter on to the sinking boat.

The two vessels drew close together in the dangerous conditions and at a precise moment the Mizpah crew jumped for their lives. All were later reported uninjured.

Last night the Yarmouth and abandoned boat.

# Day we faced death by rescued skipper

By GEORGE PHILIPS

A TRAWLER skipper told yesterday how he and his five-man crew narrowly escaped death in mountainous seas.

Robert Mitchell, 34, said they rode 50ft. high waves and waited until the last possible minute before jumping to safety on to another trawler.

His 50-ton vessel, Mizpah, then sank 30 miles east of Wick, battered to pieces by a gale and giant waves.

Mr Mitchell, speaking at his home in Buchan Street, Macduff, Banff, only hours after the disaster, said: 'These were the worst conditions I have experienced.'

Earlier, Fit. Sgt. Mick Anderson, made a vain attempt to winch the crew



ROBERT MITCHELL

aboard a Sea King rescue helicopter.

Mr Mitchell said: 'He risked his life trying to save us.'

'At one point he only missed the mast by a few inches. If he had hit it he would certainly have been killed.'

Mr Mitchell, who owned the Mizpah with his nephew Robert Mitchell, 19, and another crewman, Jim Johnston, 24, also praised Mr Jim Bowie, skipper of the trawler, Milwood, which rescued them.

He said: 'One minute the Milwood was 20ft. above us, the next 30ft. below.'

'Twice his trawler smashed into us and its steel hull crushed my wooden boat. But what he did getting alongside so perfectly was amazing.'

Scotland was recovering from its worst floods for years last night. At one stage more than 30 roads were under water.

Gales halted most ferry sailings and closed harbours.

More rain is expected, but weathermen say it will ease slightly.

# Crew plucked from trawler in storm

The six-man crew of a stricken fishing boat were saved from a storm last night in a daring rescue operation off Scotland's north-east coast. Coastguards called the rescue 'an outstanding piece of seamanship'.

The crew of the small Banff-based Mizpah were taken aboard a trawler which fought to pull alongside, after attempts by an RAF Sea King helicopter to air-lift them had failed.

In storm-force winds of up to 70 knots and heavy seas, the Aberdeen trawler, Milwood, tied alongside the Mizpah and transferred her crew to safety. Other fishing boats and the frigate, HMS Yarmouth, stood by.

The helicopter had fought for nearly two hours to rescue the men and, despite landing their winchman on the deck, had failed to lift the crew because of the storm.

A Navy spokesman said the men on board had refused to take to their life raft so they might be winched up to the helicopter 'probably in the hope of saving their vessel.' But shortly afterwards the Milwood managed to tie along-

side in darkness in the swelling seas and rescue the crew. All were said to be uninjured.

The drama began when the Mizpah started to take water into her hold 30 miles off the coast of Wick, far out into the Moray Firth.

Police warned motorists to drive with extreme caution as gale-force winds whipped parts of the North yesterday. The winds, which reached gale force 10 in Cleveland, caused big problems on motorways.



# Avalanche terror in Cairngorms

## FOUR SWEPT AWAY IN HILL SLIDE

**F**OUR climbers were swept 300 feet down a mountainside yesterday by an avalanche.

A fifth man escaped unhurt. He walked to the Cairngorm chairlift to raise the alarm as darkness fell.

Minutes later an RAF Sea King helicopter from Lossiemouth was called in.

Using powerful floodlights, the Sea King brought out the climbers.

Two were injured as they were engulfed by tons of snow and rock hurtling down the mountainside.

Last night, Anthony Barton, 21, of Sheffield, was recovering in Raigmore Hospital, Inverness, with leg injuries.

Police would not name the second climber, who suffered back injuries, until relatives had been contacted.

### Bothy

The avalanche happened on the snow-covered slope of Coire an Lochan at a spot called the Great Slab, 3500 feet up.

As the climber with the leg injury was helped by his companion to Jean's Hut, a bothy a mile away, Welshman Timothy Walker, 21, set out to raise the alarm.

After picking up local GP Dr Angus McNeil and climbing instructor Reg Popham from the Glenmore Lodge, the helicopter landed at Jean's Hut.

The team then flew on to the Great Slab, where Dr McNeil and crewman George Muir went down to co-ordinate the lifting of the climbers.

This was the first time that a Sea King helicopter had been involved in an after-dark rescue.

After airlifting the climber down the mountain, it flew the two injured men to hospital.

Four of the climbers come from England.



By JIM LOVE

**F**OUR London students were hit by an avalanche as they climbed in the Cairngorms yesterday.

A companion watched as they were swept 300 ft. down Coire an Lochan.

Two emerged unscathed and one rushed back to Glenmore Lodge to raise the alarm.

A Sea King helicopter from RAF Lossiemouth was scrambled and airlifted the two casualties to Raigmore Hospital, Inverness, where Tony Barton (21) was treated for a sprained ankle. Marcello Anciano (21) from Stratford, London, was detained with broken ribs. Last night his condition was "very satisfactory."

After his discharge last night, Mr Barton, an art student from Sheffield, spoke of the ordeal in the snow.

### HURLING

"I was convinced I was a goner," he said. "There was nothing I could do to stop myself hurtling down the slope. We were going at a hell of a rate."

"I was being thrown from rock to rock and I thought each boulder I hit would be the last — that I would be unconscious when I hit the next one. I was amazed when I was able to get to my feet."

The five students — four from North-east London Polytechnic and one from a Welsh outdoor centre — drove to the Cairngorms last Thursday and set up camp in Glenmore.

"We came here to do a bit of winter hillwalking before we went home for Christmas," Mr Burton said. "We had been in the Cairngorms earlier in the year and we have all done a bit of climbing before. It's not as though we were greenhorns. We have all the right gear and everything was done properly."

The other members of the party were Jim Lines, John Bichel and Tim Walker.

"Jim has been climbing all his life — his father is a rock climber," Mr Barton said. "Tim is at an outdoor centre in Wales and has done quite a bit of ice climbing in Norway and Snowdonia."

We took one tent and four days' food and went up to Jean's Hut and decided to walk up the corrie. Tim and Jim were 70 or 80 yards in front of us and John was

LONDON student Mr Marcello Anciano is stretchered to the waiting ambulance for transport to Raigmore Hospital, Inverness, where he was detained with broken ribs following his avalanche ordeal in the Cairngorms yesterday.



out at the side looking at some ice formations in the rock. The snow was getting thicker and thicker. I drove my ice axe into it and warned the others it was old snow.

"All of a sudden I felt the whole floor shifting under me. It was a horrible, ghostly experience. The ground below my feet was playing tricks."

I looked up and saw this huge crack appear and heard a hissing, whistling noise. We were sent tumbling down the slope. We had to go with it. When we came to a stop, it was a question of shouting around

to see if everybody was all right.

"One guy stayed with Marcello, another went off to get food, clothing and torches and the third went for the mountain rescue."

"I hobbled back to the hut over boulders, which did my foot no good, and about an hour later the helicopter arrived. I told them where the others were and it went off to pick them up, collecting me on the way back and leaving the other two at the hut."

"They'll have to spend the night on the mountain."

Mr Barton was driven back to Aviemore from Raigmore by police van, intending to rendezvous with Mr Walker, who raised the alarm and spend the night at the party's camp site in Glenmore.

"It's best that other climbers know there's been an avalanche in the area," he said. "It's practically impossible to find out about conditions once you are on top of them."

"It's the first time I've been in an avalanche. I was lucky to get out of it. It shakes you up, but I'll be back climbing as soon as I get over it. The next or will probably have me"

NOT SO badly hurt in the avalanche was Mr Tony Barton, also a student in London. He, too, was taken to Raigmore where he was treated for a sprained ankle. Helicopter crewmen, police and ambulancemen helped him to the waiting ambulance.

19 DEC 1978

Ted Mustard  
Owen Wright  
John Moody  
George Muir



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19 DEC 1978

Ted Mustard  
Owen Wright  
John Moody  
George Muir



## **AVALANCHE INJURES 2 CLIMBERS**

Daily Telegraph Reporter  
TWO climbers were carried by helicopter to hospital after being struck by an avalanche in the Cairngorm mountains of Scotland.

Mr Anthony Barin, 21, of Manor Way, Todrick, Southfield, suffered leg injuries but was released after treatment to hospital at Inverness. Mr Marcelle Andrieu, 21, of Elton Close, Stratford-on-Avon, was detained with back and arm injuries. They were in a party of five walking in a section of mountain known as the Great Slab.

**Swept 300ft**

It is understood the five were swept about 300ft down the mountainside by a mass of snow measuring about 300ft by 150ft and 4ft deep.

The alarm was raised by Mr Timothy Walker, 21, an instructor at the outdoor education centre at Gairol Llanegryn Tylyn Glydd, Wales. He tried to raise the alarm.

The other climbers were understood to be uninjured.

**Helicopter  
airlifts  
climbers  
after  
amazing  
Cairngorms  
escape**

# **SNOW WALL TERROR**



Injured climber carried from helicopter at Inverness

**FIVE climbers amazingly escaped death yesterday as they were swept away by a snow wall of terror.**

The party were hurled 300ft. down the Cairngorms as they traversed the Great Slab on Coire an Lochan.

Helicopters were called from R.A.F. Lossiemouth to air lift the injured to hospital.

Terror struck at about 3 p.m.

One of the party dug himself out.

The alarm was raised by 21-year-old Timothy Walker an instructor with the Outdoor Education Centre at Gairol Llanegryn Tylyn Glydd.

A Sea King helicopter picked up Angus McNeill and an instructor from Glenmore Lodge, Mr Reg Poplan, before proceeding to the rescue area.

One who has a leg injury was able to limp from the helicopter at Inverness but the others, one thought to have back injuries, had to be stretchered carefully from the alpine.

Yesterday's rescue was the first in the Cairngorms since the massive Sea Kings replaced the Wessex for mountain rescue duties.

The weather also took its toll in other areas.

A man escaped death when his car burst into flames in a 60-vehicle motorways pile-up in dense fog.

Several others were seriously injured in the crash on the M6 near Rochdale, Lancs, when visibility was down to 10 yards.





Mrs Nellie Watson and her husband, Ivor, chief engineer, were among those taken off as the Ferndyke lay aground (above) in the Tay Estuary.

## 20 rescued from Christmas storms at sea

By ROBBIE DINWOODIE and GORDON DEAN

Twelve Swedish survivors of a sunken cargo ship fly home from Scotland today after a stormy Christmas which gave rescue services no respite.

While the Swedish vessel was going down in the North Sea, 120 miles off St Abbs, Berwickshire, late on Christmas Eve, an English coaster with eight people on board ran aground in the Tay estuary off Carnoustie.

Two crew members of the Broughty Ferry lifeboat were injured in the second rescue, which saw the skipper of the stricken English vessel airlifted to Dundee with both his arms broken.

In gale-force winds and freezing conditions in the early hours of Christmas Day the rescue services were able to prevent loss of life.

The 12 survivors from the Swedish vessel Alstern spent yesterday shopping for clothes in Edinburgh, particularly for shoes.

### PRAISE

The eight men and four women were snatched from the sea in the early hours of Christmas morning after spending more than four hours on a small rubber lifeboat in a Force-10 gale.

The 3600-ton vessel was on her way to Newcastle with a cargo of timber when she developed a list.

When the list began to worsen Captain Karl Letersson

decided to abandon ship and a number of Mayday messages were radioed as the crew took to the lifeboat. The ship sank within minutes of the crew leaving her.

Two RAF helicopters and a Nimrod aircraft were quickly on their way to search the area. A number of ships also joined in the search.

The helicopters found the raft and directed the oil supply ship Lundy Shore to it. On arriving at Leith on Christmas Day, Capt. Petersen and his crew praised the work of the helicopter crews who had found them.

"We knew that a search would be made for us but when experience she said yesterday: 'I don't think I will want to go back to sea.'"

Capt. Petersen said that it was a small raft for 12 people and the fierce winds blew away their covering. "We were soaked through. After firing our rockets we had only our flashlights left."

Mr Stig Samuelsson, of Stockholm, the chief mate, said it was very cold in the raft. "The helicopters found us and pin-pointed our position to the searching ships. The next thing we saw was the Lundy Shore coming to us."

### FREAK WAVE

His girlfriend, Miss Ingrid Forsman, was one of the four women rescued. After her experience she said yesterday: "I don't think I will want to go back to sea."

The casualty in the rescue was a member of the crew, Mr Henry Johansson. He was taken to Edinburgh Royal Infirmary with a back injury but will be flying home with the rest of the party who have been

staying at a hotel in Princes Street.

The Hull-registered Fendyke, which was delivering drilling rig parts to Dundee, was hit by a freak wave off Carnoustie. Water flooded the engine room and knocked out all the electrics, including the steering.

The captain, Mr Ronald Dennis (54), from Hull, broke both arms and was nursed by the only woman onboard, Mrs Nellie Watson (55), wife of the chief engineer, Mr Ivor Watson (59), also from Hull. Mr Dennis also gashed his head and injured a leg. An RAF helicopter from Leuchars took him to Dundee Royal Infirmary.

Continued on Page 2

## Lifeboat's crewmen injured

CONTINUED FROM PAGE 1

The Arbroath lifeboat, the Tay pilot boat and an oilrig supply vessel were involved in the rescue, as well as the new Broughty Ferry lifeboat, Spirit of Tayside, on which two crewmen were injured on the vessel's first emergency call-out.

Coxswain Jim Jack tore a leg ligament as a wave hit them, and his second-in-command, Hugh Scott, broke an ankle. The weather forced them to divert to the Firth of Forth and the two were taken to Edinburgh Royal Infirmary.

At 1 a.m. on Christmas Day, an hour after the first distress flare was fired, an RAF helicopter from Lossiemouth lifted the remaining seven people from the 900-ton vessel, which is still grounded.

The master of a cargo vessel was airlifted to Aberdeen Royal Infirmary yesterday after he became ill. The Germa Star (1500 tons) was heading for Copenhagen when Captain John Ferris (62), from Ulster, collapsed and was taken off by a BP rescue helicopter.

Another "casualty" has been Kirkcaldy Harbour where part of the sea wall was breached by the storms. A section of the harbour has been closed to the public.



The survivors of the Swedish vessel which sank in the North Sea arrive at Leith.

24/25 DEC 1978

Derek Whatling  
Dave Cosby  
Ron Webb  
Mick Anderson





Nellie Watson with husband, Capt. Dennis

**RECORD REPORTER**  
**GREAT-GRANNY** Nellie Watson stayed cool when a huge wave struck the ship on which she was travelling. Water poured into the engine room, immobilising the radar and steering. And Captain Paul Dennis was thrown across the wheelhouse, breaking his arms, injuring his leg and suffering a head wound. But Watson, 55, dressed quickly in a tank, headed the rescued captain onto a rescue helicopter arrived.

It happened as the 730-ton freighter Fen Dyke was entering the Tay Estuary near midnight on Christmas Eve.

### ALERT

Mrs Watson was travelling with her husband, 56, the chief engineer.

Broughty Ferry lifeboat and RAF helicopters were alerted as the ship, pounded by the waves, drifted slowly towards the sandbanks off Carnoustie.

But the lifeboat could not approach because of the high seas.

Mr Watson, who lives in Hull, said: "I'm no hero."

With light from a torch, I attended to Captain Dennis' injuries and nursed him for about 30 minutes.

He was winched up and was taken to Dundee Infirmary. About 20 minutes later I also was taken by helicopter to Leuchars. Later another helicopter rescued my husband and the other five crew men.

# Eight saved from sea

## RAF crews combine in daring Tay rescue

RAF HELICOPTERS from Lossiemouth and Leuchars combined on Monday in the daring rescue of seven men and a woman from the coaster Fendyke which had been blown on to sandbank in the Firth of Tay.

First news of the incident came shortly before midnight on Christmas Eve after a huge wave broke over the ship and swamped the engine room. This put the electrical and steering systems out of action.

Both anchors were dropped but couldn't hold against 50 knot winds. As the ship drifted towards Carnoustie beach it was decided to abandon ship.

Lifeboats from Arbroath and Broughty Ferry—it was the Broughty boat's first operational trip—were soon on the scene but could not get near to take off any of the crew.

In fact the Broughty boat was nearly capsized by one huge wave and the coxswain and second-in-command were injured when they were thrown about.

One helicopter crewman described the scene over the stranded ship as being "like a convention". This was because of the two lifeboats, the Tay pilot boat, an oil-rig supply vessel and the helicopters, were all around the scene with searchlights.

A helicopter from Leuchars was first over the ship and managed to put a winchman on board. Two of the crew were lifted clear then and the rest were taken by the Lossiemouth helicopter.

The Lossiemouth aircraft was returning from an earlier alert to a Swedish cargo vessel which foundered off St Abbs Head in the Forth estuary.

The RAF Leuchars winchman was stunned when he hit a mast while being winched. But he was not hurt.

Capt. Ronald Dennis (54), from Hull, was flown to Dundee Airport and then to

Dundee Royal Infirmary. He has broken arms, a leg injury and a gashed head.

The others of the crew were taken to Leuchars sick bay although two later went to DRI for checks.

Yesterday the crew members were put up in a Dundee hotel after spending a night in the sick bay.

The woman on board the Fendyke was Mrs Nellie Watson (53), wife of chief engineer Mr Ivor Watson (59) from Hull. She often accompanies her husband on sea trips. The couple have a grown-up family with 12 grandchildren and one great grandchild.

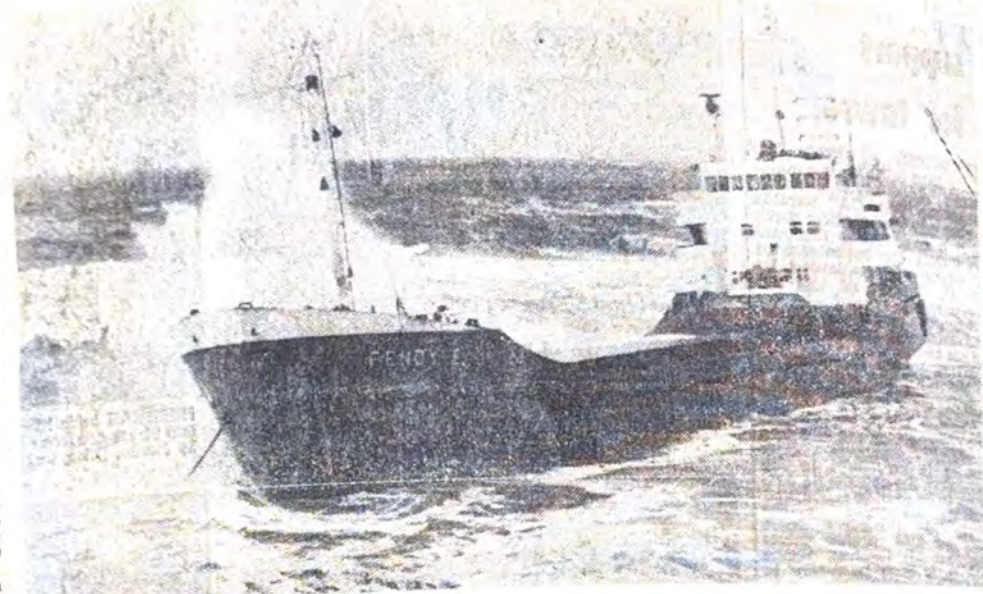
Mrs Watson was asleep when the wave hit the ship but afterwards nursed the captain till he was taken off.

She said: "It was a very distressing experience, but the RAF were absolutely marvellous. The RAF deserve medals."

After the rescue the lifeboat crewmen couldn't get home because of the weather conditions in the Tay. They had to head for Leith instead. The Broughty coxswain, Jim Jack, and second-in-command, Hugh Scott, both Dundee, were taken to Edinburgh

Royal Infirmary for checks. Mr Jack tore a ligament in his leg and Mr Scott broke an ankle.

The Fendyke is now high and dry on Carnoustie beach and was a point of interest yesterday for hundreds of sightseers.



The 900-ton ship, registered in Hull and owned by the Klondyke Shipping Co., was carrying barytes from Ireland to Dundee and Great Yarmouth.

Last night pilot of the RAF Lossiemouth helicopter, Flt. Lt. Derek Watling said: "It

was fortunate that we were in the area at the time. While we were heading back for Lossiemouth from the St Abbs Head rescue we were diverted to the Firth of Tay incident and we got over-head around 2 a.m.

"A Wessex helicopter from

Angry pound — and toast

LEFT: Ang pound the grounded the beach

BELOW: C of the Fendy rescue by R crews. The right) The Michael engineer in his wife officer Sullivan and Capt. Dennis

RAF Le there and a winch two of f "The and the about 30 corkers "It w to get that ge manage line or the re safety. "The bodap injur back down Christ with Sta Ki Dave Sir P man E



# The Press and Journal

231st Year

No. 38,662

WEDNESDAY DECEMBER 27 1978

9p

**Maryculter House**  
Restaurant  
HOGMANAY DINNER  
5 COURSE  
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## RESCUERS FIND CLIMBERS DEAD

### Avalanche kills two men in Cairngorms

TWO English climbers were found dead in the Cairngorms yesterday after a massive rescue search in atrocious conditions.

The climbers — school-teacher Ian Kershaw (35), 138 Claymoor, Market Street, Oldham, and office worker Colin Shaw (28), 31 Hawthorn Drive, Moortown, Leeds — were found buried in snow after being hit by an avalanche 2700ft.

By PAUL BREEN

up Coire Bogha Cloiche, on Braeriach.

The bodies were found close to each other on the mountain, which is below the summit of 4248ft. and 15 miles from Aviemore.

The climbers, who were members of the Yorkshire Mountaineering Club but had limited experience, were staying at a caravan site at Loch An Eilean, just south of Aviemore, over Christmas.

On Christmas Day they set off on a hike to Braeriach, taking a route by

Glen Einich. They were to return by the same route.

When they failed to return the alarm was raised and a full scale search mounted.

About 30 rescuers — from the Cairngorm and Leuchars mountain rescue teams, Glenmore Lodge, police and dog handlers — scoured the mountain on foot for the men yesterday.

The rescue operation was controlled by police from Glenmore Lodge, but the search was severely hampered by storm conditions

and a helicopter from RAF Lossiemouth was grounded by the weather until afternoon, as snow was driven by fierce winds.

One helicopter crew member said there were white-out conditions.

All ski areas were entirely closed and avalanche warnings were issued by the police.

As darkness fell the rescuers found the first body at about 3.30 p.m. Extra men were drafted in to probe for the second climber, whose body was discovered close to the first about two hours later.

A police spokesman said later: "It appears from the evidence at the location that there was an avalanche which engulfed them."

Conditions proved too tricky for the helicopter to airlift the bodies off the mountain and they were taken down by rescuers.

The Northern Constabulary last night issued a warning to all climbers in the area, telling them to pay particular attention to avalanche warnings and the weather forecasts. A spokesman added: "They should be ever aware of the potential danger of snow."

**WEATHER**

**CLOUDY**

... that's the forecast  
for today.

**See page 9**

LIGHT-UP: 1600 - 0813



RESCUE equipment is loaded on to a Sea King helicopter at Glenmore Lodge.

26 DECEMBER 1978

Malcolm Carlyle  
Jim Gatherer  
John Morrice  
Mick Anderson



8 PAGES  
OF SUPER  
SPORT

SCOTTISH DAILY

# EXPRESS

No. 24,411

Wednesday December 27 1978

NOT TO BE REMOVED  
FROM THE  
SERGEANTS' MESS

Weather: Cloudy

8p



## Climbers die

# KILLER



Mrs. Porter

Blizzard sweeps peak as brave Molly leads rescue teams

# AVALANCHE

NOT TO BE REMOVED  
FROM THE  
SERGEANTS' MESS

By James Taylor

**THE BODIES** of two climbers swept to their deaths in an avalanche were found last night after a day-long search in the Cairngorms.

White-out conditions were reported on the 4,284ft. Coire Bogh Cloich as mountain rescue teams, led by Mrs. Molly Porter, began bringing the bodies down.

The climbers left the winter holiday resort of Aviemore on Christmas morning to walk to the summit of Braeriach. But when they were 2,700ft. up the avalanche struck.

Dogs specially trained for avalanche rescue work discovered the bodies of teacher Ian Kershaw, 25, of Barker Street, Oldham, and Colin Shaw, a 34-year-old surveyor, of Highborn Drive, Moortown, Leeds.

### Severe

They died shortly before search teams and helicopters set out. Police said severe blizzards in the mountains had hampered communications between the searchers and their H.Q. At one time conditions were so bad that police prepared to abandon the rescue operation.

Helicopter winchman Mick Anderson said: "The weather was really atrocious. You could hardly see a thing in front of you. A body was found at 2,700ft. and then we lost the other climber. It was a very difficult search."

told that a body had been recovered, but it was more than two hours before the second was found.

Mrs. Porter has taken part in many rescues in the Cairngorms, and late last night she and her team were inching their way down the mountain with the bodies. Police were standing by in Glen Einich.

Both climbers were members of the Yorkshire Mountaineering Club and Colin's father, Mr. James Shaw, said he was an expert. It was his wife as well as his hobby. Blackbird was a surveyor with the





# The Press and Journal

231st Year

No. 38,664

FRIDAY DECEMBER 29 1978

9p

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THE rescuers and the rescued . . . at the staff dance of the Macduff fish sales firm of Mitchell's — the rescued crew of the Macduff boat Mizpah which sank on November 14 and the helicopter men and skippers of other vessels involved in the rescue. Front row, left to right — helicopter captain Martin Cocksedge; Aberdeen skipper Jim Bowie, of the Millwood; helicopter crewman John Morris; Mizpah skipper Robert Mitchell; Sans Peur skipper George Sutherland, Fraserburgh. Back row centre — skipper John Mitchell of Dioscuri.

## Mizpah rescuers honoured by family

WHEN the Macduff family fish sales firm of Mitchell's held their staff dinner at a hotel this week they invited along several special guests.

It was another way of saying "thank you" to some of those involved in the rescue of the crew of one of their fishing boats, the Mizpah which sank about 33 miles off Wick on November 14 last.

The Mizpah's six-man crew, including skipper Robert Mitchell, were there to greet Aberdeen skipper Jim Bowie, of the Wood Group trawler Millwood, whose seamanship in rescuing the men in a 70-knot gale and rough seas has been highly praised.

Helicopter captain Martin Cocksedge and crewman John Morris, who first attempted to take the men off the stricken Mizpah, were warmly welcomed at the dinner. And so, too, was skipper George Sutherland, of the Fraserburgh fishing vessel Sans Peur, who stood by during the rescue operations.

Skipper John Mitchell — Robert's brother — and his crew from the Dioscuri, who were involved in the rescue, were present at the function.

Also among the guests were the wives of the rescuers. The Mitchell family have just acquired a replacement for the Mizpah, the 75-foot Peterhead-registered Atlantic Star, which is being fitted out this week for skipper Robert Mitchell and his crew.



# DISTRESS CALL

By DAVID STEELE

Coastguards in the north-east of Scotland believe a distress call picked up early today was a hoax.

And the cost of RAF involvement in the subsequent search is said to be in excess of £5000.

The alarm was raised when Peterhead coastguard station picked up a "Mayday" call at 12.40 a.m. saying that the crew of a vessel were abandoning ship in a storm in the North Sea.

A rescue operation was mounted and later a second call, broken by interference, was received saying that the ship was on fire.

A helicopter was launched from Lossiemouth to sweep the area 20 miles out to sea. A Navy ship raced to the area and all shipping was alerted to look out for a vessel or survivors.

But nothing was found, and inquiries revealed that no ship answering the name given in the message was in the area.

An RAF Nimrod crew was standing by to join the search, but at the last minute

# HOAX COSTS £5000

this was called off. Air Force headquarters said the call appeared to have been a hoax.

A Coastguard spokesman confirmed that the alert had been called off and that it appeared to have been a hoax message.

The spokesman said: "Happily this sort of thing does not happen very often, but when it does it is a stupid prank to play."

"Not only does the operation cost a lot of money but other seamen break off and may even risk their lives in the search."

Now Grampian police may look into the hoax call, which is in breach of various broadcasting laws and has been dealt with heavily by courts in the past.

28 NOVEMBER 1978

Martin Cocksedge  
Malcolm Carlyle  
Bill Campbell  
George Muir



## Four saved after canoes capsize

FOUR RAF students were winched to safety by an RAF rescue helicopter yesterday afternoon after their canoes capsized one mile off Hopeman.

Two others managed to paddle ashore after the mishap had disrupted the canoeing exercise.

The rescue drama involved a party of students and two instructors from the RAF's Outdoor Training Centre, at Cromdale, near Grantown.

The men — all in individual canoes — were hit by a heavy swell and four of the boats overturned.

The alarm was raised by one of the RAF instructors who managed to paddle ashore to Hopeman and put through an emergency call to the Coastguard.

Within minutes, a Sea King helicopter from RAF Lossiemouth was over the area.

The helicopter, captained by L. Lt. Derek Whatling, first picked up one man who had lost his grip from his upturned canoe. He was flown to Hopeman, then driven to Burghhead, from where the party had originally set off.

The helicopter then turned to the scene, where it picked up one man who had been rescued by Gordonstoun's motor boat — and two other men who had been swimming towards the shore.

The three, suffering from shock, were flown to Lossiemouth sick bay where they were able to return to Cromdale a few hours later. The students involved are from RAF Catterick, and in a training course.

The police last night found the empty canoes.



Cdr. JEFFREY GREENHALGH  
Put to sea

named the party Instructor in charge Sgt. Alan Lane (29), Instructor Cpl. Bernard Woodward (28), and pupils LAC Stephen Kemp (17), LAC John Fox (18), LAC Jeremy Sage (17), SAC Stewart Young (19) and LAC Anthony Hutchison (17).

Cdr. Jeffrey Greenhalgh, head of seamanship at Gordonstoun School — who put to sea in the school's motor boat accompanied by the RAF instructor who raised the alarm, said afterwards: "We managed to pick up one man who was obviously suffering from exhaustion. We covered him with a sail and signalled for the helicopter to take him ashore."

Hopeman lobster fisherman Mr David Main, Mid Street — accompanied by Station Hotel owner Mr Alastair Robertson — also went to the scene.

They brought ashore two of the empty canoes.

THE PRESS AND JOURNAL WEDNESDAY DECEMBER 6 1978

## Mountain rescue teams introduced to the Sea King



THE mountain rescue teams of Kintail, Glenelg and Skye (above) gather for their first get-together to be introduced to the RAF Sea King helicopters which are now being used for Highlands and Islands rescue missions.

Based at RAF Lossiemouth, the Sea Kings replace the Whirlwind helicopter and their increased range means a change in tactics for the crew and mountain rescue team.

Instead of the helicopter taking the winchman as near the mountain tops as possible and then lowering him, members of the mountain rescue team will be used.

They will be carried to the scene and winched down (right) on a longer cable than the Whirlwind's and will be able to take the casualty to the nearest landing zone. If this is not possible then the casualty can be winched up to the aircraft.

At Sligachan, Skye, the three teams gathered for the first time to familiarise themselves with the Sea King interior and to be winched into the machine as it hovered about 50ft. above.

Four doctors were in the combined teams: two from Wester Ross and two from Skye.



17 NOVEMBER 1978

Ted Mustard  
Derek Whatling  
Bill Campbell  
George Muir



## ZOB



## PRESENTATION

JUST prior to the Sea Kings becoming operational at RAF Lossiemouth, a number of air-to-air photographs were taken to celebrate the occasion. One, reproduced below, is a fine study of a 'D' Flight Sea King over Cawdor Castle, and was taken by Cpl Eddie Dolecki of the Station Photo Section.

There it might have ended but the thought occurred that Cawdor Castle might, in the interests of good relations between the general public and the Service, appreciate a mounted copy.

The Station Community Relations Officer, Flt Lt Jeff Scholefield, made arrangements to present the picture to the estate manager. When he

arrived there with Cpl Dolecki, the estate manager was pleased at their gesture, but said, "Why me? The Lord's in!"

At this point Flt Lt Scholefield felt somewhat lost. For a fleeting moment he thought he'd encountered a fanatical religious sect, then it dawned on him that there might be a Lord Cawdor.

Indeed there was! Lord Cawdor was delighted with the picture and made them feel most welcome, offering them generous refreshment — and a personal guided tour of the castle, a most unexpected and pleasant end to an unusual day! Our second picture shows Flt Lt Scholefield on Cawdor Castle drawbridge making the presentation to Lord Cawdor.



## HELICOPTER AIRCREW ARE DIFFERENT

THE thing is, helicopters are different from planes. An airplane, by its nature, wants to fly, and if not interfered with too strongly by unusual events, or by deliberately incompetent aircrew, it will fly. A helicopter does not want to fly!

It is maintained in the air by a variety of forces and controls working in opposition to each other, and if there is any disturbance in this delicate balance, the helicopter stops flying, immediately and disastrously. There is no such thing as a gliding helicopter!

This is why being helicopter aircrew is so different from being airplane aircrew, and why, in general, airplane aircrew are open, clear-eyed, buoyant extroverts, while helicopter aircrew are brooding, introspective anticipators of trouble.

They know if something bad has not happened, it is about to!

I should really have asked the Ed to put that little ditty at the end of this article as I am about to appeal for volunteers to come and fly with us. Well, not just to fly but to do something special. There must be many thrill-seekers at Lossiemouth looking for something just that bit different; come on all you sub-aqua buffs, engineless aircraft addicts, almost-engineless Jag drivers, take a trip across to 202 and become a member of our elite band of NIGHT WET WINCHING SURVIVORS!

Seriously, though, night wet winching with the Bionic Budgie is no sweat at all and I'm sure it would be extremely reassuring to any of you who could expect a Martin Baker Let-down into the sea at night to experience just how easy your rescue would be. Briefly, the aircraft is descended to 200 ft on the radar altimeter and the Automatic Flight Control System (AFCS) then flies the aircraft into a 40 ft hover. With the pilot or the winch operator then manoeuvres the aircraft for pick-up. We've got floodlights, fixed spotlights, and rotatable spotlights for each pilot and for the winch operator so that you are

## SEA KING'S QUIET BUT INFORMATIVE FIRST MONTH

## EARLY LESSONS LEARNT ON NORWAY TRIP

ALTHOUGH we hope the name "Sea King" doesn't suggest a movement away from mountain work, our first full month of operations was certainly sea orientated. The first of four sea operations during October provided the flight with the answers to a number of questions on long-range North Sea work, answers which, at the moment we can only obtain on operations, while our masters are reluctant to approve training sorties to overseas bases. It is sad to report that nothing bar wreckage was found in the search on October 6th for survivors from the sinking of the trawler "Grampian Glen" midway between Orkney and Norway. However, "it's an ill wind, etc." and the ten-hour sortie was a fairly comprehensive test of the aircraft's capabilities.

The general outcome of the sortie was that it showed the crew that, with the Sea King, the North Sea has become merely a little pond, and that a six-hour sortie, including an hour transit each way, a four-hour search on scene in murky weather, landings on rigs and an instrument recovery to a foreign airfield is really of little difficulty. One surprise, however, arose when the crew, faced with a transit to Stavanger for fuel, requested a "special VFR" (visual Flight Rules) clearance in poor weather, intending to route below cloud to the airfield. The request to Norwegian Air Traffic controllers, not used to operating

Sea Kings, fell on deaf ears, and the crew, long reliant on the "open sesame" of a Rescue callign while flying Whirlwinds and Wessex, found themselves obliged to do a full procedural instrument approach to Stavanger.

The only real "trouble" came when the aircraft captain, Flt Cdr Derek Whaling, was asked by our Wg Cdr at Finningley to justify landing in Norway. In the course of his (fully satisfactory) explanation Derek was able to point out that it's quicker to fly to Stavanger than to SAR Wing HQ at Finningley!

On October 12th a further sea sortie to uplift a badly burnt seaman, rescued from his blazing vessel Okino by the Norwegian trawler Havglitt, proved, in a negative sort of way, the value of the aircraft's extensive communications, navigation and search equipment. What had begun as a smooth running operation suddenly turned to worms when the aircraft's HF set and the Havglitt's VHF sets both became unserviceable, preventing direct inter-communication, but despite the vessel being 15 miles from her reported position she was successfully located, in visibility down to 400 metres at times, using the aircraft radar and separate HF homer.

The four remaining sorties in October involved crews in an abortive trip to Skye where two missing climbers walked to safety as the helo arrived, the uplift of a family of five when their farm in Strath Oykel was inundated by floods, the rescue of a man from a drifting dinghy in the Moray Firth, and the uplift of a gallstones case from a bulk carrier off Wick.

It's been a "Catch-22" month where we would rather have been busier but don't wish misfortune on anyone.



How's this for speedy reporting! Having just refuelled at Aberdeen after flying an injured seaman to hospital, the crew of the Sea King were presented with a copy of the Evening Express with full coverage of the mission. L to R: Flt Lt Bill Campbell, Flt Lt Dave Cosby, FS Bill Payne, Flt Lt Bob King and Sqd Ldr Alastair Beaton (MO).



Flooded farm at Strath Oykel, Wester Ross, from which a family of five were evacuated by Sea King.

virtually being winched in broad daylight. Safetywise, we have the marine craft keeping a very close eye on you and you have mini-flares and a McMurdo light fitted to your survival equipment.

The fitness requirements are the same as for day winching, ie you must be at least A4G1Z1 and not temporarily unfit for wet survival drills and you must be able to swim at least 30 metres (RAF Swimming Proficiency Certificate or equivalent). We will give you a full brief on survival equipment and drills and also you will get an introductory dry winching session.

Just ring the duty crew any day of the week between 0800 and 2300 and leave your name and contact number.



River Oykel in full spate at the Strath Oykel Hotel.

Marshall

11 Commerce Street, Elgin, IV30 1BS  
Tel. (0343) 44073

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MEMBERS of the Northern Constabulary, Cairngorm Mountain Rescue Team, Glenmore Rescue Team and the RAF aircrew who took part in a familiarisation exercise from Glenmore Lodge, near Aviemore, at the weekend to demonstrate the RAF's new Sea King

helicopters, which are based at RAF Lossiemouth. All those in the picture—four aircrew and 15 passengers — can be carried in the twin-engined aircraft under ideal conditions. The pilot for the exercise was Flt Lt

Derek Whitting. PHOTO BY CARLY KE

**Rescue  
exercise**



## Isle mother-to-be flown to Raigmore



AN RAF helicopter went to Eigg yesterday afternoon to fly a pregnant mother to Raigmore Hospital, Inverness.

The alert was raised by the island's doctor, Dr Hector MacLean, after 30-year-old Mrs Annabelle Allen (above), Forester's Cottage, went into labour three weeks prematurely. The RAF Lossiemouth Sea King helicopter called

in at Raigmore Hospital en route for Eigg to pick up a midwife — just in case the baby arrived in mid-air. Mrs Allen was accompanied by her husband, Michael, a builder on the Eigg estate, on the flight to Inverness.

The couple also have a year-old daughter, Emma. Last night Mrs Allen was said to be in a comfortable condition. The baby is expected to be born today.

## The Sea King 'stork' makes it a happy birthday for Annabelle

EIGG woman Mrs Annabelle Allen, who was flown to Raigmore Hospital, Inverness, by RAF helicopter, gave birth to a baby boy yesterday — her thirtieth birthday.

Mrs Allen went into labour three weeks prematurely on Tuesday and the island's GP, Dr Hector MacLean, called out a Sea King helicopter from Lossiemouth.

Michael Charles arrived at 8.30 a.m. yesterday and weighed 5lb. 7oz. He is named after his father who accompanied Mrs Allen on the flight. The couple have a one-year-old daughter, Emma.



MRS ALLEN

## And air-lift mum is over the moon

THE air-lifted mum-to-be celebrated her 30th birthday today with the birth of a baby boy.

Mrs Annabelle Allen, was flown from her home at Forester's Cottage on the isle of Eigg by an RAF Lossiemouth Sea King helicopter yesterday after she went into labour three weeks prematurely.

The alert was raised by the island's doctor, Dr Hector MacLean. The Sea King stopped at Raigmore Hospital, Inverness, to pick up a midwife in case the child was born in the air. But Mrs Allen had an uneventful flight.

And today she gave birth to a 5lb. 7oz. baby, Michael Charles. He has been named after her husband who accompanied her on the helicopter. The couple have a year-old daughter, Emma.

2

DAILY RECORD, Wednesday, December 6, 1978

## Helicopter mercy flight to hospital for mum-to-be



ANNABELLE and husband, Michael, at Raigmore.

A HELICOPTER helped a mum-to-be to beat the clock yesterday.

Last night, 30-year-old Mrs Annabelle Allen was in the maternity wing of Raigmore Hospital, Inverness, awaiting the birth of her second child.

Earlier, Mrs Allen, from the island of Eigg, in the Inner Hebrides, had felt her labour pains starting.

A helicopter from RAF Lossiemouth flew out to pick her up—and Flight Lieutenant Ted Mustard also picked up a midwife, and an incubator at Raigmore, on the way.

For local GP, Dr Hector MacLean had warned the Health Board—who alerted the RAF—that there could be an airborne delivery.

By the time she reached Raigmore, Mrs Allen was several hours into

labour—but the baby, not due until January 12—had not arrived.

Mrs Allen was accompanied on the 200-mile flight by her 31-year-old estate worker husband, Michael.

The couple, from Kent, had planned to travel there today to await the birth of the baby.

Their other child, Emma, was a year ago in a Glasgow hospital.

## RAF BEATS STORK ON WING FROM THE ISLES

A HELICOPTER won a 200-mile race against the stork yesterday over a course stretching from the Inner Hebrides to Inverness.

But Mrs Annabelle Allen, 30, was several hours in labour when she was landed at the emergency landing ground at Raigmore Police Headquarters.

As she was taken to Raigmore Hospital, she said: "Thank God we got here on time." The helicopter from RAF Lossiemouth, captained by Flight Lieutenant Ted Mustard, picked up a midwife and an incubator at Raigmore before flying to the Allen home on the island of Eigg.

Mr Allen, a builder on the island, accompanied his wife on the flight and said with a sigh of relief: "Our doctor warned us that there was every chance of the baby being born in mid-air."

## AIRLIFT FOR EIGG MATERNITY CASE

A Sea King helicopter from Lossiemouth, one of the first to be recently added to RAF strength in the UK, accomplished another first yesterday by airlifting a maternity case 150 miles from the Isle of Eigg to hospital at Inverness.

The helicopter left at 2 p.m., collecting Nursing Midwife M. Stewart from Raigmore Hospital, Inverness, en route. An hour-and-a-half later Mrs Annabelle Allen (30), of Forester's Cottage, Eigg, was delivered to the maternity unit at Raigmore.

CHOPPER:  
HELICOPTER FROM RAF LOSSIEMOUTH TOOK ON ROLE OF "STORK" WHEN CALLED TO REMOTE ISLAND OF EIGG TO PICK UP MUM-TO-BE. THE WOMAN FLOWN TO RAIGMORE HOSPITAL, INVERNESS. DOCTOR FROM ISLAND ACCOMPANIED WOMAN ON FLIGHT.

5 DEC 1978

Ted Mustard  
Bob Neville  
Bill Campbell  
Mick Anderson



A group of approximately 15 people, including children and adults, posing for a photo. Some are holding up drawings or papers, suggesting a presentation or competition. The setting appears to be indoors, possibly a school or community center.

SANTA aroused great excitement for many children at Fortres on Saturday afternoon when he arrived not in his reindeer-drawn sleigh but by helicopter.

His flight by helicopter was made possible by RAF Lossiemouth and he flew in at the invitation of the 1st Forres Scout Group, who were holding a Christmas Fayre in the Town Hall.

After being greeted on touching-down in Grant Park, he went to the town hall where a grotto had been prepared for him and where he met youngsters.

The hall was packed with people and brisk business was done at the stalls.

The fayre raised £562 for the Scouts' new headquarters fund.

BELOW: Santa arrives at Grant Park, Forres, from where he was escorted to the Town Hall to open the 1st Forres Scouts Christmas Fayre.

**ABOVE:** One of the main attractions at the fayre was a "Swap Shop" feature, with Mr Iain Armour (second right, rear) doing a take-off of "Cheggers".



Press and Journal 11 Dec 1978

George Muir.  
John Moody

AVIATION NEWS —



## SEA KINGS AT LOSSIEMOUTH

BY J. D.  
FERGUSON

THE Westland Sea King HAR.35 currently being delivered to the Royal Air Force for Search and Rescue duties has revolutionised this vital UK military capability, and at last the Sea King has modern purpose-built aircraft for the task. Fifteen have been ordered, and most have now been delivered for allocation to SAR Helicopter Flights around the UK. All will be operated by No. 202 Squadron RAF, whose 'D' Flight at Lossiemouth has already flown their two on a wide variety of missions since assuming the task in September.

The remaining Flights will return their Whirlwinds to storage during 1979, so that by the end of the year Sea Kings will be located, in addition to Loughmoe, at Bodmer, Coltsall and Brawdy. Remaining SAR Flights will keep their Wessex as will the three Royal Naval units along the south coast of England. A longer reaction capability involves Prestwick based Sea Kings of 82 Squadron will continue

The RAF Sea King has a basic flight deck crew of two pilots, one Air Electrician, a Wireless Operator and a Landing Officer. With four crew, a doctor can be made available very short notice from state resources, and considerable amounts of specialised medical equipment can be accommodated in the cabin area. A comprehensive medical kit is carried in standard including oxygen and anaesthetic items, and the which personnel have a thorough training in and. Up to six stretchers can be carried in the air ambulance to another Flight Deck carried out local medical authorities, while mixed loads of two stretchers and seated survivors can be loaded.

While the Sea King is prime, it remains that of military SAS, with some 90 per cent of operational activity in its response to incidents of one sort or another. Aircraft are available on a 24-hour a day basis, one being on minutes' readiness during the day, and 45 minutes notice at other times. D Flight normally has two aircraft on charge, when the day Sea King is away on task, the standby and its crew brought forward for full readiness.

Reaction time, despite the type of sophistication, is around five minutes from scramble, but bearing in mind the much greater range capability, a little longer will sometimes be taken for flight-planning purposes. As in the past the aircraft will be scrutinised by Future Rescue Co-ordination Centre, HM Coastguard, or the police, depending, obviously, on type of incident and information source.

Sea King normal cruise speed is around 100-110 knots, dependent on weight. But a maximum of over 120 knots is possible in cases of extreme urgency. Its weather limitations fall well within the parameters of most SAR incidents. The Sea King can operate in snow - potential icing conditions down to an outside air temperature minus 9 degrees C. In actual conditions the limit is minus degrees C. Maximum wind-speed for rotor spreading engagement is 45 knots but the days after a storm can still include sprays and short duration gusts. Sea King's maximum length is 28.6 m. Its lowest speed (load must be reduced 60%) is variable, and it can fly at just half a limited lateral control capability from hover at all times.

SAR Sea King avionics are configured with the radar remaining the well tried Mk 1 equipment. This has an all-round range of tactical roles, and has a transmission capability which is of immense value during search or formation from the DCCA Mk 100. Display equipment can feed into the radar display through the TANS computer as well as craft speed and heading data. Display wind direction and strength. Transparent overlays of the operational area (Shetland and Orkney, Orkney and Shetland, Faeroes, west-east Iceland, the west coast) as far as Tromsø are always carried, and have ready proved their worth.

communications items include, radio, one UHF, one VHF, one VHF (marine), one HF, but surprisingly there is no means of talking directly to police, civil mountain rescue units or ambulance services. There is a homing capability vital in SAR operations, on UHF, VHF and HF distress channels, with plans for this to be installed for VHF (marine) on the near future. The Aircraft Direction Finder (ADF) can be linked with the HF on 2182 KHz (marine distress) to give a bearing, position coming from detail of a further bearing taken by another station on the same transmission.

The aircraft's flight systems include: ILS, DME, VOR, radar altimeter, transponder (SSR), and a full auto-pilot. The bright look from this is of great value during a rescue hover, and is jointly used with the winch-operator's system to ensure accurate positioning. The Sea King, as a result, has an all-weather rescue and air navigation system which is already genuinely regarded by its users as 'simply fantastic'.

Maximum all up weight for the Sea King is currently 21,000 lbs., with room for any possible future increases, and a 950 lb./min fuel dump capability takes care of any potential overload problems. Range and/or endurance is 700 nautical miles or seven hours, but with the North Sea well supplied with oil platforms and rigs, fuel availability is not a serious problem in the main over-water operations area.

A recent search for a missing trawler to the east of the Shetlands saw a Sea King landing on an outcrop, and then in Norway, so a considerable degree of operational flexibility is now possible. Airfield and specially located fuel dumps in remote Highland and Island areas cater for long-endurance work in these regions, and hot food and drinks for crews has a habit of appearing in even the most isolated spots.

Although US rescue agencies have operated a policy whereby certain of their SAR helicopters may land on the water for survival recovery, this is not done by the UK military, who prefer to use winching. The Sea King is provided with pop-out air bags on its spars, as in the RN variant, but these will only be used in case

In the past the UK has lacked really adequate long-range/long-endurance helicopters, but with the arrival of the SAR Sea King the problem has now been resolved. Royal Air Force Search and Rescue Flights have used aged equipment to achieve quite remarkable results, and with the Sea King they will at last be able to fulfil the

The author wishes to acknowledge the support given by UK D. Flight No 252 Bristol and RAF Linton Heath for funding this work.

Top and left: Lossiemouth-based Sea King XZ537 of No. 2 Sqn. 'D' Flight, seen complete with squadron badge on the forward fuselage over Lossiemouth harbour and the Cover Lighthouse during a training mission. (RAF Lossiemouth picture)





Liason visit by Bristow Helicopters (Forties Field SAR)





Winching Drills With SARDA At Glenmore Lodge 17 DEC 1978





EXERCISE WITH LOCHABER MRT 10 DECEMBER 1978

Owen Wright. Bob King. John Morrice. Bill Payne.  
Andy Nicol in stretcher.

The Northern Scot, Saturday

## Hats Off When Santa Arrives!

GREAT excitement for scores of youngsters was aroused by the memorable arrival of Santa Claus in Grant Park on Saturday — by helicopter. Having set aside his reindeer-drawn sledge for the time being, he was making a special call at the invitation of the 1st Forres Scout Group whose Christmas Fayre in the Town Hall he proceeded to join.

The flight was by courtesy of RAF Lossiemouth, and the waving, white-whiskered, red-cloaked old gentleman could be seen standing at the open door of the chopper as it circled the town prior to landing in Grant Park.

Over 200 people circled the cricket pitch, and the excitement as the chopper came in to land was intense upon the younger faces. It came down gently right in the centre of the roped-off circle, and as it touched down hats flew in all directions — blown off the owners' heads by the gale-

force blast created by the rotors.

After being greeted on stepping ashore, Santa was escorted to the hall where stalls had been set up in large numbers. The queue waiting for admission stretched from the hall door eastwards for the best part of 100 yards. That the hall premises were crowded is an understatement.

Santa had his grotto at the corner of the main hall, next the kitchen section. All sorts of stalls attracted the customers, and there was a swap shop for business of that kind.

The fayre greatly gratified the Scout group's fund-raising committee (convenor, Mr Brodie Forsyth) the splendid sum of £562 being realised. It was in aid of the new Scout headquarters in Bank Lane.





### JOIN 202 AND SEE THE WORLD

**B**EFORE we got the Sea King there was a great deal of debate as to how far we would be expanding our horizons. With perhaps some wishful thinking, we contemplated Norway, Denmark, a large slice of the UK, the Faeroes, and at a push, South East Iceland. Now, after just two months with the Sea King, we have chalked up a fair bit of the afore-mentioned dreams. We've actually made Norway, St Kilda, Skye, Fort William, Glasgow, Aberdeen, Leuchars, Aldergrove, London, Manchester, etc, etc, and on december we have a liaison trip organised to check facilities in the Faeroes (sorry no passengers on this one!).

As a result of all this gallivanting around we carried 3 seriously ill patients to hospital and rescued 4 canoeists from the sea off Hopeman. We also spent 7 hours searching for the crew of a Leuchars Phantom, in addition to flying on a number of shipping incidents. On Nov 7 Flt Lt Dave Cosby with Flt Lt Ted Mustard, Sgt Ron Webb and Flt Sgt Mick Anderson, already on a Medevac flight with a road accident victim from Fort William to Glasgow Southern General Hospital were diverted to Glasgow Airport to pick up a heart attack victim from a Trident awaiting take-off (the ambulance strike was in force at the time). On Nov 14, Flt Lt Martin Cockledge with Flt Lt Bob King, Flt Sgt John Morrice and Flt Sgt Mick Anderson went to the assistance of a trawler 30 miles east of Wick, sinking in ferocious seas blown up by winds up to storm force 11. In these exceptional conditions the haphazard movement of the light, timber-hulled trawler thwarted numerous attempts to direct



Mick Anderson and Ron Webb raise a laugh from the Cairngorm MRT on their recent visit to Glenmore Lodge to show off their new toy.

winching on the deck: The alternative method of getting the winchman to the trawler using a weighted rope to make initial contact also proved unsuccessful as the rope was at times being blown horizontally behind the aircraft, dangerously close to the tail. Eventually, the crew were able to give illumination while a steel hulled trawler, with exceptional seamanship shown by its skipper, managed to get alongside for the few seconds necessary to take off the trawler crew.

On November 17 Flt Lt Ted Mustard with Flt Lt Derek Whitting, Flt Lt Bill Campbell and MALM George Muir picked up four of a party of seven RAF Regt canoeists who had been in terrible trouble when their canoes capsized off Hopeman. Three of the four were treated for exposure and exhaustion at Lossiemouth Medical Centre but were able to leave the same day.

The final incident of note was on November 24 when we were called to Leuchars to assist in the search for the crew of a Phantom which was missing off Leuchars. Although Leuchars' own Wessex was out searching, it lacks the aids necessary for safe search and winching at night over

the sea, a factor which again extends our expected area of operations. Regrettably only wreckage of the Phantom was located by a lifeboat, and the search for the crew was called off.

### WHAT WE WANT IS AIRCREW (Apologies to R & H)

*We got Movers and Controllers,  
We can count on thirty-three;  
We got PEDs and Mechanics  
For to throw into the sea;  
We got WRAFs and Picture Takers,  
We put rum in their coffee;  
But what ain't we got?  
We ain't got AIRCREW!*

I lie. We have actually got one aircrew volunteer for night wet winching and thirty-three assorted ground personnel. Come on, boys, let's be having you, or do we have to get the Press Gangs (CSROs) out? Ring Ext 234 daily, 0800-2300.



Civil Mountain Rescue Teams have now arranged indemnities with the Ministry of Defence to allow them to be winched on training sorties with SAR helicopters. Pictured is a member of Cairngorm MRT getting his "pennyworth" at Glenmore Lodge with the Cairngorms in the background.











1 JANUARY 1979  
Ted Ward  
Jim Gathers  
Sam Webb  
Ruthie Sutton

by P.L.L. Davis Center

11

**CALL-OUTS**

The helicopter force took the brunt of the total search and rescue task, and the land wings. Sgt. Kings at RAF Leuchars in Moray were heavily involved.

Named land wings maritime aircraft from RAF Kinross in Moray also played a big part in search and rescue, particularly at sea. Armed with an air station in Combe, they had 52 call-outs.

Volunteers who man RAF Leuchars rescue teams are free journalists, including Kings and Leuchars, were called out 28 times.



## Helicopter puts down in middle of Dava Moor road



RAF PERSONNEL and police beside the Sea King helicopter which had to make a forced landing on the Dava Moor road.

### 'COPTER BLOCKS NORTH ROAD

#### ROAD BLOCKED BY HELICOPTER

THE road between Grantown-on-Spey and Nairn was blocked one day recently. Not by snow, however, but by a helicopter!

A Sea King rescue chopper from R.A.F. Lossiemouth had been on a training flight when a warning light started flashing in the cockpit. The pilot carefully brought the helicopter down to rest on the road.

Police diverted traffic away from the area while engineers repaired the fault.

TWO Highland roads were blocked today — one with snow and the other with a helicopter.

A Navy Sea King helicopter on a routine training flight had to make a forced landing on the A939 at the Dava Moor.

Cars managed to squeeze past but a lorry which tried became stuck and together with the helicopter completely blocked the road.

On the A9 drifting snow blocked the road at Drumochter.

Police at Inverness said that other roads were open "but how long they stay open is debatable."

In Shetland, islanders were recovering today from a freak snowfall which deposited six inches in just 20 minutes.

And within an hour, the island had slipped to a standstill under a foot of snow.

communities were cut off, radio and television transmissions were affected and schoolchildren were stranded in their schools at Dunrobin near Sumburgh.

They were eventually reached at 7 p.m. and taken home. Some pupils at Lerwick High School spent the night with nearby residents.

THE NOTORIOUS Dava Moor road between Nairn-Forres and Grantown-on-Spey was blocked yesterday — not, as one might have expected, in the present weather conditions, by snow — but by a helicopter!

The unusual fall from the sky happened around 11.30 a.m., when a Sea King rescue helicopter from R.A.F. Lossiemouth was on its way to Aviemore to carry out a routine training sortie over the Cairngorms.

An oil-pressure warning light started flashing in the cockpit and, with the pressure continuing to mount, the captain in the four-man crew, P.O. Lt. Alan Campbell, decided to put the helicopter down on the only suitable landing spot — the middle of the A939 road, nine miles north of Grantown.

After an emergency call was flashed to the Lossiemouth base, another Sea King helicopter was sent out with a ground crew of mechanics and engineers, led by Chief Technician John Bezzant.

Meantime, police were informed of the incident and sealed off the road to motorists.

After a thorough check, the helicopter was declared fit for "take-off" several hours later and was flown back to Lossiemouth at 5 p.m.

Commanding Officer of the Lossiemouth Sea King rescue helicopter flight, P.O. Lt. Derek Whistling, said last night: "The fault turned out to be not quite as serious as we thought."

"We are sorry for any inconvenience we may have caused to the motoring public."

## Survives 900 Ft. Fall

A CLIMBER survived a 900-foot fall in the Cairngorms yesterday.

He is 21-year-old Stephen Bennett, of Newlyn, Cornwall.

He was in a party of four scaling the cliffs of Coire an t-Sneachda on Cairngorm (4084 ft.).

One of his companions raised the alarm at Glenmore Lodge and a rescue party was organised.

The other climbers made the

injured man comfortable until the arrival of a helicopter from R.A.F. Lossiemouth.

A doctor was also brought to the scene by the aircraft, which had called at Glenmore.

It was able to land in the corrie and the injured man was taken aboard on a stretcher.

He was flown to Raigmore Hospital, Inverness, with serious head injuries. Last night his condition was not available.

## Man survives 900ft. fall

A CLIMBER is recovering in hospital after falling 900ft. on Cairngorm at the weekend — and police say the man survived because the corrie in which he fell lived up to its name, Coire an t-Sneachda (corrie of the snow).

Stephen Bennett (21), Newlyn, Cornwall, was one of four mountaineers climbing in the corrie when he slipped.

A Northern Constabulary spokesman said the corrie's thick covering of snow and ice saved him. "He hit his foot and slid down the 900ft. Most climbers are killed when they slide over a precipice or hit a rock but the snow seems to have saved Mr Bennett."

One of Mr Bennett's companions raised the alarm at Glenmore Lodge while the others of the party tended to Stephen until an R.A.F. helicopter arrived from Lossiemouth.

On the way the aircraft collected a doctor who had driven to the lodge.

The helicopter landed in the corrie and Mr Bennett was taken aboard on a stretcher.

He was flown to Raigmore Hospital, Inverness, with head injuries and last night his condition was said to be "fairly satisfactory".

27 JANUARY 1979

Dave Cosby  
Ted Mustard  
Ron Dedman  
Bill Payne



## 202 MEET "KIEV"



"Honest! We were the regulation quarter of a mile away—it's the camera that's lying!" said D Flt's ace photographer, FS John Morrice, when confronted with the first print of his superb "Full-frontal" of the Soviet Navy carrier "Kiev." (More pics inside.)

Page 6

THE RAF LOSSIEMOUTH



TRUE to the form of the last few years, the Flt were active right through Christmas grant with seven callouts between Christmas Eve and December 28. The most significant sortie began at 2200 on Christmas Eve and ended at 0525 on Christmas Day.

Flt Lt Derek Wharling, Flt Lt Dave Cosby, Sgt Ron Webb and FS Mick Anderson were scrambled to a sinking ship 130 nm SE of Leuchars. Whilst they were en route, the survivors were rescued by another ship. The hero was on the way home when redirected to a second ship running aground off the Tay estuary. A Leuchars Wessex had taken off two of the eight crew when the Sea King arrived. Due to unserviceability of the Wessex (and its crewman, who had been roughly treated by the ship's mast) the Sea King crew took off the remaining six from the madly gyrating vessel. Two crewmen of the new Broughty Ferry lifeboat on its first call-out were injured during an earlier attempt to rescue the ship's crew.

Our most interesting adventure involved the Soviet carrier Kiev with its shipboard complement of VTOL 'Forger' fighters.

The Kiev was sneaked up on by our Sea King crew on their return journey from an overnight stop at Vagar in the Faeroe Islands. Flt Lt Malcolm Carlyle captained the first RAF helicopter ever to land in the Faeroes, with Flt Lt Dave Cosby as co-pilot and FS Rob Sutton as winchman. The purpose of the trip was to check refuelling and hospital landing site facilities in the Faeroes which conveniently tied in with a requirement to fly a six-hour sortie to test the comfort of a new seat-type dinghy pack.



The village near Vagar airfield where the crew were treated to the second meal of the evening around midnight. "Just a little supper," said the landlady, presenting a table laden with cooked hams and "smorgasbord."



D Flt's most northerly hospital land site, north of 62° at Thorshaven in the Faeroe Islands.







Twenty members of the Strathspey Young Farmers' Club visited the Royal Air Force base at Lossiemouth last week as guests of 202 Squadron's D Flight who fly Sea King helicopters in a search-and-rescue role. The visitors were shown a film and given an insight into the operations and capabilities of the Sea King before being given a close look at the machines themselves. In the picture winchman George Muir explains a point to club member Fiona Kennedy, Lower Dell, Nethybridge, suitably kitted out for the occasion.

STRATHSPEY & BADENOCH HERALD

26 Jan 79



# GULLY DRAMA IN GLENCOE

## Just feet to spare as woman saved

By WILLIAM PAUL

A HELICOPTER winchman had to be lowered 250 ft. into a steep ice gully yesterday to rescue an injured woman climbing instructor.

Mrs Pat Mee (31), who teaches outdoor activities with Manchester Education Authority, was trying to overcome a bulge in the Rev. Ted's Gully at Glencoe when she slipped and plunged 50ft.

As she fell, the pegs placed to protect her in a fall were jerked out—but her partner, tied securely lower down, managed to hold her.

Another party of Dutch climbers with Glencoe instructor Ed Grindley, who were climbing in the gully, helped Mrs Mee, who had a broken leg.

Glencoe mountain rescue team were called out and a Sea King helicopter from RAF Lossiemouth was diverted to the scene from a routine training flight.

The four-man helicopter

crew realised that, if they went into the gully, there was a danger of the down-draught from the rotor blades dislodging the snow at the top and causing an avalanche.

They then decided to stand above the gully and lower the winchman, Master Air Load Master George Muir, the 250ft. to the injured climber.

The mountain rescue team had put the woman on a stretcher, but because of the steepness of the sides of the

gully, she could not be winched out like that.

MALM Muir unclipped himself from the rope and the helicopter moved away while Mrs Mee was taken out of the stretcher and put into a sling. The helicopter then returned and she was winched up as a rescue from the sea would be carried out.

Mrs Mee was flown to Belford Hospital, Fort William, where her condition was said to be satisfactory.

Last night RAF Lossiemouth's Press liaison officer, Flt-Lt Geoffrey Schofield, said that it was the first time

they had been involved in this kind of rescue.

"The lads are still talking about it. There is only 200ft. of cable on the winch so if she had fallen any further, we might not have been able to help her."

"The old Whirlwind helicopters that we used to use only carried a 60ft. length."

"One problem they came up against was the difficulty of communication at 250ft."

The helicopter was captained by Flt-Lt Malcolm Carlyle, with the co-pilot being Flt-Lt Jim Gatherer and the winch operator Flt-Sgt John Morrice.



CLIMBER Mrs Pat Mee reaches the safety of the helicopter after being hauled up 250ft. with winchman Master Air Loadmaster George Muir.

PICTURE BY CHIEF TECH. JOHN DEW, RAF LOSSIEMOUTH.

1 FEBRUARY 1979

Malcolm Carlyle  
Jim Gatherer  
John Morrice  
George Muir



## Injured soldier airlifted from St Kilda

AN RAF Lossiemouth search and rescue helicopter was called out yesterday to remove St Kilda in the Outer Hebrides to airlift an injured soldier to Benbecula for treatment.

Cpl. Brian Price, who is with the Army radar installation on the island, broke his wrist in a weekend fall.

The helicopter was called in because there is no regular sailing between St Kilda and Benbecula where the Army have a medical centre.

An Army spokesman said last night that Cpl. Price was "fine".

## Sea King airlift

A Sea King search and rescue helicopter from RAF Lossiemouth was called out today to remove St Kilda in the Outer Hebrides.

The helicopter was needed to airlift a soldier, who had broken his arm, to Benbecula. The Army have a medical radar installation on St Kilda.

5 February 1979

Martin Cocksedge  
John Prince  
Ron Webb  
Mick Anderson

## RAF copter on fire lands in field

AN RAF Lossiemouth Sea King search-and-rescue helicopter made a forced landing in a field yesterday after one of its engines burst into flames.

The twin-engined aircraft—with six men on board—was on its way to make a low-level sweep of the River Spey from Spey Bay to Craigellachie for a missing Craighallach man when the fire started.

Flight captain and pilot F1-L2 John Prince put through a May Day call to the air base and activated the aircraft's automatic fire extinguisher system.

He put the helicopter down in the field near Garmouth and the crew tackled the blaze with extinguishers.

The fire was out by the time a fire tender and a second helicopter arrived from Lossiemouth.

The grounded helicopter was left overnight in the field under guard and it will be decided today whether to repair it on the spot, fly it back to Lossiemouth on one engine or take it by road.

The second helicopter continued the search for distillery worker Mr James Bowie (22), 31 Lawrence Road, Craigellachie, who has been missing since lunch-time on Tuesday. Police combed the river banks.

Mr Bowie is described as 5ft 8in., slim built with dark hair. When last seen, he was wearing a fawn shirt and blue jeans.

Anyone who may have seen Mr Bowie, or has information about his possible whereabouts, should contact Elgin police (phone 3101) or their nearest police station.

## Forced landing as fire hits copter

A SEA KING helicopter from RAF Lossiemouth made an emergency landing in a field at Spey Bay today following an engine fire.

The helicopter—with six men on board—had been called out to help police in the search for a missing man.

A spokesman at RAF Lossiemouth said that the helicopter had landed safely.

None of the men had been hurt. The fire was put out by helicopter automatic extinguisher system.

It is not known how badly the helicopter has been damaged.



7 FEBRUARY 1979

John Prince  
Martin Cocksedge  
Ron Webb  
Mick Anderson



## Injured man rescued after Nevis plunge

ENGLISH climber was last night in Belford hospital, Fort-William, with head and throat injuries after having slithered 500 ft. into a gully, while descending Ben Nevis.

The injured man is Dr. Orchard Webb, 40, of 10, Orchard, Webb, Southam, Oxfordshire. His condition was given as "comfortable".

Dr. Orchard Webb, was descending the hard-ice gully when he was struck on the head and lost his balance and fell into a gully. He was rescued by a party of four men who were climbing down into Redburn gully about 2000 ft. up the mountain last night as he started a descent at Fort-William.

The party were on the mountain when they raised the alarm. Mr. Ian Jones, of the Sea King helicopter, who was leading the party down the mountain, said: "I was leading the party down the mountain when I saw my companion lose his balance as if his soles had struck a rock. While four other members of the party went to the assistance of their mate, Mr. Jones went down the mountain for help."

The party are all believed to come from the Ben Nevis area, and were spending a holiday in the Ben Nevis area.

A helicopter from RAF Lossiemouth was alerted and flew into the area but, in the meantime, the injured man had been brought down to the foot of the mountain. An ambulance then took him to hospital.

Members of Lochaber mountain rescue team were also called out and were on their way up the gully when they met the climbers descending.

The Sea King helicopter from RAF Lossiemouth was piloted by Fl-Lt. Ted Mustard. Co-pilot was Fl-Lt. Martin Cockledge and other crew were Sgt. Ron Webb and Fl-Sgt. Bill Payne.

15 FEBRUARY 1979

Ted Mustard  
Martin Cockledge  
Ron Webb  
Bill Payne

## Two safe after night on mountain

Darkness traps students in Glen Torridon

TWO Glasgow University students were rescued from Glen Torridon yesterday morning after being reported missing overnight in the Wester Ross mountain range.

An RAF Lossiemouth Sea King found Andrew Watt, 21, of 10, Tower House, Glasgow, and Donald Mackinnon, 21, of 10, Margaret Hall, Hill Road, Glasgow, (both 20), safe and well as they made their descent from the 2000 ft. Liathach, the major climb in the range.

The students had spent Sunday night in a bivouac on the main Liathach Ridge after misjudging the time it would take to complete the climb.

At first light they began their descent and were making steady progress when they were picked up by the rescue helicopter crew, who set off a green flare to inform rescuers the missing students had been found.

### ALERT

The students were members of a 16-strong university climbing party and when they failed to return to the Ling Hut where they were based, the alert was raised.

Early yesterday morning, the Torridon and Kinlochewe Mountain Teams, together with members of the Glasgow club and Strathclyde University club, who were also climbing in the area set off in search.

The two students said later they could have completed their descent unaided but were very grateful for the efforts of all the rescuers.

Mr. Dan Livingston, deputy leader of the local mountain rescue team said the lads had been very lucky the temperature on the Liathach Ridge on Sunday night was the highest for over a month.

He said: "If the temperature had been as low as it has been on several occasions recently and the strong biting cold winds had been blowing they could have been in trouble."

"However in the circumstances I think they took the mountain rescue team on the mountain overnight."

"They underestimated the time it would take them to complete their climb on Cairn na Caimne and a snow and ice gully leading from there and the darkness was falling as they reached the main Liathach Ridge. They were also very well equipped."



THE TWO climbers, making their way towards the Sea King rescue helicopter, which flew from RAF Lossiemouth. The picture was taken by a member of the crew.

The students arrived at Glen Torridon on Friday and are due to return to Glasgow today.

Sea King winchman Fl-Lt. Mick Anderson, said later: "We had no difficulty spotting the two climbers once we arrived in the area."

"The local mountain rescue team indicated to us where they thought they might be, and we soon spotted them on their way down."

### GOOD SPIRITS

"We landed beside them and gave them a lift down to the Corrie Dubh car park. They were in good spirits."

In Glenelg, the mountain rescue team were called out on Sunday night when 21-year-old climber William Ritchie, student, 55 Quib Road, East Kilbride, fell, received back injuries while climbing on Aonach Dubh.

Mr. Ritchie and a crew were returning down a gully when he fell 20 ft. before another 100 ft. into the mountain.

The mountain rescue team took him down and later which Fl-Lt. Bedford Mr. William, who was said to be

## Search for two Scots students

A RESCUE operation was launched in Wester Ross today for two Scots students missing in the Glen Torridon area.

The two are members of a 16-strong party of Glasgow students who were staying at Torridon Youth Hostel.

The party had gathered at the Ling Hut yesterday and two of them decided to climb nearby Cairn

Nacaimhe. They failed to return last night and this morning rescue services were alerted.

An RAF Lossiemouth Sea King search and rescue helicopter picked up several members of the RAF Kinloch Mountain Rescue team and joined the search. And at Fort William climber William Ritchie (21) of 55 Quib Road, East Kilbride, is in Belford Hospital with back injuries after a 100-foot fall while climbing in Glenelg yesterday.

19 FEBRUARY 1979

Malcolm Carlyle  
John Prince  
Bill Campbell  
Mick Anderson





**HELICOPTER**  
Winchman  
George Muir super-  
vises as an injured  
climber is landed in  
hospital grounds.

Colin Grime was lucky  
to be alive after being  
swept 400 feet down a  
mountain by an  
avalanche yesterday.

Amazingly his com-  
panion, Robert Parkin-  
son, 34, was uninjured.

The two were nearing  
the top of "Goat Track  
Gully" in Coire An  
T'Sneachda, 3000 feet up in  
the Cairngorms.

Soft snow on the top  
part of the slope saved  
Robert, 34, of Clitheroe,  
Lancashire.

But lower down, ice

## ALIVE—AFTER 400ft FALL

with boulders protruding  
left Colin, 33, from  
Barrow-in-Furness, with  
a broken leg and sus-  
pected fractured pelvis.

George Muir's heli-  
copter, piloted by Flight  
Lieutenant Dave Cosby,  
took off from the scene  
from RAF Lossiemouth  
minutes after returning  
from a training mission.

The steep slopes forced  
them to hover 150 yards  
from the injured climber  
and Gorge was lowered  
with a stretcher.

Within two hours of the  
"scramble" order Colin  
was landed at Raigmore  
Hospital, Inverness.

Last night his condition  
was described as  
"satisfactory."

## Climbers safe after avalanche



TWO Englishmen were  
swept 500ft. down a moun-  
tainside in the Cairngorms  
yesterday after triggering  
an avalanche.

Last night, 33-year-old Mr  
Colin Grime, 21 Holbeck Park  
Avenue, Barrow-in-Furness,  
was recovering in Raigmore  
Hospital, Inverness, from a  
broken left leg and an in-  
jured hip. The other man,  
34-year-old Mr Robert Parkin-  
son, Twiston Mill House,  
Clitheroe, received injuries  
to both ankles but did not  
require hospital treatment.

The men were approaching  
the foot of Coire-An-  
Sneachda — the Goat's Head  
climb — in the northern  
Cairngorms at noon yester-  
day when the avalanche  
started.

A helicopter from RAF  
Lossiemouth was called to  
airlift the men off the  
mountain, picking up a  
doctor from Aviemore and  
Mr Fred Harper, director of  
Glenmore Lodge, on the  
way.

Crosswinds prevented the  
helicopter from landing on  
the mountainside and Mr  
Harper, the doctor and the  
aircraft's winchman, Master  
Air Loadmaster George Muir,  
were lowered to carry the  
injured climber the 120yd.  
to the helicopter.

**MR GRIME (33)** is helped  
into a waiting ambulance at  
Inverness after being flown  
there by helicopter.

Yesterday Police at In-  
verness issued an avalanche  
warning for the Coire-An-  
Sneachda area. They advised  
anyone going out on the  
hills to take care to avoid  
dangerous slopes and gullies.

Last night a spokesman  
at Raigmore Hospital, In-  
verness, said Mr Grime had  
minor injuries and was  
satisfactory.

## Sea King To The Rescue —Again!

A SEA KING helicopter and its  
crew, from R.A.F. Lossiemouth,  
came to the rescue of a heart-attack  
victim and an injured climber in two  
separate incidents yesterday.

Just after 80 a.m., Flight-  
Lieutenant Derek Whatling, John  
Prince, and Bill Campbell and Flight-  
Sergeant Robert Sutton were called  
to Portree to ferry a man to Raig-  
more Hospital, Inverness.

The man had suffered a heart  
attack, but, thanks to the crew's  
prompt action, he was able to  
recover quickly in hospital.

By 10.30 a.m., they were heading  
back to base.

But less than an hour later they  
were on their way to Glencoe, where  
a climber had fallen and was  
thought to have broken his ankle.

Donald Stewart (20), 5 Millerston  
Avenue, Paisley, was rushed to  
Belford Hospital, Fort William, but  
was released later when an X-ray  
showed only bumps and bruises.

## Ill trawl skipper flown to hospital

A TRAWLER skipper was  
winched aboard an R.A.F.  
Sea King helicopter from  
Lossiemouth and taken to  
Raigmore Hospital, In-  
verness, at the weekend when  
he became ill while the  
vessel was 60 miles north-  
west of Cape Wrath.

Mr Barry MacCall (24),  
skipper of the Grimsby-  
registered Ross Kelly, owned  
by British United Trawlers  
collapsed with severe chest  
pain and became unconscious  
on Saturday evening.

Coastguards were alerted  
and the helicopter with a  
doctor aboard, took off about  
9.30 p.m.

The Ross Kelly had been  
heading for Scrabster.

Mr MacCall was winched  
aboard the aircraft and  
arrived at Raigmore about  
1 a.m. His condition there  
yesterday was said to be  
stable, but he is under obser-  
vation in the intensive care  
unit.

Also at the weekend a Sea  
King helicopter from Lossie-  
mouth was diverted on Satur-  
day from a mission in Slea  
to Glencoe where a climber  
had fallen and was thought  
to have broken an ankle.

The injured climber Mr  
Donald Stewart (20), 5 Miller-  
stone Avenue, Paisley, was  
flown to the Belford Hospital,  
Fort William, but later was  
released after an X-ray  
showed that he was suffering  
only from bumps and bruises.

The helicopter had been  
called to Portree Skye, in the  
first instance to ferry a sick  
man to Raigmore Hospital,  
Inverness.

He had suffered a heart  
attack but later recovered in  
hospital.

23 FEBRUARY 1979

Dave Cosby  
Ted Mustard  
Ron Webb  
George Muir

24 FEBRUARY 1979  
Derek Whatling  
John Prince  
Bill Campbell  
Robbie Sutton

24/25 FEBRUARY 1979

Ted Mustard  
Dave Cosby  
Ron Webb  
George Muir



# Climber's body recovered by Lossie copter

By DUNCAN ROSS

THE BODY of a climber who was killed when he plunged over a 700 ft. precipice on Ben Alligin in Wester Ross was recovered yesterday by a Sea King helicopter from RAF Lossiemouth.

The dead man, who has not yet been named by the police, was aged 25 and came from Edinburgh. He had been climbing in soft snow near the summit of the mountain on Tuesday afternoon and is believed to have

fallen down a steep rock face on his way back.

His body was found yesterday morning in Horns Gully. A police spokesman said the alarm had been raised by the climber's friends when he failed to return on schedule at about 6 p.m. on Tuesday evening. He had started the climb shortly after 1 p.m. and had been seen near the summit about 4 p.m.

When he failed to return his friends told the warden of Torridon Youth Hostel, who informed the police, and the leader of Torridon mountain rescue team, Mr Charles Rose, was alerted about 10 p.m.

Mr Rose said last night: "The dead man and two friends had been camping in Glen Torridon when he decided to do the hill walk round Ben Alligin. He was met on the ridge by two parties doing the climb in the opposite direction and he was last seen about 4 p.m. near the main summit."

"I would imagine that about 3 p.m. when he was negotiating a rather steep part of the climb he slipped and fell about 600ft. or 700ft. down a precipice on the north face and was killed outright."

## 10 YEARS

Mr Rose said the dead man had about 10 years' climbing experience and his chosen route was not particularly difficult, although the soft snow conditions could have been dangerous.

The climber was reasonably well equipped with the exception of a torch, but he felt sure the man had fallen during daylight.

"When there was still no sign of him about midnight I alerted the rest of the team and we assembled at first light," he said. "We were augmented by a number of volunteers from the youth hostel and camp site, and as the police had called in a helicopter we decided to wait until it arrived."

"The Sea King picked me up straight away and within half an hour we had located the body in the gully and winched it aboard. The team did not have to go out on the hill."

Although relatives of the dead man have been informed, it is believed that his parents are in France and he will not be formally identified until they have been informed.

## Air rescue for climbers

TWO climbers who spent the night on a Highland peak were rescued by helicopters early yesterday.

Architect Gwynn Harrison, 31, of Bala, Gwynedd, and student Elinor Thomas, 22, of Old Llanfarn Road, Harlech, spent the night in a snow hole on a peak in Torridon, Wester Ross.

## Lossie pilot logs 4000 hours



RAF Lossiemouth search and rescue helicopter pilot, Flt-Lt. Jim Gatherer (above) has clocked up more than 4000 flying hours in seven types of aircraft during his 16 years' service.

Dundee-born Jim, who lives with his Dutch-born wife, Hilma, and their three children at 5 Pinegrove, Elgin, joined the RAF on leaving Dundee's Morgan Academy.

A qualified flying instructor, Jim has served with the RAF's Central Flying School

He has also served in Cyprus and Sharjah in the Persian Gulf.

He has been with D Flight 202 Sqn. at Lossiemouth for two years, flying Whirlwind helicopters before these were replaced with the more sophisticated Sea King search and rescue helicopters.

During his spell at Lossiemouth he has taken part in about 40 helicopter mercy missions.

His parents, Mr and Mrs James Gatherer, live at 59 Abeyne Avenue, Dundee.

APRIL 1979

rek Whatling

a Gatherer

hn Morrice

11 Payne

5 APRIL 1979

Martin Cocksedge

Dave Cosby

Ron Webb

Mick Anderson



# Policeman a real casualty in exercise

A POLICE inspector turned out to be a real casualty in a simulated train crash near Aviemore at the weekend.

The "tragedy" was arranged by the Northern Constabulary Chief Constable, to test the efficiency and reactions of the emergency services in his area.

To add a touch of realism, animal blood was used to make the casualties resemble badly injured people, but Inspector George Black of the Inverness Division gave the medical men a taste of the real thing.

He was scaling a ladder when he lost his footing and fell on his arm.

The doctors diagnosed a fracture and Inspector Black was strapped up. He will be off work for a few weeks.

Another genuine casualty was one of the volunteer rescuers, whose stomach could not take the sight of blood, even though it wasn't human.

Police Press officer, Inspector Alex Wood, said today: "Shortly after 1 p.m. it was announced that a train with six carriages had crashed between Aviemore and Boat of Garten. There were about 80 casualties."

## AMBULANCE

"The fire brigade, ambulance helicopter crews, hospital staff, Red Cross, WRVS, Army, TA and Post Office were all involved, making a total of over 60 operational people."

"They were all pre-warned of the exercise, but everyone treated it like the real thing."

"There were no major hitches, and should something like this actually happen, we feel we will be prepared to handle it. But we will not know exactly how successful it was until after the debriefing."

"We hold exercises regularly, but not too often on the same scale as yesterday."

Inspector Wood said there was no significance in the fact the exercise was held on April Fool's Day.

"The incident was scheduled for last Sunday, but bad weather resulted in it being put back a week," he said.

# Fake railway crash was no hoax . . .

THE ENTIRE emergency network in the Inverness area was called out yesterday to an accident that never was.

The alarm was no April Fool, however, it was an exercise organised by Northern Constabulary to test the reactions and efficiency of the emergency services in a disaster.

Senior officers stages a simulated train crash on the private line between Aviemore and Boat of Garten, and shortly after 1 p.m. word was released that a locomotive pulling six carriages had crashed with many casualties.

Police, fire brigade, ambulance men, helicopter crews, voluntary organisations and hospital staff sprang into action.

An RAF Lossiemouth Sea King helicopter carried the first 12 "victims" to Raigmore Hospital.

But among the "injured" were two real casualties. Rescuers who were hurt in the exercise.

One was a police inspector who was taken to hospital with a broken arm.

Last night, a police spokesman said the paper work relating to the exercise was being completed.

1 APRIL 1979

Martin Cocksedg  
Dave Cosby  
Ron Webb  
George Muir

# BABY IN MERCY DASH

ONE YEAR OLD baby in mercy helicopter dash from Inverness to Glasgow after flight diverted from Aberdeen because of fog. Child helicopter was suffering from burns.

Helicopter landed at Glasgow Royal Infirmary.

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# Forres mercy-dash baby still 'critical'

FORRES toddler Louise Hall was still "critical" in Glasgow's Royal Infirmary last night after she had been accidentally scalded in her bath on Wednesday night.

One-year-old Louise was taken to Raigmore Hospital, Inverness, before an attempt was made to fly her by helicopter to Aberdeen.

But the flight was unable to land because of fog and had to be diverted to Glasgow where she is receiving intensive treatment for extensive burns.

Louise lives with her mother and brother at Inver House, Nairn Road, Forres.

The helicopter was piloted by the 21st air flight by P/O Derek Whitting, CO of the Lossiemouth Station's 21st Search and Rescue flight.

Mr Hall works in a family lace-making business at Forres.

11 APRIL 1979

Derek Whitting  
Jim Gatherer  
Ron Webb  
Robbie Sutton



# FLIERS' ESCAPE IS 'MIRACLE'

## Tain mussel fishers rescue four after planes collide

THREE mussel fishermen in the Dornoch Firth yesterday rescued four American fliers after their fighters collided, in what an RAF spokesman called a "miracle" double escape.

The two F-11 jets, each with two crew members, crashed following a practice bombing run on the Tain range. The airmen were taken to RAF Lossiemouth within 40 minutes of the crash. An RAF spokesman said: "The first miracle was that both crews should come out OK from a mid-air collision and the second at they should be picked up uninjured in that kind of time."

A helicopter from RAF Lossiemouth transferred the airmen from the fishing boat to the Moray base. After, there was an official denial that any time had been lost alerting the Air rescue services.

Both the RAF and the USAF said they would be

## Space-age survival system saves four

THE four American fliers who ditched in the Dornoch Firth yesterday morning following a mid-air collision probably owe their lives to the sophisticated ejection system with which the F-111 is equipped, writes Alastair Bisset.

Whereas most jet fighters rely on the traditional ejector seat, which propels the pilot upwards out of the aircraft after the cockpit canopy has been discarded, the F-111 — a supersonic fighter-bomber which can fly at more than twice the speed of sound — demands a more "space-age" approach. Capt. Mike Gallagher, chief of information at the U.S. Air Force tactical fighter wing at RAF Lakenheath, East Anglia, explained: "The F-111 aircrew ejection system encases the entire cockpit area."

"In the event of an in-flight emergency — such as happened off Tain — the two crew members don't have to move."

"Should they choose to eject they simply push a button and the entire cockpit system breaks away from the aircraft and is shot forward from the fuselage by a rocket motor."

"The aircrew are therefore still in the same environment that they would be in were they flying the aircraft

normally. Another rocket motor then automatically takes over and, in conjunction with a small brake parachute, stabilises the cockpit."

"A larger parachute then opens and takes the cockpit capsule down to earth."

At the same time, air sacks are automatically inflated at the base of the capsule. These serve the dual role of permitting either a cushion-landing on the ground or giving flotation support.

The F-111 is the only American combat aircraft to be so equipped. Capt. Gallagher said there had been one other instance of the capsule-ejection system having been used in this country — when an F-111 crashed near Newmarket in December, 1977.

Again no one was killed, even though the plane narrowly missed a school. At the time the RAF issued a report which showed that the F-111 had an extremely good safety record.

The fact that four Americans were still in their cockpit canopies following yesterday's collision also gave assistance in the rescue operation.

An RAF spokesman said that on a capsule apparently capsized when it hit the water, and was trapped upside down. But its flotation tanks had inflated and it was undamaged.

holding official inquiries into the collision, so close to the towns of Tain and Dornoch. The American inquiry would decide if the planes, which cost about £6,000,000 each, would be raised from the seabed.

The planes, from the 48th Tactical Fighter Wing at Lakenheath, Suffolk, had been on a "routine training mission". The crash happened after they had completed their "bombing run".

Two parachutes, holding capsules with the two-man crew in each, were seen to drop into the sea about three miles off Dornoch. Two of the men were picked up within minutes by the crew of a 40ft. mussel fishing vessel — Skipper Peter Moscati, (33), from Meikle Ferry, near Tain, and crewmen George Bremner and Roderick Macleod.

A Sea King rescue helicopter from RAF Lossiemouth, piloted by Flt-Lt. Derek Whitting and co-pilot Flt-Lt. Ted Mustard, had been scrambled and when it reached the area the winchman, Flt-Sgt. John Moody, lowered Flt-Sgt. Mick Anderson to the fishing vessel. Mr Moscati then made for the other cockpit capsule which could be seen floating on the surface, some distance away — and again the two crew members were taken on board, almost without getting their feet wet.

The four Americans — Stephen Ruitman, from Norman, Oklahoma; Timothy Schlitt, Afton, Missouri; Roger Webb, Staunton, Virginia, and Joseph Pelousa, Rosedale, New York, all captains aged 28 — were winched on board the helicopter and flown to the medical centre at RAF Lossiemouth for a routine check.

A spokesman at RAF Lossiemouth said: "They all walked out of the helicopter. They looked a bit shocked but that was all. They went to the medical centre where the station medical officer Flt-Lt. Andy Kirk, examined them and did some routine tests. They were all OK."

Early yesterday afternoon a Hercules transport aircraft flew north to pick up the American fliers and took them back to Lakenheath.

At Tain last night, after being towed into port by an RAF launch because a parachute harness had fouled their propeller during the rescue, Skipper Moscati said: "We were two to three miles away when we saw the column of smoke and the parachutes coming down. We made all speed towards them and reached the first capsule within 15 minutes. We expected to find a frozen flier in a dinghy — but instead there were four airmen still in their plane cockpit, surrounded by buoyancy bags. They seemed all right to us and we went on to get the other two. They came out of their capsule and into the water, where we picked them up. They were cold but appeared unharmed."

"We went back for the first pair and the helicopter came over us. The other two came aboard and then all four were winched into the machine and away. It was quite a day . . . The air crash was witnessed by a 10-year-old girl on holiday with her family in a caravan at Dornoch beach. Abigail Keys, from Alderton, near Cheltenham, said later: "I said to my brother Rupert that 'I thought the planes were going to touch — and they did, with a big bang and a flash. We had watched them going low to drop their smoke bombs and then they rose higher, with one behind the other. Then the second one seemed to catch up on the first.'"

Last night, residents in the Dornoch Firth area were thanking their lucky stars that the crash had not happened over one of the towns close to the bombing runs. Residents close to the ranges have campaigned for many years to have them moved and for compensation because of the noise and disturbance. Ex-councillor Harry Clunie, a former proprietor of Dornoch, has been busy in the forefront of the bid to stop planes from flying over built-up areas to the Tain range. He said: "These planes could well have landed in Dornoch or any other built-up area. It was lucky they came down in the sea."

"I heard the crash and the

## Three who picked up American airmen...



young girl next door saw it. They should not be flying over built-up areas. They are flying over Dornoch every day.

Mr Henry Miller, a regional and district councillor, saw the accident from his tractor while he was working in his fields. "I did not hear an explosion, but I saw a ball of fire, smoke and then two parachutes."

Mr Miller said he would be speaking to other district councillors about the crash and its proximity to the town. "It is something which we may be raising with the parliamentary candidates."

Mr Reggie Stone, Ross and Cromarty district councillor for East Tain, said the crash had confirmed his worst fears. "I have always been worried in the event of an accident one of these ex-

tremely powerful jets could plough into the township."

"The Ministry of Defence point out that this is a very important bombing range to NATO as well as Britain, and they appeal to people's patriotic feeling, but it is difficult to be patriotic when the sort of thing happens."

Mr Stone said he had obtained maps showing every military range in the country, and only two involved aircraft over built-up areas. One was Tain and the other was also in the North-east, close to Fraserburgh.

Mrs Isabel Macdonald, wife of Mr Svein Macdonald, the "Seer of Ardgay" was travelling by car towards Tain when she saw what she took to be a plane coming down. "It hit the ground and blew up in a mass of flames and smoke."



X marks approximately where the capsules containing the American airmen came down in the Firth.

## RAF reject criticism of delay in rescue operation

CRITICISM that there was delay in a helicopter reaching the scene of the crash came from local flier Mr John Mackintosh, who owns the holiday caravan complex at Embo.

He said: "I would not like to crash out there if it takes half-an-hour to be picked up by the rescue services. We have always been led to believe that it would be only a matter of minutes."

But last night Mr Mackintosh's comments were not accepted by the authorities involved in the alert and rescue operation.

A Dornoch police spokesman confirmed that their first knowledge of an accident came from a passer-by who had said a "Hunter" had crashed.

Their first reaction was that it had been a car crash. That was at 10.35 a.m.

The spokesman said it was confirmed seconds later that a parachute had been seen going into the sea.

"The rescue services were immediately alerted. Normal emergency procedure was immediately brought into operation on confirmation that there had been an air accident."

A spokesman for Search and Rescue HQ at RAF Pitreavie said their first alert call was received at 10.50 a.m. and first callers had included Dornoch police and the RAF vessel Seal.

He said: "In anybody's book this was a first rate rescue."

"Time is absolutely vital. People in water can become numb with shock and if you can't get to them quickly you can lose them."

An RAF spokesman at Lossiemouth said the scramble had come at 10.51 and the helicopter with a crew of four were airborne within four minutes. They were over the scene of the crash — almost 40 miles away — within 14 minutes.

He added: "We get many reports — from civilians, coastguards and police — about flares and explosions and these have to be checked before positive action is taken. But there was certainly no delay here once we got a report of an aircraft explosion."

THE rescuers . . . the men who picked up the US airmen after the fighters collided are (left to right) Mr Roderick Macleod, Mr George Bremner and Skipper Peter Moscati, who were fishing in the Dornoch Firth when they witnessed the mid-air drama.

20 APRIL 1979

Derek Whitting  
Ted Mustard  
John Moody  
Nick Anderson



## Jet crews survive crash blast

Four American fliers had a miraculous escape yesterday when their two military jet aircraft collided in mid-air over the Dornoch Firth, causing a fire ball seen from miles inland.

The collision between the two F-111 fighter bombers, which carry a crew of two, occurred shortly before 11 a.m. as the aircraft swept up the Ross-shire coast in close formation. Eyewitnesses spoke later of seeing a flash followed by an intense ball of fire, probably caused by fuel tanks igniting, and two parachutes descending to the sea.

Within an hour the four airmen, all USAF captains, had been transferred by RAF Sea King helicopter to RAF Lossie-

mouth medical centre, where they were found to be unhurt but suffering from shock.

The F-111s had flown from the USAF base at Lakenheath, Suffolk, and a spokesman there said: "This was a training flight over one of our normal North Sea routes. While we have lost two very expensive aircraft we are more than grateful that the men in both have survived without apparent injury."

He said that a board of inquiry, comprising several senior USAF officers, had immediately been set up and would be flying north to Lossiemouth today.

"Our investigation, including the debriefing of the men,

By ANTHONY PLEDGER

could take some days and until this is complete we are unable to say how or why this accident occurred." He added that a decision might be taken at a later stage on whether to attempt to salvage any of the wreckage of the aircraft from the sea bed.

Within moments of the collision a full-scale rescue operation was mounted through the co-ordinated efforts of the RAF and the Coastguard.

A Nimrod submarine-hunter aircraft from RAF Kinloss, already in the air on a training mission, and the RAF high-speed rescue launch Seal, which is based in the Cromarty Firth and was out

on trials at the time, were diverted to the area.

But first on the scene was a local mussel fisherman, Mr Peter Moscati, 33, of Tain, who was out fishing off the Dornoch Firth when the aircraft collided.

Seeing the two parachute capsules, Mr Moscati headed for the nearest and took the crew of two aboard his 40ft mussel dredger. Soon afterwards a helicopter from RAF Lossiemouth arrived and picked up Mr Moscati's passengers and also the two men in the other capsule.

Mr Moscati's vessel was disabled during the rescue when the parachute lines became entangled in his propeller and

he was towed back to Meikle Ferry by the RAF launch.

The F-111 jets are designed so that in an emergency the cockpit section can be discharged from the main fuselage and engine unit. The capsule is self-contained and watertight.

The four airmen, all aged 28, were later named as Capt Stephen Ruttmann of Oklahoma, Capt Timothy Schmitt of Missouri, Capt Roger Webb of Virginia, and Capt Joseph Peluso of New York State.

A local flier, Mr John MacIntosh, who owns a holiday caravan camp at Embo, was critical of the delay in a helicopter reaching the scene. He said: "I would not like to crash out there if it takes half an hour to be picked up by the rescue services. We have always been



An F-111 fighter bomber

led to believe that it would only be a matter of minutes."

But an RAF spokesman at Lossiemouth denied that there had been any delay. He said that the scramble had come at 10.57 and the helicopter had been airborne within four

minutes. They were over the scene of the crash—almost 40 miles away—within 14 minutes.

He could not explain why the message to scramble did not come for 16 minutes after Dornoch police had first reported a crash over the sea.

DAILY EXPRESS Saturday April 21 1979

## CRASH IN MID-AIR

FOUR United States airmen had an amazing escape yesterday when two fighter-bombers crashed into the sea after a mid-air collision.

Hundreds of people around the shores of the Dornoch Firth watched in

### Airmen saved after planes blow up

horror as the two planes exploded.

Then they saw both two-man crews parachute to safety in their capsule ejector units.

The men were picked up by

a local fishing boat and later winched aboard an R.A.F. rescue helicopter from Lossiemouth.

The incident happened as the planes were on a low-level

bombing exercise over the Mhorrich Moor range between Tain and Portmahomack.

Among the eye-witnesses were holidaymakers Abigail Keys, 9, of Beckford Road, Alderton, near Cheltenham, and her brother Rupert, 10, who were on Dornoch Beach.

Said Abigail: "We were watching the planes coming in low and dropping their bombs before roaring off into the sky."

"Then the second plane seemed to catch up the first one and their wings came together."

"There was a huge orange flash and a big bang. There was a lot of black smoke and then we saw bits of the planes falling everywhere. When the smoke cleared we could see two parachutes dropping into the sea."



By ALASTAIR BISSET

**TWO American jet fighters collided in mid-air over the Dornoch Firth off Tain today.**

But the four crewmen all managed to parachute to safety in the sea.

They were picked up shortly afterwards by a Sea King rescue helicopter from RAF Lossiemouth which was over the area within minutes.

The RAF vessel, Seal, normally based at Invergordon, was in the area and assisted in the search.

### SICK BAY

All four men have been flown to the sick bay at Lossiemouth for a routine medical examination. A spokesman said that they were uninjured.

The aircraft involved were F-111 jets operating from the United States Air Force base at Lakenheath, in East Anglia.

It is understood they had been taking part in a practice bombing sortie over the Tain range when the low-level collision occurred.

The jets crashed about three miles offshore and two men were seen to bale out. The fishing boat Muscati checked two dinghies and is believed to be heading for Portmahomack with the Seal.

An RAF Nimrod from Kinloss dropped flares and the Sea King winched up the men.



# The Press and Journal

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## Life-saving ejection capsules

**A CLOSE-UP view of one of the two "space age" ejection capsules from the two American F-111 supersonic jets which were involved in a mid-air collision over the Dornoch Firth off Tain on Friday.**

The two crew members of each jet escaped injury by firing the ejection capsules—which comprise the entire

cockpit area of the aircraft.

A rocket motor stabilises the capsule before a parachute opens. Air sacks then automatically inflate at the base of the capsule—allowing for a cushion landing on the ground, or providing flotation stability if the capsule comes down in the sea.

The American F-111s are the only Western combat jets to be equipped with

this sophisticated aircrew ejection system.

Following Friday's mid-air collision, the two F-111 cockpit capsules were recovered from the Dornoch Firth and flown by helicopter to RAF Lossiemouth.

They will be returned to the American base at RAF Lakenheath, Suffolk, where an inquiry into the collision is to be conducted by the US Air Force authorities.

Yesterday, Dornoch police denied a report in "The

Press and Journal" on Saturday that Dornoch police had interpreted first reports of the incident as a car crash.

Insp. Jim Morrison said: "There is no question of the police thinking that a car had crashed. We were completely aware from the outset that it was an aircraft crash."

"We immediately put our emergency incident procedure into operation."

20 APRIL 1979

Derek Whatling  
Ted Mustard  
John Moody  
Mick Anderson



## Rhum airlift for injured man



AN ESTATE worker on the remote Isle of Rhum was airlifted to hospital at Inverness yesterday after being hurt in a fall.

Mr Ian Cornelius (25), Lea Cottage — a worker with the Nature Conservancy Council, who owns the island — was repairing a fence with three other men when he slipped and fell.

It is believed he was standing on a wall when he caught his foot between two stones and fell off. Work-mates believed he had broken his leg and a helicopter was alerted to airlift him to hospital.

Father-of-two Mr Cornelius, who moved to the Isle about a year ago from Ayrshire, was picked up by the helicopter from the lawn in front of Kinloch Castle and flown to Raigmore Hospital, Inverness.

A hospital spokesman said later that he was allowed home after receiving treatment.

LEFT — Mr Cornelius is helped on to a stretcher after being flown by helicopter to Raigmore Hospital, Inverness.

## Injured climber rescued from Ben Nevis

AN English climber was last night in Belford Hospital, Fort-William, with face and head injuries after falling while climbing on the north face of Ben Nevis.

William Telfer (24), who was leading his companion, Martin Doyle (21), both from Newcastle, on an ice climb close to Five Point Gully when he slipped and fell, dragging Martin with him.

They fell about 60ft. and then slid another 200ft.

Doyle who was unhurt, went to a mountain hut nearby and radioed Fort-William police.

An RAF helicopter from Lossiemouth was called and dropped three members of Lochaber Mountain Rescue team on to the mountain. The injured climber was winched into the helicopter and taken to Belford Hospital.

Last night, his condition was stated to be "satisfactory".

## Search and rescue

SIR, — I would like to take exception with remarks concerning the rescue services made by Mr Mackintosh of Embo in connection with the recent F111 accident.

As a flier, Mr Mackintosh should be aware of the time taken to physically start even a pre-flighted aircraft and his remarks take no account of the distance involved in this case.

Working backwards through the time scale given in the Press it is quite obvious that the search and rescue Sea King was airborne in record time and reached the incident scene remarkably rapidly.

Mr Mackintosh's comments ignore the degree of airman-ship and gallantry achieved by military rescue helicopter crews.

James D. Ferguson, 19 Rosebery Street, Aberdeen.

30 APRIL 1979

Derek Whatling  
Malcolm Carlyle  
Bill Campbell  
Bill Payne

## BEN NEVIS RESCUE

An RAF helicopter from Lossiemouth yesterday rescued a climber who was injured after he fell at Point Five Gully, Ben Nevis. The alarm was raised by the climber's companion, who was able to give the position of the accident, and the injured man was taken to Belford Hospital, Fort-William, suffering from facial injuries.

4 MAY 1979

Malcolm Carlyle  
Jim Gatherer  
John Morrice  
Robbie Sutton



#### COPTER CRASH.

PILOT ESCAPED WITH HIS LIFE  
WHEN CROP-SPRAYING HELICOPTER  
CRASHED INTO LOCH NEVIS.  
R.A.F. LOSSIEMOUTH HELICOPTER  
TOOK PART IN THE RESCUE.

# COPTER DEATH CRASH IN SEA

**TWO helicopters and a small fleet of boats searched in vain for a man after a helicopter crashed into a sea loch off Mallaig yesterday.**

Mr Paul Tuck (27), of Kenilworth, Warwickshire, is feared drowned. He was the engineer on the crashed helicopter, which was on a crop-spraying contract.

His pilot, Mr John Daly (39), of Crediton, Devon, was picked up by a boat from Inverie Estate.

A Sea-King helicopter from R.A.F. Lossiemouth and a 'copter from

Bristow Aviation's Skye base searched the area.

The spraying helicopter had taken off at 9 a.m. to work for the Forestry Commission at Spean Bridge. Five minutes later it plunged into Loch Nevis.

Mr Daly managed to swim close to the shore. He was taken to Belford Hospital, Fort William, suffering from shock and exposure.

Police dogs were used to search the shores around the crash site. The crashed 'copter is lying in about 150 feet of water.

## Search for missing engineer goes on

RESCUE services were still searching yesterday for the engineer of a helicopter which crashed off Mallaig on Saturday.

Mountain rescue members, together with Mallaig lifeboat and others, were searching Loch Nevis and its shores for a clue to the disappearance of Mr Paul Tuck (27), of Kenilworth, Warwickshire.

It is feared he drowned when the machine, which was on a crop-spraying contract, crashed.

The pilot, Mr John Daly (39), Crediton, Devon, was picked

up by a boat from Inverie Estate.

The helicopter was en route to Spean Bridge to carry out work for the Forestry Commission.

Shortly after the crash, a Sea King helicopter from RAF Lossiemouth and a helicopter from Bristow's Aviation, Skye, were searching the area.

Mr Daly managed to swim close to the shore where he was picked up and taken to Belford Hospital, Fort William, suffering from shock and exposure. Last night he was reported to be "comfortable".

## Copter airlifts man off mountain

A HELICOPTER from RAF Lossiemouth was called out yesterday to airlift a 31-year-old heart attack victim from the top of a 2800ft mountain at Knoydart, Mallaig.

The man, believed to come from Armadale, West Lothian, was climbing with a party of friends. On reaching the summit he began to feel unwell and lost consciousness.

His companions went for help and met members of the local mountain rescue team who were training on the mountain. They administered first aid until the helicopter arrived and winched the climber aboard. He was taken to Raigmore Hospital, Inverness.

27 MAY 1979

Malcolm Carlyle  
Dave Cosby  
Ron Webb  
Bill Payne

26 MAY 1979

Martin Cocksedge  
Dave Simpson  
John Morrice  
Bill Payne



# The Press and Journal

232nd Year

MONDAY, MAY 28, 1979

No. 38,790

9p

REACH  
THE HEART  
OF THE  
OIL INDUSTRY  
ADVERTISEMENT  
PRESS and  
JOURNAL

## BROTHERS DROWNED

TWO teenage brothers from Ellon died in an accident on the cliffs of Collieston yesterday.

One of the brothers slipped on a rock and plunged into the sea which were pounding against the high cliffs, and in a heroic attempt to save his brother the other boy also drowned.

Brian Fraser (19), his brother Leslie (17), their sisters, Stella (18), Fiona (14) and Marion (10), all of 32 Gordon Place, Ellon, and Brian's girlfriend, Lorna Tewnlion, 2 Knockothie Road, Ellon, had gone out for a drive to the picturesque beauty spot at Collieston above the car park where so many people picnic.

Brian, Leslie and the girls

### Ellon teenage two die in North-east cliff accident

By GRAEME SMITH and BERT OVENSTONE

were on the cliffs above the car park when Brian slipped and fell into the heavy sea. Leslie dived in after him in a bid to save him.

A coastguard explained that at that point the incoming tide met a current coming in the opposite direction and caused a massive swirl in the water.

The girls ran for help, and Mr and Mrs George Berrie, 85 Calsdykes Road, Aberdeen, drove them to a nearby house for help.

Mr Albert Ward, 10 Hollythorpe Rise, Sheffield, who is staying in a holiday cottage a few hundred yards

for the scene of the tragedy, rushed to give assistance.

"I got right down to the edge of the water beside one of the boys who was still alive and swimming," he said, "but there was nothing I could do to help him."

#### Lifeboat

"If only there had been a lifebelt in the car park I might have been able to save him. I had to commandeer a car and get round to the next bay, where there was a lifebelt."

"But by the time I got back there was no sign of either of the boys."

Immediately coastguards from Cruden Bay and Collieston headed for the scene and the police requested a helicopter to help in the search.

The coastguard vessel could not get near enough the rocks to be of any assistance, and when the helicopter arrived it was considered too dangerous to winch men down to the spot whereby this time the bodies of the two boys had been seen floating.

Before the boys' bodies were recovered some of their clothing was retrieved by the coastguard boat.

The tide was taking them in and out a narrow passage through the cliffs, giving the rescuers a difficult job.

It took almost two hours to get the body of Brian out of the water, and some 45 minutes after that his younger brother was pulled out.

The ill-fated trip began some time between 3 p.m. and 4 p.m. when the brothers headed for Collieston in Brian's car.

#### Hour later

About an hour later word of the tragedy reached Mr and Mrs Gordon Fraser at their cul-de-sac home at 32 Gordon Place.

They immediately headed for the seaside village to be with their daughters.

Mr Gordon Fraser is a driver with Grampian Regional Council.

He said both his boys were strong swimmers and that they had just gone out for a run. "Brian said he would take his young sister out for a run with his girlfriend," said Mr Fraser.

Brian was an apprentice butcher with John Bain, Tarves, and his brother was a farm worker with Mr John Gyle, Mains of Easlemont, Ellon.

The family used to stay at Shethin, Tarves, with their parents until their move to Ellon about three years ago.

Brian and Leslie were former pupils of Ellon Academy.

Lorna Tewnlion's father, who also went to the scene, said: "They were such strong swimmers. Poor Brian. He lived at our house. He and Lorna were going to be getting engaged. What a tragedy."

#### Stunned

Neighbours were last night stunned at news of the double drowning.

One close neighbour told "The Press and Journal": "Brian had been working on an old van outside the houses minutes before heading off."

We also saw him with his girlfriend. Both boys were quite cheerful — they were always very happy."

Last night Leslie Fraser's employer, Mr Gyle, said the news was "terrible". He was a grand boy, very popular and very keen on his work. He came here when he left school and he has always been a very hard worker."



BRIAN FRASER pictured with his girlfriend Lorna Tewnlion.



THE scene of yesterday's tragedy where two teenage boys died in an accident on the cliffs of Collieston. The men on the cliff tops are using grappling hooks to search for the bodies.

PICTURE by RON CASTLE

27 MAY 1979

Derek Whatling  
Jim Gatherer  
Bill Campbell  
George Muir



## Helicopter's Buchan landing stops traffic

LUNCHTIME traffic was brought to a standstill yesterday on the Fraserburgh-Rosehearty road when a Sea King helicopter on a training sortie from RAF Lossiemouth made an emergency landing in a field at Watmill Farm, beside the main road.

The helicopter made an unscheduled landing in the field after it was noticed that a warning light had come up on the instrument panel which made it advisable to land on the nearest patch of ground.

However no fault was found in the oil system when engineers from 202 Squadron at RAF Lossiemouth arrived to check the engine.

The plane had a crew of seven. The pilot, Flt-Lt. Martin Cocksedge, said the helicopter had a very sophisticated warning system and that although he was 99% sure that it was only a faulty connection, it was landed as soon as possible.

The plane continued on its way to Lossiemouth after the inspection.

## Emergency

ENGINE trouble over the North Sea meant a change of route for a Danish couple on their way to Kirkwall from their homeland.

Commercial pilot Alan Fyrtlev and his fiancée, Susanne Frandsen, were forced to make an emergency landing at Aberdeen Airport after the trouble started 125 nautical miles east of Aberdeen.

Their 10-seat, twin-engined Cessna 402 was shadowed safely down by an RAF Nimrod from Kinloss and a rescue helicopter from Lossiemouth.

1 JUNE 1979

Malcolm Carlyle  
Dave Simpson  
Ron Webb  
Robbie Sutton

THE PRESS AND JOURNAL

## Sponsored walk man flown to hospital

A HELICOPTER was called to airlift out a man who became ill during a sponsored walk from Glen Clova to Glen Muick on Saturday. The event was to raise funds for the Aberdeen Mountain Rescue Association.

Mr Robert McEwan, 119 Willowpark Crescent, Aberdeen, was taken ill near the start. He went by helicopter to hospital in the city after attention from Dr Tom Stewart, Aboune.

Mr McEwan, who is in a cardiac ward at Aberdeen Royal Infirmary, Foresterhill, was said to be comfortable yesterday.

The walk had 439 participants and is expected to bring in £8250, well up on last year's total of £2900.

2 JUNE 1979

Malcolm Carlyle  
Dave Cosby  
Ron Webb  
Robbie Sutton

## Climber dies under rock slab

A SHEFFIELD medical student was killed in a climbing accident in the Coolins on Saturday afternoon.

Mr Stephen W. Pearson (27), 53 Wayland Road, who was married, was climbing with three companions on Sgurr Nan Gilleann (3127ft.) when a half-ton rock slab gave way and pinned him near the summit.

The Skye Mountain Rescue Team were airlifted in two flights by an RAF Lossiemouth Sea King helicopter piloted by Flt Lt. Malcolm Carlyle with Flt Lt. Dave Cosby, Flt Sgt. Robbie Sutton and Ron Webb. The team were winched down the face one by one.

Lifting jacks and crowbars, hurriedly supplied by a haulage firm, were also airlifted in, but when the rock slab was prised away, Mr Pearson was found to have died from his injuries.

## Climber killed in rock fall horror

A STUDENT on a climbing holiday was crushed to death at the weekend by a falling slab of rock.

Stephen Pearson, 27, was scaling the 3127 foot peak, Sgurr Nan Gilleann, in the Cuillins Range on the Isle of Skye, when the slab gave way and pinned him down.

### Rescue

Two of his three companions went down the mountain for help.

An RAF helicopter from Lossiemouth, Moray-shire, winched down a rescue team with lifting jacks loaned by a local hydraulic firm.

The rock was eased away — but Mr Pearson had died from his injuries.

Mr Pearson, of Wayland Road, Sheffield, was in his final year studying medicine.

## Climber dies in rock fall

A STUDENT died in a freak accident while climbing in Skye at the weekend.

Steven Pearson, 27, was climbing with three friends on the 3127ft. Sgurr Nan Gilleann when a slab gave way and pinned him to the rock face near the summit.

One of his friends stayed with

him as the others went down to get help.

They contacted the Skye mountain rescue team and an R.A.F. rescue helicopter was called out from Lossiemouth to take them to the summit.

But Mr Pearson was dead by the time they freed him.

Steven, a medical student at Sheffield University, was due to qualify as a doctor this summer and had already been given his first full medical appointment in Birkenhead. He was due to take up the post in July.

He and his wife, Margaret, 25, a nurse at Sheffield's St. Luke's Hospital, had sold their home in Wayland Road, Sheffield, ready to move.

Last night Mrs Pearson was being comforted by relatives.

2 JUNE 1979

Malcolm Carlyle  
Dave Cosby  
Ron Webb  
Robbie Sutton

30 MAY 1979  
Martin Cocksedge  
John Prince  
Bill Campbell  
Bill Payne



## Climber dies after fall

A LONDON climber died yesterday while being taken to Belford Hospital, Fort-William, by helicopter after having fallen 50ft. on Douglas Boulder while climbing on the north face of Ben Nevis.

Mr John Farrugia (29), sales engineer, 8 Berkshire Gardens, Edmonston, had been climbing

with a party of five when he fell.

The alarm was raised by other climbers who saw him fall.

An RAF helicopter from Lossiemouth flew to the mountain with members of Lochaber Mountain Rescue Team.

The injured man was winched into the helicopter as it hovered at the foot of the ridge near where he fell.

## Nevis plunge horror

A CLIMBER was killed on Ben Nevis yesterday when he plunged from the notorious Tower Ridge on the north face of the mountain.

The man fell 50 feet on to a ledge, and a RAF helicopter from Lossiemouth was called out.

The climber was flown to Belford Hospital, Fort William, but was found to be dead on arrival.

Last night he was named as John Farrugia, 29, a sales engineer of 8 Berkshire Gardens, London.

10 JUNE 1979

Derek Whatling  
Ted Mustard  
Mick Cornes  
Bill Payne

## North climber dies near summit

A BOAT of Gairn shop-keeper collapsed and died while climbing with his wife in the Cairngorms yesterday.

Mr Geoffrey R. Gibson (56), who lived with his wife, Marion, at Langstrath, Bogroy, Carrbridge, collapsed as the couple were climbing near the summit of Bynack Mohr (3574ft) in Strathnethy.

Mrs Gibson ran back more than five miles to Glenmore Lodge to get help.

A Sea King helicopter from RAF Lossiemouth, piloted by F/Lt. Dave Cosby, was scrambled and flew to Glenmore Lodge. There it picked up Dr Angus MacNeill, Aviemore, before flying to the mountains, but Mr Gibson was dead when they arrived. His body was flown back to Glenmore and transferred by road to Inverness.

Mr and Mrs Gibson, described by friends as keen hill-walkers, moved about three years ago to the Spey Valley, where they ran a grocer's shop at Boat of Gairn. The couple previously lived at Fort-William, where Mr Gibson was employed at the Corpach pulp mill.

Mr Gibson belonged to Derby, as does his wife. There are no children.

## DEATH OF CLIMBER

SHOPKEEPER Mr Geoffrey R. Gibson, Langstrath, Bogroy, Carrbridge, collapsed and died while climbing in the Cairngorms on Tuesday.

Mr Gibson, who was 56 and ran a grocer's store at Boat of Gairn, collapsed while climbing near the summit of Bynack Mohr (3574ft) in Strathnethy, with his wife.

Mrs Gibson ran more than five miles to Glenmore Lodge to get help, and a helicopter from RAF Lossiemouth flew to the area after picking up Dr Angus MacNeill, Aviemore. On their arrival, they found Mr Gibson to be dead, and his body was flown back to Glenmore, then taken to Inverness by road.

Mr and Mrs Gibson moved to Carrbridge from Fort William three years ago. He was formerly employed at Corpach pulp mill, and belonged originally to Derby.

12 JUNE 1979

Malcolm Carlyle  
Dave Cosby  
Mick Cornes  
Mick Anderson

## 'Boat missing' alert proves false alarm

A MAJOR rescue operation was triggered off last night after a small boat was reported missing off Nairn. But it proved a false alarm.

Around 6.30 p.m. coastguards got a call from a policeman saying a boat with two men aboard seemed to have vanished half a mile off the harbour.

After spotting the boat he had looked away but glancing out to sea shortly afterwards could see no sign of it.

A rescue helicopter from RAF Lossiemouth was scrambled, two boats went to scout the area and a coastal search party was organised.

Coastguards called off the hunt after hearing that a small

boat of similar description had arrived back at the harbour around the time the alert was sounded.

"We reckon it was the same boat," said a spokesman. "She must have shot out and shot in. It is just one of those things."

In Sutherland, another alert was called off last night when the occupants of a German-

registered car, parked near Ben Stack for the past four days, were traced safe and well.

It had been assumed they had gone climbing in the Ben and the RAF mountain rescue team at Kinloss were alerted. They had been planning an exercise in the Inchnadamph area this weekend and were going to start a search of the mountain this morning.

15 JUNE 1979

Malcolm Carlyle  
John Prince  
Ron Webb  
George Muir



## Two die as jet crashes

The two crew members of an RAF Jaguar jet from Lossiemouth were killed yesterday afternoon when their aircraft plunged into the sea ten miles north of the Moray air station. A spokesman said that the aircraft had been on a routine training flight. The rescue helicopter from RAF Lossiemouth, which was airborne at the time, recovered the bodies of the dead airmen. They are not being named until next of kin have been informed. The spokesman added that a board of inquiry had been convened to investigate the crash.

## Two die as jet crashes

The two crewmen who died when an RAF Jaguar jet crashed off the Scottish coast were named today as Flight Lieutenant John Skinner (27), an instructor based at RAF Lossiemouth, Morayshire, whose home town is Brecknell, Berkshire, and his student, Lieutenant P. Rasmussen (28) of the Royal Danish Air Force. Both were married men. Their plane, a two-seater training version of the Jaguar ground-attack aircraft, plunged into the sea 10 miles north of Lossiemouth yesterday on a routine training flight.

## Two die as RAF Lossie jet crashes

THE two crew members of a Jaguar Jet from RAF Lossiemouth were killed yesterday afternoon when the trainer aircraft plunged into the sea while on a routine training exercise 10 miles north of the Morayair base.

Their names are being withheld until next of kin have been informed.

A board of inquiry has been convened by the RAF to investigate the crash.

The accident was witnessed by the pilot of a single seat Jaguar who was with the other aircraft on the training flight.

He flashed a Mayday call and an RAF Sea King rescue helicopter from Lossiemouth went to the spot, but when the two fliers were recovered from the water by the helicopter, they were dead.

## Jet crash pair named

Two crewmen who died when an RAF Jaguar jet crashed off the Scottish coast were named today as Flt. Lt. John Skinner, 27, an instructor based at RAF Lossiemouth, Morayshire, whose home town is Bracknell, Berkshire, and his student, Lt. P. Rasmussen, 28, of the Royal Danish Air Force.

Both were married men. Their plane plunged into the sea ten miles north of Lossiemouth yesterday.

## Airmen saved

TWO officers from RAF Lossiemouth had to be rescued by one of the air station's Sea King helicopters yesterday afternoon — after their left-sailing boat capsized half a mile off Lossiemouth's West Beach.

FO Christopher Harper (22), and FO Mark Wordley (23), were in the sea for nearly half an hour before being picked up. They were uninjured.

22 JUNE 1979

Martin Cocksedge  
Dave Simpson  
Bill Campbell  
Bill Payne

# Lossie pilot hero of rescue

AN RAF helicopter battled through thick mist, lashing rain and gales to reach a badly-injured climber.

In pitch darkness and with turbulence caused by the gale making flying hazardous, the Sea King's pilot took his helicopter as near to the injured man as possible.

And thanks to his daring flying, 30-year-old teacher David Garland was able to receive emergency on-the-spot treatment before being flown to hospital.

Today he was seriously ill in Broadford Hospital, Skye, as police praised the flying skill of Flt-Lt. Martin Cocksedge, who flew the mercy copter on the evening mission from Lossiemouth.

"It was a marvellous piece of flying," Inspector Neil Drummond, said at Portree today.

"It was one of the worst nights for a long long time."

### WEATHER

Flt. Lt. Cocksedge was prevented from taking the helicopter right up to where

the injured man was being comforted by fellow climbers because of the fierce weather.

But he landed just below mist level on the island's Coolins range, enabling the mountain rescue team to complete the rescue.

And as they brought Edinburgh man Mr Garland, down the mountain, Flt. Lt. Cocksedge took the helicopter into the treacherous conditions for a second time.

Flt. Lt. Cocksedge said today: "The most difficult thing was getting into the scene because of the strong winds, rain and turbulence."

"We carried up the doctor and the mountain rescue team as far as we could."

Mr Garland was one of a group of eight, six of them teachers, from Lothian regional council who were holidaying in Skye.

When he fell 40ft, two of the party went back down the mountain to a hotel to raise the alarm.

## Mountain rescue team, copter crew praised by police

THE skills and endurance of an RAF Lossiemouth helicopter crew and Skye Mountain Rescue team were praised yesterday following a dramatic mountain rescue. The five-hour rescue was successful despite mist, torrential rain, gales and snow on high peaks. Insp. Neil Drummond said at Portree the skills and endurance of the crew and the rescue team were of the highest order.

In hospital at Broadford is teacher Mr David Garland (30), 35 East Claremont Street, Edinburgh, who suffered head and body injuries in a soft fall when descending Beinn nan Ghean (1177ft), one of the most dangerous peaks in the Coolins.

Five other teachers and two climbing instructors, all from Lothian Education Authority, were with him.

When his companions reached the injured man they feared his neck had been fractured and, while some stayed at the scene, the others descended and crossed the foothills to the nearest phone at Salsburgh Hotel nine miles south of Portree.

A Sea King helicopter from Lossiemouth flew to the island and took aboard a GP, who is a rescue-team member — but low, thick mist, strong gales and driving rain ruled out the helicopter flying to the mountain top.

Instead the rescue team were airlifted as near as possible below the mist and they climbed into the atrocious conditions.

Team leader Mr Gerry Ackroyd said although it was raining heavily in the glen on the mountain there was heavy snow.

They carried Mr Garland down by stretcher and the helicopter picked him up and flew him to the Mackinnon Memorial Hospital.

Insp. Drummond, who was for some time the police mountain-rescue co-ordinator based at Fort William, and who has taken part in many rescues, said the conditions made it one of the worst nights "for a long long time."

28 JUNE 1979

Martin Cocksedge  
Jim Gatherer  
John Morrice  
George Muir

22 JUNE 1979

Martin Cocksedge  
Dave Simpson  
Bill Payne  
Bill Campbell

Jim Gatherer  
John Prince  
Ron Webb  
George Muir



# ELGIN DEATH CHARGE . . .

A photograph showing a helicopter in flight, viewed from below, with a large crowd of people gathered on the ground below it. The helicopter is dark-colored and has its rotors spinning. The ground is filled with many people, and there are some structures visible in the background.

1 JULY 1979

Dave Cosby  
Dave Simpson  
Nick Cornes  
Bill Payne

100

It is understood, however, that the dead man comes from the Falkirk area. Relatives were travelling to Aberdeen late last night.

Martin Cockedge  
Jim Gatherer  
Ron Webb  
George Muir

1970-1971 2170 21888

# RAF jet crashes off West Coast

# st

...in the latter  
...of

RAF  
later.

Table 10

up by a Sea King helicopter from Lissie mouth minutes later.

1

Martin Cockledge  
Jim Catherer  
Ron Webb

Nick Anderson

He started as the  
went down and was p  
up by a Sea King heli

**UNITED WIRE**  
South College Street  
Aberdeen AB9 2LP  
Tel. 52881-2  
Mesh  
**WIRE** Fabrication  
products



## Copter saves Moray boy stranded on cliff ledge

A MORAY boy was rescued by helicopter last night after he became stranded on a ledge 100ft up a sheer cliff face at Coveira, near Looemouth.

Daniel McLachlan (15), 13rd Coastguard, Looemouth, being rescued by helicopter last night after he became stranded on a ledge 100ft up a sheer cliff face at Coveira, near Looemouth.

He was rescued by helicopter last night after he became stranded on a ledge 100ft up a sheer cliff face at Coveira, near Looemouth.

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He was rescued by helicopter last night after he became stranded on a ledge 100ft up a sheer cliff face at Coveira, near Looemouth.

## Sound of a mercy flight

THE RAF authorities in the Moray area — particularly at Looemouth — receive complaints from time to time regarding noise caused by low-flying aircraft.

These complaints are always dealt with courteously, and every effort is taken by a senior officer to explain to the individual concerned that certain training methods require low-level flying so that pilots can maintain an operational efficiency.

One complaint received this week was from the Bell — said it had been observed and around the Looemouth area.

It happened when a man from the Moray area of Forres — I will spare the name — had been told that the RAF station to register a strong complaint about a low-flying helicopter.

What the man did not realise was that the RAF King helicopter was carrying out an emergency rescue operation.

It happened during a rescue operation being carried out on the adjacent River Forres. One of the rescuee was a Looemouth teenager who was injured.

The helicopter was called in to the rescuee to the Forres. It was the first time I have ever received a complaint about a low-flying helicopter. Considering it was carrying out a rescue operation it was just about as operational.

None of the boys, who all come from Looemouth, required treatment after their rescue.

Earlier Paul Knibb and Kenneth Cameron, two of the boys, were pulled to safety when the incoming tide trapped them as they tried to find ways of leaving Daniel down.

None of the boys, who all come from Looemouth, required treatment after their rescue.

Earlier Paul Knibb and Kenneth Cameron, two of the boys, were pulled to safety when the incoming tide trapped them as they tried to find ways of leaving Daniel down.

None of the boys, who all come from Looemouth, required treatment after their rescue.

Earlier Paul Knibb and Kenneth Cameron, two of the boys, were pulled to safety when the incoming tide trapped them as they tried to find ways of leaving Daniel down.

## Sick fisherman airlifted by copter from Rockall

AN ABERDEEN fisherman was being flown by helicopter to hospital in Glasgow late last night after he became ill aboard the ship in the Atlantic.

Aberdeen resident George Fraser, 40, was taken to hospital in Glasgow late last night after he became ill aboard the ship in the Atlantic.

He was taken to hospital in Glasgow late last night after he became ill aboard the ship in the Atlantic.

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# The Press and Journal

22nd Year

FRIDAY JULY 20 1979

No. 38,836

10p

HUMPHREY PICTURE STITCHERY KITS  
The Craft Centre  
17 Clarendon Street  
Glasgow

## Lossie copter's danger mission

By DAVID CAMERON

A DARING rescue operation was under way in the early hours of this morning as the RAF helicopter, the Lossie, was flying over the Atlantic towards the rendezvous at sea.

However, danger lay for the helicopter should it fail to make immediate contact with the ship, which was some 100 miles away.

For there was enough fuel aboard only to cover the distance to the ship, however for a short period, and by then the crew would be in a desperate situation.

A spokesman at RAF Lossie said that the helicopter was being flown by a pilot who was a former RAF pilot.

He said it was the first time the helicopter had been used in such a mission.

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The helicopter was being flown by a pilot who was a former RAF pilot.

He said it was the first time the helicopter had been used in such a mission.

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The helicopter was being flown by a pilot who was a former RAF pilot.

## Ship's officer recovering after blast at sea

A CHINESE ship's officer was recovering in hospital in Glasgow last night after a massive RAF rescue operation resulted in his being flown to the shore.

The officer, who was a former RAF pilot, was being flown to the shore by a helicopter.

He was being flown to the shore by a helicopter.

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He was being flown to the shore by a helicopter.

He was being flown to the shore by a helicopter.

He was being flown to the shore by a helicopter.

## RESCUE AFTER HORROR AT SEA

By GORDON THOMSON

A SEAMAN who lost his right hand in an explosion on board a Panamanian bulk carrier is being flown by helicopter to Glasgow after a dramatic rescue operation was mounted in the Atlantic Ocean.

The rescue operation was mounted in the Atlantic Ocean.

The rescue operation was mounted in the Atlantic Ocean.

The rescue operation was mounted in the Atlantic Ocean.

The rescue operation was mounted in the Atlantic Ocean.

The rescue operation was mounted in the Atlantic Ocean.

## Marathon rescue

A ship's officer whose hand was severed in an accident 200 miles out in the Atlantic was flown to Glasgow for treatment in a major surgery by an RAF helicopter.

The Chinese chief officer of the Panamanian registered freighter ship, the ship was being flown to the shore by a helicopter.

He was being flown to the shore by a helicopter.

He was being flown to the shore by a helicopter.

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He was being flown to the shore by a helicopter.

## Hand blown off by stove

THE Chinese chief officer of the Panamanian freighter ship was flown to Glasgow for treatment in a major surgery by an RAF helicopter.

He was being flown to the shore by a helicopter.

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10p  
The Craft Centre  
17 Clarendon Street  
Glasgow

He was being flown to the shore by a helicopter.

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He was being flown to the shore by a helicopter.

## CLIFF BOY HOISTED TO SAFETY

A 15 YEAR OLD Looemouth boy was hoisted to safety by a helicopter after being stranded on a ledge some 100 feet up a cliff face at Coveira, near Looemouth.

He was hoisted to safety by a helicopter.

He was hoisted to safety by a helicopter.

He was hoisted to safety by a helicopter.

He was hoisted to safety by a helicopter.

He was hoisted to safety by a helicopter.

He was hoisted to safety by a helicopter.

## STRANDED FOR THREE HOURS

AFTER becoming stranded for three hours on a sheer cliff face at Coveira, near Looemouth, Daniel McLachlan (15), 13rd Coastguard, Looemouth, being rescued by helicopter last night after he became stranded on a ledge 100ft up a sheer cliff face at Coveira, near Looemouth.

He was rescued by helicopter last night after he became stranded on a ledge 100ft up a sheer cliff face at Coveira, near Looemouth.

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16 JULY 1979

Paul Knibb (15) and Kenneth Cameron (18) who also live in Coveira, were rescued by helicopter last night after he became stranded on a ledge 100ft up a sheer cliff face at Coveira, near Looemouth.

He was rescued by helicopter last night after he became stranded on a ledge 100ft up a sheer cliff face at Coveira, near Looemouth.

He was rescued by helicopter last night after he became stranded on a ledge 100ft up a sheer cliff face at Coveira, near Looemouth.

## Youth flown to Edinburgh after relapse

A 17 YEAR OLD youth, injured in a motor cycle accident at Aviemore 10 days ago, was rushed by helicopter from Glasgow to Edinburgh Royal Infirmary yesterday afternoon after suffering a relapse.

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5 JULY 1979

Malcolm Carlie  
Dave Glasgow  
John Morrison  
Bobbie Sutton  
J.D. Kirk

STAFF REPORTER 5 JULY 1979



## SEAMAN AIRLIFTED AFTER MARATHON MERCY MISSION

A BADLY-INJURED seaman was air-lifted to safety today after a 14-hour mercy mission by two Sea King helicopters from RAF Lossiemouth.

The Chinese seaman, the ship's chief officer, was finally picked up 40 miles west of Rockall about 9 a.m. today and was being flown to hospital in Glasgow.

His hand was blown off when a flare he was holding exploded.

The drama began when the first Sea King left Lossiemouth to rendezvous with the seaman's ship, the Panamanian-registered Bagru, 300 miles out in the Atlantic — the extreme limit of the helicopter's range.

But they had to make contact immediately because the Sea King only had enough fuel to reach the vessel and wait for a short time.

### DOCTOR

But after hovering for 20 minutes the copter had to return to Benbecula to refuel. By then the crew, who had been in the air for 15 hours, were out of flying time and the second Sea King was alerted.

The doctor on the first flight, Flt Lt Andrew Kirk, and medical assistant Andrew Robertson, were picked up by the second helicopter. By the time they return to Lossiemouth they will have been on duty for almost 24 hours.

An RAF Nimrod with sophisticated radio equipment flew out to guide the second helicopter to the ship and the injured man, Wong Tin Huang, was safely picked up.

The crew of the first Sea King were Flt Lt Ted Mustard, co-pilot Dave Simpson, navigator Flt Sgt Mick Cornes and winchman W.O. George Muir.

The second crew were Flt Lt Derek Whaling, co-pilot Dave Cosby, navigator Flt Lt Bill Campbell and winchman Flt Sgt Robbie Sutton.

## 'Copter in daring Atlantic rescue

By ALAN MacDERMID

A HELICOPTER from RAF Lossiemouth was on its way to a rendezvous in the Atlantic in heavy weather early today to pick up an injured officer from a freighter.

The Sea King, of 202 Squadron, with a doctor on board, was going to the extent of its range, 300 miles west of Benbecula, leaving it 20 minutes to complete the tricky rescue in darkness, wind and rain.

The rescue appeal came from the Panamanian registered mv Bagru, whose chief officer has a severed right hand.

The helicopter landed first at Benbecula to refuel.

An RAF spokesman said that at the rendezvous the winchman, Warrant Officer George Muir, would be lowered on to the ship's deck. The injured man would be hoisted back up on a stretcher.

He will be taken to hospital at Londonderry under the care of the RAF doctor, Flight Lieutenant Andy Kirk, from Glasgow.

## 300-MILE AIR MERCY DASH

By BILL MOWAT

TWO helicopters and a jet aircraft took part in a 300-mile mercy dash yesterday.

It followed a Mayday call from the cargo ship, Bagru, 40 miles west of Rockall, in the Atlantic.

Chinese chief officer, Wong Tin Huang, had his hand almost blown off when a practice flare exploded.

### Rules

The second of the Sea King helicopters, from RAF Lossiemouth, Morayshire, flew him to Glasgow's Southern General Hospital, where his hand had to be amputated.

The first helicopter, piloted by Flight Lieutenant Ted Mustard, couldn't stay long enough in the area to pick up the man, and returned to refuel at Benbecula, in the Western Isles.

But the crew had been 15 hours in the air by then, and RAF rules prevented

them from flying back.

So a second helicopter, piloted by Flight Lieutenant Derek Whaling, took off from Lossiemouth.

A Nimrod jet, from nearby RAF Kinloss, also took off, to guide the copter to the ship.

At Benbecula, the helicopter picked up RAF doctor Flight Lieutenant Andrew Kirk and medical orderly Andrew Robertson, before heading for the ship to pick up the chief officer and fly him to Glasgow.

## PARENTS FLOWN TO BOMB BLAST SCOTS SOLDIER

Sunday Express Reporter

THE parents of a Highland soldier wounded in an Ulster terrorist bomb attack were flown from their home by RAF helicopter yesterday to be at his bedside.

Private Alan MacMillan, 19, of the Queen's Own Highlanders was on foot patrol in the square at Crossmaglen, South Armagh when a remote control bomb was exploded in the doorway of a derelict building as the patrol approached.

Private MacMillan, who arrived in Ulster three days ago, took the full force of the blast and was flown by helicopter to the military wing of Belfast's Musgrave Park Hospital with what the Army described as "multiple bomb blast injuries."

Last night he was "very seriously ill."

At the family home in Errisnag, Ross-shire, Mr. Alan MacMillan and his wife Annie were told what had happened to their son who joined his regiment last year.

Mr. MacMillan had spoken to him on the telephone last Thursday.

Mr. MacMillan, who works for a forestry contractor in Callander, and his wife were preparing to leave for Inverness to catch a scheduled flight when a call came from the RAF at Lossiemouth telling them to be ready to board a helicopter.

Their son is the eldest of five children.

## W. Ross boy (7) badly hurt in crash

THE SON of a Western Ross hotelier was critically injured yesterday in a road accident near Glasgow.

Cosby, 7-year-old William, eldest of Mr and Mrs Selma Florence Davidson's three children, was taken by ambulance to hospital and later by helicopter to Aberdeen Royal Infirmary after his condition worsened.

William, who was staying with friends at the Langwell Estate, South Strathclyde, crossed the road and was hit by a car.

A further hospital visit is believed to be travelling in a Land Rover which was involved in an accident near the estate.

William has four sisters.

12 JULY 1979

Ted Mustard  
John Prince  
John Morrice  
Mick Anderson

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Derek Whaling  
Dave Cosby  
John Morrice  
Robbie Sutton





THE SEA KING ... fulfilling an SAR man's dream.

THE word was skol. It means good health and it was part of a toast to "SAR men the world over."

Proposing it were members of D Flight, 330 Squadron, Royal Norwegian Air Force, hosts to a helicopter crew from 202 Squadron, based at Lossiemouth.

It was the first time since taking delivery of Sea Kings last September that the RAF SAR men were able to make social contact with overseas units operating the same aircraft.

Said the leader of the British crew, Flt Lt Martin Cockedge: "We have operated with Norwegian SAR men on a number of occasions, but never before have we been their guests for 24 hours on their own base."

### Combined

The visit to Stavanger, one of Norway's largest airfields, followed a successful conclusion to Exercise Brighteyes in which Nato ships and aircraft combined in the North Sea exercise. The role of 202's aircraft was to locate a small fishing vessel on fire about 100 miles offshore. For the crew — Flt Lts Cockedge, John Prince (co-pilot), Bill Campbell (navigator) and MALM Bill Payne (winchman) — the task appeared to be like looking for a needle in a haystack.

In fact, from the moment of "scramble" to bringing survivors aboard the aircraft, the operation went like clockwork.

A tiny sea-boat, belonging to an RAF marine craft unit, lay hove-to in a calm sea with a plume of black smoke rising from her after deck.

With the Sea King at automatic hoverstate, Bill Payne was winched down to the vessel with Bill Campbell operating the wire cable.

Minutes later, four airmen acting as casualties were hoisted to safety.

Said Bill Payne afterwards: "It followed what has become a familiar pattern. There were no problems, since conditions were almost ideal for the job."

### Survivors

When the exercise came to an end, the "survivors" were returned to their ship and the Sea King headed for Norway.

It took more than three hours to complete the 300-mile journey — about half the Sea King's extreme range of operation.

A landfall was made through a heavy sea mist rolling up to Stavanger's shoreline, and waiting on the pan was a team of local ground crew who took

# How to find a tiny boat in the middle of the North Sea

by JOHN MAGGS

over the aircraft for servicing.

With them went Sgt Bob Alderson, who looks after engines and air frames, and Chf Tech John Stanfield, an expert on flight systems. He saw.

At a reception given by the Norwegian Air Force, plaques were exchanged and tributes paid to each other's SAR role.

Said Flt Lt Cockedge: "Nationality does not come into the thinking of people engaged in the search and rescue, business. All that concerns us is saving life and limb in an

emergency." His Scandinavian opposite number agreed: "We are brothers in an essential service for humanity," he said.

Next day saw Flt Lt Cockedge and his crew on the four hour return journey to Lossiemouth.

"It was a break from routine," said Flt Lt Campbell. Less than 24 hours before the Norway expedition an aircraft from 202 Squadron with Flt Lt Derek Whatling, the CO, in control, had taken part in a dramatic sortie in the Faores — about 400 miles from Lossiemouth.

It involved the rescue of a woman climber from a remote valley into which she had fallen and sustained severe back and head injuries. The aircraft, getting low on fuel and in bad visibility, had to land and spend the night in a diversionary airfield. The next day, the patient was taken to a hospital, while the aircraft returned to Lossiemouth to deal with yet another emergency.

Flt Lt Whatling said he was "more than satisfied" with the performance of the Sea Kings, which first made their appearance in Lossiemouth in 1978.

"They have proved their worth time and again," he said. "They are a distinct advantage over the Wessex aircraft which used to operate from the station."

With a fuel capacity far exceeding any other type of SAR aircraft employed by the RAF, plus room to carry up to 17 passengers if necessary, it fulfilled an SAR man's "dream" and a range of 600 miles was a "great improvement."

Since its first appearance on the Scottish scene, the Sea Kings at Lossiemouth have been called out on more than 50 sorties. They have ranged from the rescue of climbers in trouble in the Western Highlands, bringing help to people trapped by snow, to saving life at sea.

The enthusiasm of aircrew for what they do is shared by men working on the ground.

Servicing the flight's aircraft is a round the clock affair, said Flt Lt Whatling. "Nothing is too much for the ground crew. They work late to see the aircraft is ready for an instant scramble, and start early to help in the day to day work."

Cpl Gyn Ginelli's attitude was that his was a job worth doing, while Cpl Keith Taylor on his first tour with helicopters, reckoned there was nothing like it.

Sgt Ron Regan summed it all up. "I feel this is a most worthwhile service he said. "Once in the SAR branch, you never want to change."

... send for a  
SEA KING



HMAFV SEAGULL ... calm sea, black smoke.





## Lossie copter rescues woman

IT WAS the RAF to the rescue when a woman holidaymaker stumbled and broke her ankle on a remote Hebridean island yesterday.

Mrs Margaret Mycroft, 5 Barron Park, Edinburgh, was holidaying on a yacht which called at the four by one mile island of Canna, north-west of Rhum. She was walking on the beach when the accident happened.

Because of the difficulty in getting Mrs Mycroft to hospital, a helicopter from RAF Lossiemouth was called and the patient was delivered safely to Raigmore Hospital, Inverness.

LEFT — Mrs Mycroft in the capable hands of the RAF during the mercy flight.

RIGHT — The patient is transferred to an ambulance on arrival at Inverness.

(PICTURES BY COURTESY OF THE RAF)



### RAF TO RESCUE

A helicopter from RAF Lossiemouth was yesterday called to the island of Canna to take an Edinburgh holidaymaker to Raigmore Hospital, Inverness. Mrs Margaret Mycroft, of 5 Barron Park, Edinburgh, broke an ankle as she was walking along the beach.

31 JULY 1979

Borek Whalling  
Dave Cosby  
John Morris  
Bill Payne

# The Press and Journal

232nd Year

MONDAY AUGUST 13 1979

No. 38,856

10p



## Inverness boy adrift on raft of logs is rescued

AN INVERNESS youngster was rescued from the Murey Firth yesterday as strong currents carried him out to sea on a home-made raft.

Last night Ian MacDonaid, 11, 117 West Drive, spoke of his frightening experience and said that the raft — made from two logs and an old door — was breaking up and sinking beneath him.

A rescue helicopter from

RAF Lossiemouth took off for the rescue, but was recalled when the Inverness pilot boat caught up with the raft and took Ian aboard.

He was wet, but safe and well.

The drama started yesterday evening as Ian and his brother Charles (12), were playing near their home in the South Keweenaw area of the town. Charles went home, but Ian decided to try out the raft they had built

between them.

"I was breaking about on the raft and was trying to make for the jetty where the ferry crosses it, but I was caught by strong currents and carried right out into the firth. I saw some sea-birds, but not very well and I was scared."

"I had a piece of stick for a paddle but I lost it and the raft was turning round and round in circles."

"I was sitting on the raft and the water was splashing over it."

I was sinking and bits of wood kept breaking off it and it was beginning to sink. I don't know, but I was caught by strong currents and carried right out into the firth. I saw some sea-birds, but not very well and I was scared."

"I had a piece of stick for a paddle but I lost it and the raft was turning round and round in circles."

"I was sitting on the raft and the water was splashing over it."

"Then I suggested I make a jump for it, but when they heard I was not a good swimmer they told me to sit tight and not to panic."

Rescue procedures were initiated and Ian was taken to hospital where he is recovering from his ordeal.

Police said that Ian was very lucky to be rescued and that he will be going to hospital as a precaution.

up with Ian first — at a point just off Canna Island — and the helicopter was recalled.

John MacDonaid, Mrs Mycroft's brother, said that his experience was very scary and that he was very lucky to be rescued.

As the police said, Ian is a very lucky boy and that he will be going to hospital as a precaution.



# Climbing tragedy student named

A SCOTS student who fell to his death while climbing in the Ben of Bkry was named yesterday.

David Fraser, 21 of Abernethy, Dumfries, was leading a party of three on a climb on the Ben of Bkry when he fell 400 ft to his death.

Mr Fraser was on the rock face at 10.30 am when he fell. He was wearing a rope and was about 10 ft from the ground.

Mr Fraser was a student at the University of Aberdeen. He was on the climb with two other students.

# Young walker killed in Coolins

A YOUNG Dundee hill-walker was killed in the Coolins of Bkry last night after falling in Corrie Bannochter.

Mr Fraser was on the hill when he fell. He was wearing a rope and was about 10 ft from the ground.

Mr Fraser was a student at the University of Aberdeen. He was on the climb with two other students.

# North Sea diver flown to hospital

A DIVER was air-lifted by helicopter to hospital yesterday with abdominal injuries following an underwater accident in the Nearine oilfield area of the North Sea.

The drama began when Mr George Simpson (37), Littleford, Humber, was hit by a high-pressure water jet while he was operating a pump on the seabed.

Mr Simpson, who is employed with sub-contractors on the North Sea, was flown to hospital by helicopter.

Mr Simpson was in the water for about 10 minutes before he was rescued.

Mr Simpson was taken to hospital where he is receiving treatment for his injuries.

Mr Simpson was a diver for about 10 years. He was on the job when the accident happened.

Mr Simpson was a diver for about 10 years. He was on the job when the accident happened.

# Climber killed in fall on Ben Nevis...

A CLIMBER was killed last night on Ben Nevis after falling 1000 ft while climbing Tower ridge on the north side of the 4130 ft mountain.

Mr Fraser was on the ridge when he fell. He was wearing a rope and was about 10 ft from the ground.

Mr Fraser was a student at the University of Aberdeen. He was on the climb with two other students.

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# Copter in mercy airlift

AN INJURED man was air-lifted by helicopter from an oil rig to the Muncy Park hospital in Egin today.

The man was injured on the rig. He was on the job when the accident happened.

The man was taken to hospital where he is receiving treatment for his injuries.

The man was a worker on the rig. He was on the job when the accident happened.

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The man was a worker on the rig. He was on the job when the accident happened.

# Man in death fall was a climbing instructor

THE climber killed on Ben Nevis last night has been named as William Bell (30) of Port Glasgow, Egin.

Mr Bell was on the ridge when he fell. He was wearing a rope and was about 10 ft from the ground.

Mr Bell was a climbing instructor. He was on the job when the accident happened.

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# London school group

FOUR adults and a schoolboy turned up on the Ben of Bkry after being in the party of an adult who fell to his death.

The group was on the ridge when the accident happened.

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# Woman 'satisfactory'

## after 400ft

## Nigg cliff plunge

By DAVID LOVE

A GLASGOW woman was lucky to be alive after falling over 400ft. from cliffs on the shores of the Cromarty Firth last night.

Mrs Gladys Henderson 60, was staying in a holiday cottage at Balintore with her husband.

They decided to take a walk along the Cromarty Firth shore, and when they reached a point below Nigg they began scaling the cliff face.

Mrs Henderson led the way, but 400ft. from the bottom, she slipped five feet high, on to the steep grassy slopes of the North Loch and tumbled a further 300ft. to the shore.

After establishing that his wife was okay, Mr Henderson continued up the cliff and walked to the nearest house, which was the home of the auxiliary constable, Mr John Robertson, who is also a Highland regional councillor.

Mr Robertson was away on business in Invergoron but his wife contacted the Nigg auxiliary cliff club, led by Mr Alan Duncan.

### HAZARDOUS

Mr Duncan, with his colleagues Ian Leslie, Jim Milne and Eddie Greenhill, rushed to the scene, after arriving a helicopter from RAF Lossiemouth.

Mr Duncan climbed down the cliff face to where Mrs Henderson was lying and, when the helicopter arrived, he helped winchman, Ptl. Sgt. Robert Sutton, across the injured woman to a stretcher and she was winched up.

The helicopter had to hover dangerously close to the cliff face and the manoeuvre was even more hazardous because the light was poor. The chopper crew, Ptl. Lt. Ted Mustard pilots, Ptl. Lt. Dave Simpson and Ptl. Sgt. Ron Webb, had to rely on their own spotlights.

Mrs Henderson was flown to Raigmore Hospital, Inverness, where her condition this morning was said to be "satisfactory".

Ptl. Sgt. Sutton said: "Mrs Henderson is very lucky to be alive. One hundred yards either way and she would have been a goner. She sustained injuries to her ribs, pelvis and left leg."

Mr Robertson said this morning: "I arrived home at the tail end of the drama. Mr Henderson arrived at my house in a distressed and exhausted state. His wife is a very lucky woman."

## Woman in hospital after 400ft. fall

A GLASGOW woman was rescued in an Inverness hospital yesterday after a 400ft. fall on the North Loch near Capermore. Mrs Gladys Henderson, 60, who had been out walking at a cottage in Nigg, fell 400ft. on the steep grassy slopes of the North Loch and tumbled another 300ft. to the shore.

The chopper, led by Ptl. Lt. Ted Mustard, was seen to land on the cliff face.

Mrs Henderson, led by Ptl. Sgt. Ron Webb, was seen to be hoisted up the cliff face.

Mr Henderson, who had been out walking at a cottage in Nigg, fell 400ft. on the steep grassy slopes of the North Loch and tumbled another 300ft. to the shore.

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## WOMAN IN HOSPITAL AFTER CLIFF FALL

A GLASGOW woman was lucky to be alive today after a fall of more than 400ft. from cliffs on the shore of Cromarty Firth.

Mrs Gladys Henderson of Glasgow, was staying in a holiday cottage at Balintore with her husband.

They decided to take a walk along the shore last night, when they reached the point below Nigg they began scaling the cliff face.

### ALARM

Mrs Henderson led the way, but 400 feet from the bottom she slipped and tumbled a rock overboard. She fell 50 feet on to the steep grassy slopes of the North Loch, and tumbled a further 350 feet to the shore.

After establishing his wife was all right, Mr Henderson continued up the cliff, ran to the nearest house and raised the alarm. A helicopter from RAAF Lossiemouth was called in and winched Mrs Henderson ashore.

It flew her to Raigmore Hospital, Inverness, where her condition today was said to be "satisfactory".

6 SEPTEMBER 1979

Ted Mustard  
Dave Simpson  
Ron Webb  
Robbie Sutton



ACC'S INSPECTION 11 SEPTEMBER 1979

## Moray Gossip by Alastair Bisset

I LOVE the fact the chopper crewmen that up prize to be today appear with the RAF members in the Moray area.

It is probable in near future, support their head search and rescue operations - GET LOSE!



A SEA KING rescue helicopter from RAF Lossiemouth flew two people to hospital at Inverness last night after separate accidents to remove Highland hills.

In the late afternoon they were taken to the hills between Drumadreck and Stron Isomair where a hill walker fell.

Mr David Dewar, 30, Stron Isomair, Inverness, had been walking with companions when he fell awkwardly on a rock, a police spokesman said. One of his friends walked the steep slope to the rescue and cut a rope to pull him up.

Mr Dewar was flown to Raigmore Hospital, Inverness, with a leg injury but was released after treatment.

The helicopter, crewed by P/Lt. Dave Cosby, sergeant, P/Lt. Dave Simpson, sergeant, P/Lt. Ron Webb, sergeant, and WO George Muir, technician, was returning to Lossiemouth when the second accident occurred.

They were downed in the hills South of Loch Garry to pick up a teenage girl who had fallen from a horse.

Second Main Day 158, The Times, Glasgow, said, Fort-

## Two flown to safety after North accidents

William, was also flown to Raigmore with a suspected fractured skull.

Last night a helicopter operation and the condition was satisfactory despite the fact that the helicopter crashed down at the playing fields of Port Augustine Abbey School to pick up a boy.

Last night the boy's father, Mr Adrian Hope, said he had just left school and had been helping his son to the car when he fell from the car.

The helicopter, crewed by P/Lt. Dave Cosby, sergeant, P/Lt. Dave Simpson, sergeant, P/Lt. Ron Webb, sergeant, and WO George Muir, technician, was returning to Lossiemouth when the second accident occurred.

They were downed in the hills South of Loch Garry to pick up a teenage girl who had fallen from a horse.

Second Main Day 158, The Times, Glasgow, said, Fort-

William, was also flown to Raigmore with a suspected fractured skull.

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Second Main Day 158, The Times, Glasgow, said, Fort-

### Back on beat

DEBENTURE: Police are taking 20 Penda men off the beat to give full and partial officers back on the beat.

## Copter aid for injured youth



DORNOCH youth Richard Kruger (17), is airlifted by helicopter yesterday from the Lawson Memorial Hospital, Glasgow, to the neuro-surgical unit at Aberdeen Royal Infirmary, Foresterhill.

Richard, second son of Mr and Mrs Walter Kruger, Rumbach, Clackmann, Dumfriesshire, received head injuries in a road accident at Whitefoot, near his home, on the A9 last Friday.

He had been riding south on his motor cycle when he was in collision with an Army Land Rover. He is an apprentice at Dumfriesshire.

An RAF helicopter from Lossiemouth carried out the airlift.

## Mercy airlift after crash

A DORNOCH apprentice shipyardman was rushed to the neuro-surgical unit at Aberdeen's Foresterhill Hospital this morning by RAF helicopter.

Richard Kruger (17), of Rumbach, Clackmann, Dumfriesshire, received head injuries in a motor cycle accident on Friday night and was taken to the Lawson Memorial Hospital at Glasgow.

The accident, a collision with a Land Rover, happened but far from the

injured youth's home, at Whitefoot on the A9. Mr Kruger, who lives with his parents, works for Grange the butchers in Dumfriesshire.

17 SEPTEMBER 1977

Martin Cockbridge  
Ted Bastard  
Mike Corrie  
Bill Payne  
Andy Robertson

## Copter rescues man from Coolins pass

AN SEA KING helicopter from RAF Lossiemouth airlifted an injured man from a Coolins pass in Kyles at nightfall yesterday. Mr Ian MacDonald, 40, of Lossiemouth, was taken to the Royal Infirmary, Glasgow, after being discovered on a path by two other climbers and given first aid.

Mr MacDonald (24), of the Royal Infirmary, Glasgow, was taken to the Royal Infirmary, Glasgow, after being discovered on a path by two other climbers and given first aid.

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## U.S. seaman airlifted to hospital

A SEA KING helicopter from RAF Lossiemouth flew two men out into the North Sea last night, for airlift to an American seaman to hospital to be treated for appendicitis.

The seaman was taken off the 19-tonne, built under the Maritime Venture, east of Wick, and flown to Aberdeen Royal Infirmary, Foresterhill.

No condition report was available last night.



Also reported: A Spanish seaman was taken off the 19-tonne, built under the Maritime Venture, east of Wick, and flown to Aberdeen Royal Infirmary, Foresterhill.

No condition report was available last night.

9 OCTOBER 1977

Ted Bastard  
Dave Cosby  
Bill Campbell  
Nick Anderson  
Geoff Clements  
Mike Swales  
Rick Bragg

11 OCTOBER 1977

Ted Bastard  
Dave Cosby  
Bill Campbell  
Nick Anderson

16 OCTOBER 1977

Jim Gatherer  
Dave Simpson  
Nick Swales  
Geoff Muir  
Nick Anderson

19 SEPTEMBER 1977

Dave Cosby  
Dave Simpson  
Ron Webb  
George Muir

## Lossie's airborne life savers

SEA KING helicopters introduced at RAF Lossiemouth just one year ago already proved their worth - saving 50 people in search and rescue operations and airlifting 21 others from remote areas to hospital.

The aircraft's 600-mile range was tested to the limit in May when a seaman who had suffered a heart attack 300 miles off the West Coast was taken to Northern Ireland.

Having passed all the tests at Lossiemouth, the Sea King is now in service at other RAF stations.

### YEAR OF THE SEA KING

THE Westland Sea King helicopter - which saved the search and rescue unit at RAF Lossiemouth, 12 months ago - has already proved its worth. From Lossiemouth alone, the Sea Kings have rescued 50 people in search and rescue incidents in addition to 21 "medevacs" the term used for air-lifting of seriously ill people from remote areas to hospital.

None of the rescues have stretched the 600-mile range of the helicopter to its limit.

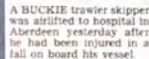


The skipper of the Buckle fishing boat, Jacqueline, was flown to hospital in Aberdeen yesterday with head injuries after he fell on board the boat 55 miles north-east of Peterhead.

An RAF rescue helicopter took Mr Kenneth Smith, 38, of St Peter's Road, Buckle, to the Royal Infirmary, Foresterhill, where his condition last night was "not serious."



RESCUE services lift Skipper Kenneth Smith from the helicopter to a waiting ambulance at Aberdeen Royal Infirmary, Foresterhill, yesterday.



The incident occurred early yesterday afternoon when the Buckle-based 70ft. trawler *Jacqueline* was about 55 miles north-east of Peterhead — Skipper Kenneth Smith (38), 33 St Peter's Road, Buckle, was cut on the head after his fall.

The decision to shift Mr Smith — who has been par-

owner of the Jacqueline, with Richard Irvin and Sons Ltd., for the past three years — was taken after the crew had radioed for medical advice from a doctor onshore.

A Sea King helicopter from D Flight, 202 Sqn, was scrambled from RAF Lossiemouth, captained by Flt Lt Derek Whitting, with co-pilot FO Geoff Clements, winch operator Flt Sgt Mick Cornes, and winchman Master Load Master Mick Anderson.

Fit. Lt. Whaling said later

the rescue had been "moderately straightforward" although a 15-minute radar search was necessary to locate the *Jacqueline* after the Sea King reached the vessel's last reported position only to find an empty sea.

The injured skipper was winched aboard the helicopter and flown to the Accident and Emergency Unit at Aberdeen Royal Infirmary where he was detained for observation. A police spokesman said Mr Smith was not seriously injured.

By CARL GORDON

Two maritime "accidents" provided a spectacular curtain-raiser yesterday for members of the United Kingdom Search and Rescue Committee holding their annual symposium at Gourock on the Clyde.

They had a grandstand view as the combined search and rescue exercise — probably the biggest held in the West of Scotland — was carried out within a short

During the two-hour exercise in heavy showers and biting cold a loudspeaker commentary was provided as modern search and rescue capabilities were shown off.

An RAF Nimrod aircraft started the first phase of the exercise with low sweeps up the Clyde.

equipment over an RAF launch representing a ship which had caught fire after an explosion. A Sea King helicopter and a lifeboat picked up the survivors.

The second phase was an inshore incident simulating a collision between an oil carrier and a tug.

A Sea King flying squad of firefighters demonstrated their skill at putting out a blaze in a field, watched by Strathclyde firemen.

Three of the "survivors" were Wrens from HMS Gannet at Preswick. They spent 15 minutes bobbing about in the river in a tiny liferaft waiting to be "rescued."

When Terry McCafferty, aged 18, whose home is in Tullibody, Clackmannanshire, said when she was helped ashore "It was freezing out there — someone

The exercise involved the organizations in-

Coastguard, the RCUK  
Clide Pilotage Authority  
Andrews  
Association, 101

Members of the Search and Rescue Committee afterwards discuss the problem and

Today they will discuss national wealth and mass problems, also.

new marine research and  
national centre at Green-  
will be officially opened by  
Mr Peter Gregg, Under  
Secretary, Marine Division,  
Department of Trade



Words:  
BILL MOWAT  
Picture:  
IAN JOLLY

**T**HE helicopter heroes of the north celebrated their first anniversary yesterday . . . with more than 80 lives saved to their credit.

The giant station at Lossiemouth in Morayshire was the first RAF base in Britain to be equipped with Sea King rescue choppers.

They have really proved themselves in the past 12 months.

And in the midst of their celebrations the magnificent mercy men were in action again.

Coastguards alerted the base after skipper Thomas Thomson, 42, sent a radio Mayday, saying his Fraserburgh fishing boat was sinking.

The Welfare's six crewmen jumped into the sea and four managed to reach a life-raft, minutes later they were air-lifted to safety by the helicopter.

Two other crewmen  
swam towards the

Buckle boat, Nordic Prince, which was standing by and were picked up safely.

As well as the 80 lives

saved in the mountains and in the seas round Scotland the champions of Lossiemouth have flown 27 seriously-ill

The Sea King can take on board 17 survivors at a time, compared with only three in the choppers they replaced.

Their range, too, is tremendous. They can fly to Norway and back without refuelling and stay in the air for more than seven hours.

The £1 million machines cover a sea area four times the size of Scotland.

10

1 NOVEMBER 1979

Derek Whatling  
Geoff Clements  
Mike Cornes  
Mick Anderson

1 NOVEMBER 1979



Flying with the search-and-rescue men of RAF Lossiemouth's helicopter squadron



PRESS and Journal" reporter Alastair Bisset (front left) chats with some of the air and ground crews following his flight in one of the RAF Lossiemouth Sea King helicopters. Second from right, front row, is Flt-Lt. Derek Whatling, commanding officer of Lossiemouth's 'D' Flight helicopters.

# All-year season of mercy for the Sea Kings

By ALASTAIR BISSET

THE men who operate and fly the giant Sea King helicopters from a secluded corner of the Royal Air Force base at Lossiemouth have a new sticker motif which they proudly attach to their car wind-screens — and for that matter, anywhere else it is likely to catch the public's eye.

It states, with a subtle effectiveness born out of barrack-room humour: "Support your search and rescue helicopters — GET LOST!"

It's a brief and catchy slogan — and one which probably does more than any well-thought-out narrative to underline the vital role carried out by the Lossiemouth helicopters.

It was just one year ago that the new longer-range and larger-capacity helicopters were introduced to the North of Scotland.

Since then the powerful Sea Kings — averaging at least one emergency scramble every week — have rescued more than 50 people.

Predictably, when one considers the dominating geographical features of the northern half of Scotland, most of those rescued have been plucked from the hills or from the sea — usually after getting into extreme difficulties due to adverse weather.

In addition, the Sea Kings have carried out more than 20 "medevacs" — the term used for the transporting of seriously ill patients from remote areas to hospital.

It's a record of which the officers and men of No. 202 Squadron's 'D' Flight at RAF Lossiemouth can be justifiably proud — but which, at the same time, they accept with a quiet — "we're-only-doing-our-job" modesty.

To find out a bit more about that job, I joined up with one of the helicopter crews on a routine training flight over the coastal clifftops and out into the Moray Firth.

It quickly became obvious that if there is one

vital ingredient helicopter fliers rely on during their mercy missions then it is — teamwork!

That teamwork is reflected not only in the air, but also among the specially-trained ground crew.

The Lossiemouth squadron pride themselves, for example, on the fact that they are able to get their helicopters airborne within five minutes of receiving an emergency call. On one occasion recently — when four lives were at risk — this was reduced to three minutes!

The big Sea King is a versatile machine. Fast — it can touch 150 m.p.h. if required — and with a range capability of 600 miles, it has been able to carry out rescue missions farther out into the Atlantic than its smaller predecessor, the Whirlwind.

Another important feature in its rescue role is that it can accommodate up to 19 survivors.

There were doubts expressed a year ago, by mountain rescue experts, that the Sea King — because of its very size — would not prove viable in the confined corries and gullies of the Cairngorms. But this fear can be discounted.

The rotor blades of the Sea King cover only a 6 ft. wider radius than the Whirlwind — and, with the added advantage of a far lengthier winch capability, this minor drawback is more than overcome. More sophisticated radar and detection techniques and high-powered searchlight equipment are additional assets.

With winter looming, the Sea King crews need look no further than the previous years' log sheets to know that they are approaching the time of year when their search-and-rescue statistics take an upward spiral.

Boats will get into trouble in gale-lashed seas... climbers and skiers will have accidents.

It is approaching the time of year when the phrase... "a Sea King rescue helicopter from RAF Lossiemouth was called out today..." will again become only too familiar in newspaper reports, and on the television and radio newscasts.





The dramatic rescue as the stricken Welfare goes under

# 12 saved as gales wreck two ships

TWELVE crewmen were plucked to safety yesterday as a fishing boat and a coaster were wrecked in gale-lashed seas off the Scottish coast.

The fishing vessel sank off the North-East coast and the coaster foundered on jagged rocks west of Shetland.

On land, gales and driving rain battered many parts of Scotland.

But despite the storms, Scotland experienced freak temperatures.

The highest was on the Moray Firth coast with the thermometer hitting 17C (63F).

Even in Glasgow, battered throughout the day by gales, the temperature was 16C (61F), 10 degrees higher than normal for this time of year.

In Dunoon, 12 families were evacuated from their homes. And in Paisley an overloaded water main burst, blocking two roads to a depth of several feet.

In the sea dramas, full-scale air-sea rescue operations were launched.

The six-man crew of the Fraserburgh fishing boat Welfare, bound from Lerwick, put out a radio call for help as she began taking water 60 miles east of Peterhead.

## Leaped

The mate, James Ritchie, 52, of Rosehearty, and crewman Richard Munro, 28, of Fraserburgh, launched the liferaft. Seconds before the Welfare disappeared, the remaining four leaped into the sea.

Skipper Thomas Thomson, 42, of St. Combs, and his brother, Cook Charles Thomson, 44, of Fraserburgh, were landed aboard the liferaft.

The other two crewmen, the skipper's son James, 20, and Gordon Buchan, 32, of Inveralochy, were picked up by the supply vessel Nordic Prince.

The four in the liferaft were rescued by RAF helicopter and taken to Peterhead.

Skipper Thomson said: "We are all very glad to be alive—we were very, very lucky."

In the second drama the 460-ton Glasgow-registered coaster St. Kentigern was swept on to the rocks of West Barra Island in Shetland.

The six-man crew were rescued four hours later from their liferaft by a fishing boat from Skeld.

3 NOVEMBER 1979

Jim Gatherer

Dave Simpson

John Morrice

Rick Bragg





# HELICOPTER MEN 'DID GREAT JOB'

## Rescued N.E. skipper praises RAF crew

By NORRIE ROSS

FISHING boat Skipper Tommy Thomson yesterday praised the helicopter crew who plucked him and his men from gale-lashed seas after their vessel sank.

Mr Thomson (42), said: "These helicopter men are worth their weight in gold. They saved our lives."

The six-man crew of the Fraserburgh-based Welfare jumped into the heavy seas when she began to sink 60 miles north-east of Peterhead on Saturday.

Four of them managed to reach a liferaft — Skipper Thomson, 8 Bridge Street, St Combs, his brother Charles Thomson (44), 12 Castle Street, Fraserburgh, Mate James Ritchie (56), 23 Summers Street, Rosehearty, and Richard Munro (28), 41 Witchhill Road, Fraserburgh.

They had already radioed for a pump to be flown out and the Sea King helicopter from RAF Lossiemouth was on the scene in minutes.

Mr Thomson said: "The sea was really rough, but four of us managed to reach the liferaft. We were on it only minutes before the helicopter arrived. We did not expect to be rescued so soon. The helicopter men did a magnificent job."

Pilot of the helicopter Flt. Lt. Jim Gatherer and his crew, co-

pilot Flt. Lt. Dave Simpson, winchman Sgt. Rick Bragg and winch operator Flt. Sgt. John Morrice, were almost overhead when the Welfare sank.

Flt. Lt. Gatherer said: "On our way out we picked up a radio message from the Welfare skipper saying that the vessel was taking water fast and that he could not hang on much longer."

"We radioed back that we would be there within two or three minutes. Just as we were making our run-in on the boat we heard the skipper shout: 'She's going down — abandon ship'."

### Liferafts

"Then we saw two liferafts bobbing about. There were a number of other vessels in the area, including an oil-rig supply boat and a couple of trawlers."

"We looked around to see who we could pick up and we put our winchman, Sgt. Rick Bragg, down on the end of the wire."

"Two of the vessel's crew were being swept by the waves towards one of the trawlers and we could see that they were about to be picked up. We moved across to the dinghy and managed to winch the other four up into the helicopter."

The two other crewmen, skipper's son James Thomson (19) and Gordon Buchan (32), Allochy Road, Inverallochy were picked up by the Buckie fishing boat Nordic Prince, which was standing by.

All the men were taken to Peterhead Cottage Hospital, and although they were cold, wet and exhausted they were uninjured.

The 70ft. Welfare normally worked off the coast of Norway, but because of the bad weather had spent a week sheltering at Lerwick.

The crew had started fishing again on Friday evening and were heading back to Fraserburgh with 170 boxes of fish when the boat started to take in water. They tried for five hours to pump the water out before abandoning ship just as she was going down.

Mr Ritchie said: "We waited to the very last minute before we jumped in the sea. It was pretty dangerous, because as we were making for the liferaft



the propellers were still turning."

Two of the usual crew members escaped the sea ordeal. The skipper's 16-year-old son, Tommy, and Ian Bruce (19), 32 St Andrews Drive, Fraserburgh, flew home from Lerwick a few days earlier.

Tommy had a dental appointment and Ian had to take his driving test. Although he failed, he was glad he missed the drama.

THE stricken boat Welfare goes down as the Sea King helicopter from RAF Lossiemouth hovers above. The pilot was taken from the Sea King by Flt.-Sgt. John Morrice.

Six fishermen were hauled to safety after the Fraserburgh boat Welfare sank in the storm.

Four of the crew were picked up from a liferaft by an RAF helicopter. The other two were snatched to safety from a lifeboat by the oil-supply ship Nordic Prince.

The Welfare's skipper Tommy Thomson had sent out a distress call saying his vessel was leaking.



# The Sunday Post

NOVEMBER 4, 1979.

No. 3870

PRICE 12p



WIN A FREE SHOPPING SPREE!

## BROCH BOAT IN RESCUE DRAMA

THE six-man crew of a Fraserburgh fishing boat, including a father and son, were plucked to safety yesterday after their vessel sank in a gale in the North Sea.

The drama began 60 miles off the Buchan coast when the 69-foot Welfare broadcast a May-Day after she started taking in water.

Skipper Thomas Thomson (42), 8 Bridge Street, Combs, reported the fish room flooded, and she was in imminent danger of sinking because her pumps couldn't cope.

Other vessels made for the scene, and coastguards alerted a Sea King helicopter from R.A.F. Lossiemouth. The aircraft had intended picking up a pump from a nearby supply vessel, but immediately made for the Welfare when skipper Thomson radioed that the crew were abandoning ship.

The six crewmen jumped into the water and four managed to reach a liferaft—mate James Ritchie (52), 23 Burners Street, Rosehearty; Richard Munro (28), 41 Witchhill Road, Fraserburgh; skipper Thomson and his 44-year-old son Charles, cook, of Castle Street, Fraserburgh.

Ten minutes later, despite high winds, the helicopter managed to winch them up.

The Sea King landed the four at Peterhead's Cottage Hospital. They were then being examined by a doctor.

The two others, the skipper's son, James (19) and Gordon Buchan (17), who live at 100 Wemyss Road, Cairnburg, swam to the Buckie fishing boat, Nordic, which was standing by.

At night they were landed in Peterhead. The Welfare was owned by skipper Thomson and his sons, James and Gordon. The latter only recently joined the crew, but was unable to return yesterday's trip.

The vessel had been in the family for 25 years.



James Ritchie, Thomas Thomson (the skipper) and Charles Thomson relax in Peterhead Fishermen's Mission.

### Moray Firth exercise

'a success'

A NIMROD aircraft from RAF Kinloss and a Sea King rescue helicopter from RAF Lossiemouth were called out late on Monday night following reports that two fishing vessels had collided in the Moray Firth.

But yesterday a Kinloss spokesman explained: "It was all in a worthwhile cause — we were all taking part in an exercise in which we tried as closely as possible to simulate conditions for a rescue at sea."

A RAF marine craft from Ainess, crewed by airmen, played the part of the stricken fishing vessel whose flares had been sighted by the coastguards.

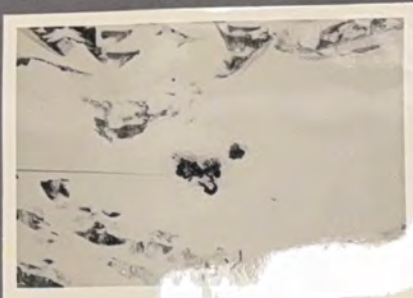
The Nimrod aircraft then guided a B.P. Forties lifeboat meantime based at Buckie to the scene to pick up survivors — and the Sea King helicopter then met the lifeboat, winched the survivors on board and took them ashore for medical attention.

The spokesman added: "The exercise was a success — and spotlighted the high degree of co-operation between the RAF, the coastguards and the lifeboat service."

5 NOVEMBER 1979

Derek Whatling  
Geoff Clements  
Ron Webb  
Rick Bragg





## Climber dies after fall in Cairngorms

A CLIMBER died after an accident in the Cairngorms yesterday. He is believed to have fallen 500ft, down an ice-covered gully in Coire an Lochain.

His body was spotted by the deputy warden of Cairngorm Lodge, Mr Roger O'Brien, who was climbing nearby. He raised the alarm and a helicopter from RAF Lossiemouth was sent to recover the body.

By the time they reached the scene, however, dog handlers who had been searching in the area had succeeded in tracking the body.

The helicopter was piloted by Flight Lt Col Martin Cockedge. Six Aircrew Flight Sgt George Blair said the mountaineer was dressed in ice and topped with a light fluffy coating of snow, making climbing conditions precarious.

Nuclear Contaminants were unable to release the identity of the dead climber last night until part of his had been recovered. It is believed he was aged about 30 and came from the north of England although he lived in Inverness.

## INVERNESS CLIMBER KILLED

AN INVERNESS climber died yesterday after falling 500ft down an ice-covered gully in Coire an Lochain in the Cairngorms.

He was named as David MacLair, 31, of 119 Rosella Road, Inverness. He was unmarried and originally came from Cleveland in the north of England.

His body was spotted by another climber who was scaling a rock face nearby. He raised the alarm and a helicopter from RAF Lossiemouth was scrambled to recover the body.

EVENING EXPRESS WEEDS

## Award for sea rescue heroes

TWO RAF helicopter crew members are to get a special award for a daring sea rescue.

The two crews, from RAF Lossiemouth and RAF Leuchars, watched an injured skipper and his crew from the air as they were rescued from the sea.

The Wren crew from Leuchars first spotted the injured skipper of the Fenella in safety, but as it was too dark for a rescue attempt a crewman on the end of the watch was injured.

While it went back to base the Lossiemouth Sea King from 202 Squadron's D Pugh took over and got the six crewmen off the ship.

New the Shipwrecked Fishermen and Mariners Royal Benevolent Society is to give the two chopper crews a special award in London next week.

A society spokesman said: "The rescue was extremely dangerous and demanding. We've decided to give them a special award that no-one else will ever get because of this."

Four of the Wren crew have already been decorated by the RAF for their part in the rescue.

# The Press and Journal

232nd Year

TUESDAY NOVEMBER 20 1979

No. 38,841

10p

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Aberdeen

## Hoax mayday call sparks off big sea search

A HOAX mayday call last night sparked a massive air and sea operation off the West Coast.

The call claimed that a boat was in danger and that the crew were in trouble.

The Wren crew from Leuchars first spotted the injured skipper of the Fenella in safety, but as it was too dark for a rescue attempt a crewman on the end of the watch was injured.

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Four of the Wren crew have already been decorated by the RAF for their part in the rescue.

down, coastguards were told at the risk of life which the boat had caused.

A spokesman at the Clyde coastguard station, which had been alerted to the call, said: "We are still checking it out, although the search has been called off."

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The call came only a day after the Marine and Army lifeboats capsized on their way to help a civilian Danish coastguard off Tynes.

Last night the Marine lifeboat was the only fully operational boat left to cover the West Coast as she headed for the search area.

The Mayday call was received by Clyde coastguards shortly before 6pm.

Marine lifeboats were launched and helicopters from RAF Lossiemouth and 202 Squadron at Prestwick were scrambled. A call was also put out to all shipping in the area.

BY DAVID CAMERON

As the Mailing Fishermen's Mission prepared to receive the crew should they be found, coastguard teams from Lossiemouth began to sound the alarm around Ardnamurchan.

The fishery cruiser Brenda also reported that she had found the search vessel.

An sweep of the area was made, coastguards at Greenock tried to identify the vessel. The only vessel similar to the name given in the call was the Thimble, a 12-ton fishing boat known to working

safety in the Shetland area. It was then that the search was called off.

A spokesman at the Oban coastguard station, which had also begun with co-ordinates, said: "We are still checking it out, although the search has been called off."

He added that the Brenda had, whose prospects were found to night, had now been given a clear bill of health but the vessel would not return.

SLAY lifeboat, which along with her Marine counterpart figured in a nightmare ferry disaster in the Atlantic on Sunday, should be back on full service today following an in-

spection. RSLF investigator at Port of Call, said last night, wrote: "The Brenda, which was found to night, had now been given a clear bill of health but the vessel would not return."

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It seems to go to the end of the search. Brenda, which was found to night, had now been given a clear bill of health but the vessel would not return."

He added that the Brenda had, whose prospects were found to night, had now been given a clear bill of health but the vessel would not return."

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spection. RSLF investigator at Port of Call, said last night, wrote: "The Brenda, which was found to night, had now been given a clear bill of health but the vessel would not return."

## CLIMBING FALLS: SEARCH FOR MAN

THERE were two separate climbing mishaps in the Highlands yesterday. Rescue teams last night were searching for a climber who fell over 500 feet on a mountain in Wester Ross.

The man had been climbing with two friends on the 3746ft An Teallach near Dunkeld.

His companions raised the alarm at Dunkeld and the local mountain rescue team set out. A helicopter from RAF Lossiemouth was scrambled, but had to call off the search when darkness fell.

The ground search was being conducted in darkness by the 15 members of the rescue team. Police were trying to contact rescuers before risking the climber's identity.

11 NOVEMBER 1979

Martin Cockedge  
Geoff Clements  
Ron Tobb  
George Blair  
Nik Anderson

19 NOVEMBER 1979

Martin Cockedge  
Geoff Clements  
Nik Anderson  
Robbie Sutton



## Aircrews receive rescue awards



PROUD moment yesterday for members of No. 22 Sqn, RAF Lossiemouth as they receive silver tankards from the Duke of Norfolk (centre, president of the Shipwrights, Fishermen and Mariners Association, at a ceremony at the Fishmongers' Hall, London. The awards were made for the crew's part in the rescue of those on board the Fandys off Canaries on Christmas Eve 1979. Representing the two flights are (left to right) Flt-Lt Brian Carter and Cpl. Chris Green from RAF Lossiemouth and Flt-Lt Derek Whiting and Sgt. Tom Hargreaves.

THE PRESS AND JOURNAL THURSDAY NOVEMBER 29 1979

# PILOT MAY HAVE DIED IN CRASH

Mystery as experts probe jet wreckage on mountainside

AN AIR search for the pilot of a crashed RAF fighter was halted yesterday by appalling weather. Four Sea King helicopters were grounded by low clouds, gales and torrential rain. Hopes of finding the pilot alive were fading last night.

Searchers were still not sure whether the pilot had ejected before his Jaguar jet plunged into a Scottish mountainside, burying the nose 12ft in the ground.

No trace of the ejection seat or the 20ft-long parachute had been found last night after a 40-hour, 48-hour and ground search.

Lossie jet pilot is now presumed dead

THE PILOT of the Jaguar jet from RAF Lossiemouth which crashed on a mountain in Argyll on Friday is now officially presumed dead.

Any lingering hopes of finding him alive were dashed yesterday when a search party of the hills around Tyndrum proved fruitless.

The wreckage of the aircraft was found on Saturday morning 200ft up Ben A'Chrioch — about five miles south-west of Tyndrum.

Search parties had to contend yesterday with poor visibility and gusty winds and helicopters could be used for only part of the morning.

A spokesman at RAF Lossiemouth said last night: "The pilot is missing and presumed dead. The search and investigation of the wreckage will continue until we have definite proof."

The RAF and civilian mountain rescue teams, who have been searching the area since

late on Friday afternoon were joined yesterday by a team from RAF Valley in Wales.

The pilot — who has not yet been named — was a flight instructor with the squadron No. 204 Squadron, operational conversion unit.

He had been on a routine training flight with a trainee pilot who was an instructor Jaguar. Cpl. a low level run down Glen Orchy they encountered thick cloud and lost full power to climb out.

The student pilot returned to base but when the instructor failed to show up and there was no radio contact with him a full search ground and air search was launched.

The jet had crashed on Ben A'Chrioch — about seven miles from Glen Orchy.

A board of inquiry has been appointed to investigate the cause of the crash.

RAF and Department of Trade crash investigators are in the area, but the bad weather is hampering their getting to the crash scene.

## All-day hunt for pilot

By CHARLES LAURENCE

A SEARCH involving helicopter and an air-seeker radar station was mounted yesterday for the pilot of an RAF Jaguar ground attack fighter which crashed in the Scottish Highlands South of Ben Nevis on Friday afternoon.

Air Force rescue helicopters spotted the wreckage of the jet fighter yesterday morning, but there was no trace of the pilot, who had baled out in his ejector seat.

Fourth this year

The Jaguar, a training flight from RAF Lossiemouth on the north-west coast of Scotland, disappeared after flying into dense cloud over the mountains near Balmuccia. The pilot of a second Jaguar reported the crashed jet minutes after he returned alone from the cloud.

The main search was orga-

Express Staff Reporter

had been killed in a crash. He was an instructor with the 204 Squadron, operational conversion unit.

They were still looking for the pilot of the jet which crashed on Friday afternoon. The search was hampered by the weather.

The pilot of the second Jaguar reported the crashed jet minutes after he returned alone from the cloud.

## Lossie copter rescues rig man

A HELICOPTER was called out yesterday to rescue two oil rig men in rough seas in a heavy swell in the Moray Firth.

Both men were hoisted from the depths and taken to the shore by the Sea King helicopter. The rescue was the first of the kind since the helicopter was introduced to the firth.

The men were taken to the shore by the Sea King helicopter. The rescue was the first of the kind since the helicopter was introduced to the firth.

Your crewmen from the Fraserburgh fishing boat, Tweedie, were rescued by coastguards using a Sea King helicopter. The boat was on fire after the vessel ran aground at the Fraserburgh harbour entrance in Aberdeen-shire. An RAF Sea King helicopter illuminated the scene with floodlights.



14 NOVEMBER 1979

Tom Hartard  
Geoff Clements  
Bill Campbell  
George Muir

INSTALLATION OF THE SHARPS POOL SITE  
24 NOVEMBER 79

Gene Choby  
John Patterson  
Ron Webb  
Rick Tracy

24-26 NOVEMBER 1979

Jim Catherer  
Dave Skynson  
Mick Connors  
Mick Anderson



STORIES by NORMAN HARPER  
and JOHN THOMSON

## Lossie jets collide

A JAGUAR aircraft similar to the two  
involved in yesterday's tragedy.

# PILOT MAY HAVE SAVED VILLAGE

A YOUNG RAF pilot was thought to have spent the last moments of his life desperately trying to control his doomed jet so it would not plough into the heart of an Aberdeenshire village.

Ft. Lt. Nick Brown (33) died yesterday after his Jaguar collided in mid-air with another Jaguar, exploded, and crashed into a wood 900yds. west of Lumsden. The explosions and impact were felt beyond Alford, nine miles away.

## Flying victim was top instructor

By ALASTAIR BISSET

THE PILOT who died — Ft. Lt. Nick Brown (33) — was one of Lossiemouth's top Jaguar flying instructors. Holder of the Air Force Cross, he was one of the RAF's official Jaguar display pilots, and during 1978 he took part in several international air shows to demonstrate the attack and strike capability of the supersonic jet.

Ft. Lt. Brown, who came from Brighton, was a married man with a newly-born child. He lived in quarters at Pine Grove, Elgin.

The injured pilot — who is not being named — was an experienced student who also holds the rank of Ft. Lt.

A spokesman at RAF Lossiemouth said last night that the mid-air collision involving the two jets happened at 1000ft at

10.17 a.m. This was well above the 250ft limit which the Government imposed. Like vast areas of the North and West of Scotland, the Lumsden area is officially designated for low-level training.

The Lossiemouth spokesman added, "We deeply regret this accident. A board of inquiry have been convened to establish the cause."

Commenting on local speculation that Ft. Lt. Brown — who had not ejected from his aircraft following the collision — had steered the aircraft away from the built-up area in Lumsden, a fellow RAF officer said last night: "I would like to think that Nick died trying to avoid the village."

The Ministry of Defence also stated yesterday that they still considered the Jaguar a safe aircraft — despite its recent accident record.

Lumsden villagers reported seeing the plane rear up as it roared "extremely low" over the village as if the pilot were trying to head for open country.

Mrs Olive Smart (67), whose home at Ivy Cottages lay directly in the path of the crashing fighter, said: "I got the impression the pilot was trying to keep the plane up for a few extra moments."

"He seemed to be trying to get it on that bit further so it wouldn't hit the village."

"I suppose he could have crashed right in the middle of Main Street if he hadn't managed to keep going that bit longer. I dread to think what would have happened then."

There were a number of explosions after the fighter cleared Lumsden and thousands of bits of wreckage rained down on fields and farms, starting small fires.

The wreckage, some narrowly missing the village school, was scattered over several square miles.

Villagers say their homes shook, they felt the heat of the crash on their bodies, crockery fell from dressers and animals went berserk.

Reports of the incident are confused, but from what "The Press and Journal" can piece together from eye-witness accounts and official comment, events seemed to run as follows.

The two Jaguars, each carrying one pilot, were on a routine training flight flying together, due west, over the Correen Hills.

Pensioner Mrs Agnes Riach (71), East View, Lumsden, was chatting with a neighbour when, she says, they had to stop talking because of the noise of the fighters.

### Collided

She said: "I looked up and I didn't have time to say it, but I thought 'My God! There's going to be a crash'."

And the two of them seemed to suck into one another and collided and then parted. "One went away to the right and the other one came hurtling down towards the village. I lost sight of them after that."

The plane which went to the right crashed in the country, north of the village. The pilot ejected and an RAF helicopter arrived about an hour later to pick up major pieces of wreckage and took them to Lossiemouth for examination. An RAF bomber circled the scene for more than an hour.

Senior detectives from Grampian Police HQ in Aberdeen set up a mobile incident control at Lumsden. Police public and members of the public were asked to leave the scene of the crash.

Mr Park said he had gone into the wood minutes after the crash to look for the pilot and



THE nosewheel from the Jaguar in which Ft. Lt. Brown died lies mangled beside some trees, a grim reminder of the horror of the crash.



KENNETH FARQUHAR  
... found pilot.

wing crashed to where the main body crashed. "The fires were put out quick enough, but there was a hell of a mess. A million bits everywhere."

After he'd looked off the area, Mr Park said he had gone into the wood minutes after the crash to look for the pilot and

one piece. It had torn through the wood, flattening trees and scarring large areas of ground.

Firemen from Alford, Inverurie and Aberdeen were hosing down the smoking metal — which seemed to be part of the fuselage — and looking for the dead pilot's body.

### Box

A number of trees were burning, but firemen managed to stop the flames spreading. Thousands of torn pieces of metal, most no bigger than coins, were strewn across marshland, woods and fields.

What police there were were interviewing farmhand Mr James Park (21), Clova Home Farm, the man who found what is thought to be the black box flight recorder.

Mr Park said he had gone into the wood minutes after the crash to look for the pilot and



Mr GEORGE REID  
... saw flash.

bits of wreckage. He said the black box was undamaged. A second RAF helicopter arrived about an hour later to pick up major pieces of wreckage and took them to Lossiemouth for examination. An RAF bomber circled the scene for more than an hour.

Senior detectives from Grampian Police HQ in Aberdeen set up a mobile incident control at Lumsden. Police public and members of the public were asked to leave the scene of the crash.

TURN TO PAGE 7

10 DECEMBER 1979

Dave Cosby  
Dave Simpson  
John Morrice  
Rick Bragg



## One dead, one injured as Jaguars collide



Lumsden  
 from the East  
 scene of  
 today's drama

# N-EAST JETS IN MID-AIR CRASH

**TWO FIGHTER jets from RAF Lossiemouth crashed near a North-east village today killing one pilot and seriously injuring the other.**

Eye-witnesses in the Lumsden area reported a mid-air explosion.

It is believed that the two Jaguar jets were taking part in a routine training flight when the collision happened.

Debris from the jets was scattered for miles around the crash scene and some wreckage narrowly missed the village school.

A Sea King rescue helicopter from Lossiemouth flew to the crash scene and took the seriously injured pilot to hospital in Aberdeen.

An RAF spokesman said that the dead Pilot's name is being withheld until the next of kin has been informed.

This is the third crash involving Lossiemouth Jaguars this year. Only 17 days ago — on November 23 — a single seat Jaguar crashed on Ben Lul, Argyll, killing the pilot.



**Mr N ROBERTSON**  
 "... shook the school."

Primary School.

Headmaster Mr Norman Robertson said "The explosion shook the school."

"Something was flying very low. I don't know whether it was a piece of plane or a rocket or some missile."

One man who saw the mid-air explosion was Mr Gregor Phillips.

Mr Phillips, of Quarryhill Cottage, Craig, said: "I saw two massive bundles of flames coming down from the sky."

"There was a massive explosion when they hit the ground."

Pensioner Mr William

Smart (67), 3 Ivybank Cottage, Lumsden, thought the aircraft were dropping bombs in a nearby field.

He said: "The whole village shook. Bundles of fire rained down everywhere. There are bundles of fire still smouldering near my home."

Police have cordoned off the crash area and several units of Grampian Fire Brigade are at the scene.

In the mixed terminology of high-speed flight, the Jaguar once had "a very good accident record."

But in the last eight months, three of the crack planes have crashed, killing five highly-trained pilots.

The number of Lossiemouth Jaguars lost up to today stood at seven — with eight deaths.

Now even the Royal Air Force must wonder whether it has another "Widow-maker" aircraft on its hands — similar to the ill-fated German air force Starfighter.

Until last April last year only two of the planes from the operational squadron at Lossiemouth had crashed in five years and thousands of sorties. Three men had died.

But in April this year, the two-man crew of one of the 800-miles-an-hour planes died when it ploughed into farmland near Cullen.

Months later, in June, another two died when their plane crashed into the sea off the Lossiemouth coast during a "routine" training flight.

Then came the Ben Lul crash in November.

### School

The accident happened shortly after ten o'clock.

Immediately after the crash, other military aircraft taking part in the exercise were seen to circle the crash scene, which spans several miles.

One plane is believed to have come down near a farm on one side of the village, and the other just outside the village on the other side. Wreckage was scattered over several miles and some parts landed within a quarter of a mile from Lumsden



# Nine Lossie Jaguars have crashed

By MITCHELL REID  
THE latest incident involving the Lossiemouth-based Jaguar means that since they began flying from their Murra base in 1973, nine have crashed with the loss of nine men.

**The catalogue reads:**  
April 26, 1975: Jaguar crashed in "ball of fire" on outskirts of airfield. Pilot ejected safely.  
February 5, 1976: Jaguar plunged into Moray Firth off Lossiemouth. Instructor and pilot ejected safely.  
July 28, 1977: Jaguar flew into hill in Northumberland and exploded, killing instructor and pilot.  
April 27, 1978: Jaguar crashed at Dorkford, three miles north of Perth. Killing instructor and pilot.  
November 1, 1978: Jaguar crashed near Perth, killing overseas student pilot.  
Jan 22, 1979: Jaguar plunged into sea off Lossiemouth, killing pilot and instructor.  
November 23, 1979: Jaguar crashed on hills near Ben Liss. Aerial pilot died.  
A Jaguar was also destroyed by fire during routine engine runs on the ground at Lossiemouth on June 6, 1978.

**STATEMENT**  
In a detailed statement yesterday the RAF replied to inquiries about low flying aircraft in the North Sea.  
Part of the statement said the RAF appreciates that "during their flights at low level and high speeds over the UK causes a great deal of concern to some sections of the community."  
Jet-powered fighters and their bombers to many people may appear exciting, or comforting, but to others they shatter the peace and quiet of the countryside, particularly where they appear suddenly as though from nowhere, with startling effect.  
Of course, it is this latter statement which provides aircraft and its crew with a high degree of vulnerability to the enemy air defences, thus the ensuing inconvenience is the price we must pay to maintain the ability to deter the potential enemy and defend ourselves, said we have to.

"We do not mean low flying is an absolutely necessary part of our operations. It is not a standard, we deem it essential to demonstrate to any potential aggressor our ability and determination to find ourselves."



## OAP complains of low flying

A LUMSDEN pensioner complained yesterday that there had been "far too many incidents of low flying in the Lumsden area in the past few years".  
Mrs Olive Smart (67), a member of Lumsden Community Association, said she had complained about incidents on several occasions, but got no satisfaction.  
"There are times when you can read the serial numbers of jets and formations to find ourselves."



# Witnesses tell of great ball of fire

**FROM PAGE 1**  
Mr George Reid of Parknall was out walking his dog when he saw the two planes collide. "There was a flash and a great ball of flame when they struck. One of them landed in the field just a couple of hundred yards from the house. I hurried over but there was nothing I could do."  
Mr Reid said he saw the injured pilot being given oxygen before being winched on board the helicopter which took him to hospital.  
Two men who found the injured pilot — Mr Kenneth Farquhar, 1, Craighendrach Cottages, Lumsden, and his friend, Mr Albert Ellis — were in the village car park when they heard the noise of the collision.  
Mr Farquhar said the pilot was still trapped in his orange and white parachute but was conscious and still speaking. "His legs looked pretty bad," said Mr Farquhar. "He asked for something to put behind his head so I gave him a jersey and he lifted his head up for me."  
Mr Ellis, Correen View Lumsden, said the wreckage landed about half a mile from his home and he could see the aircraft engine about 100 yards away from the body of the plane which had knocked down some trees.  
He said that later he went to look for the other pilot but found no sign of him.  
Headmaster at the 33 pupil Lumsden school, Mr Norman Robertson, said he looked out of a school window and there was "a big explosion" which broke the insulating.  
He saw a large cauldron of smoke and then a smaller one. "When this sort of thing happens both teachers and children are stunned. We are in the path of low flying here and



**LEFT:** The Sea King helicopter winches up the seriously injured pilot. He was taken to hospital in Aberdeen.  
**ABOVE:** A policeman combs the area of the crash site about half a mile west of Lumsden.  
**BELOW:** Part of the wreckage of one of the Jaguars tells its own tragic tale.

the probabilities are such that I am not at all surprised this has happened. I have almost been expecting something like this."

Postman Mr John Penne, May Cottage, was standing by the window and saw the crash. He said he saw the plane crash down above the village. He said the aircraft met, diagonally and there was a ball of fire which went up into the air.  
"It was terrifying and I was frightened they were going to crash into the house, but I expect they were going to crash on the road."

During the investigation, Mr John James, Lumsden Cottage, told Mr. Corrie, Lumsden, was sitting in his car outside the garage in the village main street when he saw the crash.  
Four aircraft were flying in the area and he saw two of them turning into Lumsden. They met and collided about 100 yards above the garage. Mrs. Edith Macdonald, Old Police Station, Lumsden, said she was in her sitting room and the front door and one of the flames was just a ball of fire. "I saw it disappearing over the horizon but I think it was going to hit them. There was a great bang but I know what it was for a start."

Chief Supt. Leslie Thomson said the two aircraft landed about three quarters of a mile back and the wreckage was a mile from the village, scattered over a wide area.



Mr ALAN THOMSON  
... Comfortable

## Journalist hurt in Ballachulish crash

**FREE-LANCE** journalist Mr Alan Thomson, 1, Glen-gorm, Ballachulish, was flown by an RAF Lossiemouth Sea King helicopter from Fort-William to Edinburgh Royal Infirmary yesterday following a weekend road accident.  
Mr Thomson was returning from a skiing trip in Glenelg on Saturday afternoon when his car skidded on ice on the outskirts of Ballachulish and rolled over an embankment. His son, who was travelling with him, was not injured. Mr Thomson was taken to Belford Hospital, Fort-William, where he was detained until he was flown south. He has a broken neck and his condition last night was "quite comfortable".  
A former reporter on the Glasgow Evening Times, Mr Thomson moved to Ballachulish about five years ago.



A man suffering from spinal injuries after a weekend car crash at Ballachulish is carried from an RAF Sea King helicopter on a special traction stretcher at the Meadows, Edinburgh, yesterday. Mr Alan Thomson, of Glen Gorm, Ballachulish, was being transferred from Belford Hospital, Fort William, to Edinburgh Royal Infirmary, where his condition last night was satisfactory. Mr Thomson, a freelance journalist, is a member of the Glencoe mountain rescue team.



SCRAMBLES			
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D FLE SCRAMBLES 1979

19 JANUARY 1980  
Martin Cockedge  
David Slagden  
Mike Cornes  
Robbie Sutton

AN RAF Lossiemouth pilot was killed yesterday morning when his Hunter jet aircraft crashed in low cloud into a hillside in South-west Skye.

His body was found in the plane's wreckage last night, by RAF Kinloss mountain rescue team near Strathfield in the Skye peninsula above the west shores of Loch Slapin. It followed a massive all-day air hunt and was seen at the scene. It was the severest crash to involve a Lossiemouth Hunter in just over eight months.

The pilot, a flight lieutenant, was seen at the scene. It was the severest crash to involve a Lossiemouth Hunter in just over eight months.

## PILOT FROM RAF LOSSIE KILLED

Hunter jet crashes in Skye

By  
BRUCE TAYLOR

Indication, the Lossiemouth base had in that something must be wrong was a report from Tully of an aircraft winging low and a large wing being heard.

When the crew began making further from the pilot a long and air search - involving a Nimrod aircraft from RAF Kinloss - a dark King Learer belonging to the RAF Lossiemouth - a Nimrod, a King Learer and a King Learer.

A search of reports has been conducted to probe the cause of the crash.

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The first report of the crash was from a pilot, who was in the air at the time of the crash. The pilot was seen at the scene of the crash.

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A single-seat Hunter fighter

13 FEBRUARY 1980

Dave Cooley  
John Prince  
Mike Sedland  
Mike Anderson

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By  
BRUCE TAYLOR

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A single-seat Hunter fighter

13 FEBRUARY 1980

Dave Cooley  
John Prince  
Mike Sedland  
Mike Anderson

# DEATH PLUNGE IN WEST ROSS

Rescues by copter on Nevis and in Glencoe

ONE climber fell 1000ft, to his death - two were snatched to safety by helicopter from a cliff ledge and one was taken to hospital after a 200-ft fall, in separate incidents in the Highlands at the weekend.

The climber who died was climbing with two friends in Wester Ross.

Mr Adrian Barton (23), of Lichfield, Shropshire, near Edinburgh, is believed to have just finished while traversing a steep and un-crooked ridge on the 3475ft An Teallach, near Dornoch when he fell.

The accident happened at midday on Saturday on the first day of a week-long climbing holiday Mr Barton had planned with his eleven friends, Mr Douglas Evans (24),

40 Led Avenue, Thiberville, and Mr Peter Farrell (20), Rose Cottage, Main Street, Glenelg, near Glasgow.

The three had intended to negotiate a tricky manoeuvre on the ridge between Linn Bannock's head and Cairn Bannock when Mr Barton fell.

His companions saw him fall down a snow-covered slope before falling over a rock face down the mountain to near the bottom where he was found.

A rescue helicopter from RAF Lossiemouth arrived

the team on to the mountain and helped to lift the search and rescue team to the summit.

At 8 p.m. after about three hours searching, the team found Mr Barton's body in a gully at Cairn Bannock. He was taken down the mountain by stretcher.

Disoriented, weak, and Mr Barton had been well equipped and described him as an experienced climber. Conditions had been ideal for climbing.

A rescue helicopter from RAF Lossiemouth arrived

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Conditions had been ideal for climbing.

A rescue helicopter from RAF Lossiemouth arrived

26 JANUARY 1980  
Martin Cockedge  
David Slagden  
Mike Cornes  
George Blair



# Airlift

A HELICOPTER FROM RAF Lossiemouth was called out today for a rescue mission to reach a coastguard boat in the North Sea off the east coast of Scotland.

The boat came ashore after the helicopter was called out to rescue a coastguard boat which was in trouble off the east coast of Scotland.

RAF Lossiemouth reported that the helicopter was called out to rescue a coastguard boat which was in trouble off the east coast of Scotland.

The helicopter was called out to rescue a coastguard boat which was in trouble off the east coast of Scotland.

20 FEBRUARY 1980  
The Salvage  
Staff Glasgow  
Don Webb  
John Harrison

## Lone Skier Dies In Cairngorms

THE body of an Army officer, missing in the Cairngorms for two days, was found yesterday in the Lairg Gorge. The discovery was made by a Sea King helicopter from R.A.F. Lossiemouth. It had been called in to help the massive hunt for Major Christopher Parson, of Sandhurst.

The search party, led by the Sea King helicopter, found the body of Major Parson, an experienced mountaineer, in the Lairg Gorge. The body was found just below the summit of Ben Alder, on the north side of the gorge, which links Devedale with Spey-side.

The Parson family had a family of four young children.

In the Cairngorms on Saturday the body of an Army officer was found after a massive hunt. And on Coire an Leithain, above Kinlochleven, a Falkirk man was killed after falling 100ft.

The body of Major Christopher Parson, from Sandhurst, who had been missing in the Cairngorms for two days, was found in the Lairg Gorge. The mountaineer was found just below the summit of Ben Alder, on the north side of the gorge, which links Devedale with Spey-side.

A police spokesman said yesterday "it appears that he had been skiing and had fallen off his feet down the ridge."

6 MARCH 1980  
Martin Goodenough  
John Fraser  
Mike Corne  
Ruthie Sutton



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7 FEBRUARY 1980

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# Evening Express

No. 31,793 (EST. 1879)

SATURDAY, MARCH 29, 1980

10p

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## All hope gone for 85 missing oil workers

# DIVERS SET TO ENTER THE RIG OF DEATH

The broken leg of the rig Alexander Keilland adrift in the North Sea.

By HELEN LUMSDEN and BILL MACINTOSH

**DIVERS** were today preparing to enter the steel tomb of the stricken rig Alexander Keilland where the bodies of 85 oilmen are expected to be found.

Hope of finding anyone still alive are almost nil following the 3 a.m. discovery of a body believed to have come from inside the hull.

Divers who worked through the night found all the windows in the toppled rig shattered, ruling out the last slim hope that men may be clinging to life in under water air pockets.

Weather conditions were described as perfect today for the search but so far technical problems have prevented divers from entering the upturned accommodation rig.

The latest death toll in North Sea oil's worst-ever disaster now stands at 39 with a further 85 still missing nearly 40 hours after the floating hotel turned turtle.

Official figures from the Norwegian Rescue Centre at Stavanger state that 89 men survived the tragedy.

A Press conference was being held in Stavanger at noon today to name the dead and the British company involved, Grootoon (UK) Ltd, are issuing a statement at the same time regarding 15 oil rig crew members who are still not accounted for.

**FAULT**

Grootoon, based in Aberdeen and Middlesbrough, had 31 men aboard the Alexander Keilland at the time of the disaster.

Many of the British survivors who come from the North of England were flown home last night.

The Norwegian Classification Society Det Norske Veritas today ruled out speculation that a sister rig, the Herkiv Thwa, had developed a structural fault during conversion two or three weeks ago.

They have however with drawn its classification certificate. It was due to have replaced the Keilland in the Ekofisk field on Tuesday.

Technical director Mr Tor Christian Mathiesen said the Thwa had developed a leak in one of its legs caused by malfunctioning valves or pumps. He said there was no reason to link the accident during conversion with the tragedy which struck the Alexander Keilland.

The shattered leg of the floating hotel which broke off in gale-lashed seas on Thursday evening was being towed to Stavanger for tests.

Middlesex a full-scale air and sea search was resumed at first light today involving a Nimrod from RAF Kinloss and a helicopter from Lossiemouth.

One theory experts were considering today was that an anchor wire — one of its holding the rig in position — had snapped, causing the rig to collide with the production platform Rotta alongside.

20/29 MARCH 1980  
6 MARCH 1980 IN SUPPORT OF THE  
SUPPORT OTT TWO STRIKE.

John Shawling  
Jeff Clements  
Don Webb  
Rick Anderson

John Casey  
John Galloway  
Mike Corne  
George Muir / Rick Brown



## LOST GIRL FOUND WANDERING ON MOOR

A FULL-SCALE search was mounted on moorland between Elgin and Ruthven on Monday evening when a nine-year-old girl became separated from her family while searching for guile-eggs.

Miss Fiona Murray, Westerton Cottage, was found safe and well after wandering in the hills above Northglen Quarry for almost five-and-a-half hours.

Police from Elgin and Ruthven were joined in the search by an RAF helicopter from Lossiemouth, but it was unable to locate the child. She was found by Mr Charles Speiser, Littlefaugh, Ruthven, and Mr Gordon Macdonald, The Castle, Dufftown, who came across the girl about three miles from where she had gone missing.

Fiona had been separated from her parents, Mr and Mrs Douglas Murray, brother Kenneth (31) and sisters Sandra (17) and Avril (16), about three o'clock in the afternoon, while the family were looking for eggs on the moorland.

The alarm was raised when Fiona did not return to the car and a half-hour later she was found.

## Lost Moray girl found safe and well

A YOUNG Moray girl was found safe last night after wandering for more than four hours lost and alone across a desolate heath-covered moor and tree-enclosed hillsides.

A search involving police and an RAF helicopter was launched after Fiona Murray, 9, Douglas Western, near Forth, became separated from her parents on an out-lying moorland south of Northglen Quarry — the more south of Elgin on the moor.

Fiona had been collecting eggs with her parents, Mr and Mrs Douglas Murray, and sisters Sandra (17) and Avril (16), and brother Kenneth (31).

The family were returning to their car when they found Fiona missing.

A search involving about 10 police officers from the Elgin-Ruthven area and a Boeing helicopter from RAF Lossiemouth was mounted.

Fiona was found by estate worker Mr Charles Speiser, Littlefaugh, Ruthven, and Mr Gordon Macdonald, The Castle, Dufftown, who came across the girl about three miles from where she had gone missing.

Mr Speiser then took Fiona to his house to await the arrival of the police to take her home.

## Man dies, two rescued as boat capsizes in bay

By DONALD SMITH

ONE MAN died and another man and his young son were rescued when a boat capsized in Murkie Bay on the northern tip of Caithness last night.

Thurso police named the survivors as Mr Gordon Thain and his schoolboy son Mark, both of Castlelawn.

Relatives of the dead man — believed to be elderly — were being informed of the tragedy last night. He was also thought to be from Castlelawn — midway between Thurso and Dunnet Head.

The party had been out working in the boat — the Girl Mary, owned by Mr Thain, at lobster pots in Murkie Bay when the accident happened.

It is understood that the boat was some distance offshore when it capsized and ended up on the rocks.

Thurso lifeboat was launched and an RAF helicopter took off for the area.

Later a body was recovered from the sea and the other two occupants of the boat were rescued.

Heavy seas were running in Murkie Bay at the time of the accident. Both survivors managed to scramble to the shore and the body was picked up some time afterwards by the Thurso lifeboat which had been searching the area.

Last night's accident was the second boating fatality in the North since the beginning of the week.

On Sunday, Buckie man Mr Robert Taylor (41), 5 Hay Street, drowned after his boat capsized on Loch Sun.

## Crash man satisfactory

A man — understood to be a Bangor — was satisfied by a fine King helicopter from RAF Lossiemouth to Bangor Hospital, Thurston, during the night after a serious cutting operation performed in the Cloughmore area, four miles south of Duns, Moray.

The man, who has spinal injuries, is "satisfactory".

14 MAY 1960  
Derek Cooby  
Gordon Whittington  
John Webb  
George Blair

## LOSSIE PLANE CRASHES INTO HILLSIDE Pilot Ejects To Safety

AN RAF student pilot ejected to safety seconds before his Hunter aircraft crashed into a lonely hillside near Dufftown on Wednesday.

The Hunter — from RAF Lossiemouth's No. 2 Tactical Weapons Unit — was engaged in combat manoeuvres over Upper Banffshire when the pilot experienced what the RAF has described as "control restrictions" while in a dive.

Another Hunter from Lossiemouth pulled by an instructor was involved in the manoeuvres and circled the scene of the crash until the rescue services arrived.

The aircraft came down just below the summit of Knap Hill (1500ft), less than two miles from the Dufftown-Rhyndale road, near Auchindown Castle.

The impact — heard more than four miles away — left a huge crater in the hillside.

The pilot — who has not been named but whom the RAF have said was a fairly experienced student — was picked up near the wreckage by a Sea King helicopter from Lossiemouth.

He was airlifted to the medical centre at RAF Lossiemouth and later transferred to Dr Gray's Hospital, Elgin, with arm and facial injuries.

A spokesman at the air station confirmed that the weather had been clear with good visibility at the time of the crash, which happened around 10.10 a.m.

**INQUIRY**  
The incident will be the subject of an RAF board of inquiry.

A number of people in the Cloughmore area heard the crash and saw the pilot coming down by parachute.

Mr Colin McEwan, Milltown, Lower Cairn, was ploughing in a field near the Grouse Inn when he saw a cloud of black smoke rise up from behind a hill.

THE PRESS AND JOURNAL, THURSDAY MAY 20 1960



## Pilot ejects over Banffshire

A TRAINEE jet pilot ejected from his aircraft 10,000ft. over Banffshire yesterday.

Last night the pilot, who has been named by the RAF as "quite satisfactory" in his service with an instructor in another plane when he performed similar exercises while in a dive.

A board of inquiry is being set up by the RAF to investigate the accident.

His three-and-a-half miles south-east of Dufftown, and two miles from the nearest habitation.

An RAF spokesman said later that the pilot had been engaged in combat manoeuvres with an instructor in another plane when he performed similar exercises while in a dive.

A board of inquiry is being set up by the RAF to investigate the accident.

Mr. Marjorie Thomson, Banffshire, in the Cairn, said this being 1 mile to the south of the crash site and a mile from the nearest habitation.

The injured pilot was taken to the medical centre at RAF Lossiemouth, where he was treated by Dr Gray's Hospital, Elgin.

Upper Banffshire is used regularly by the RAF for training purposes for military training at about 15.15 a.m. and a Sea King helicopter was in the area within eight minutes.

The injured pilot was taken to the medical centre at RAF Lossiemouth, where he was treated by Dr Gray's Hospital, Elgin.

Upper Banffshire is used regularly by the RAF for training purposes for military training at about 15.15 a.m. and a Sea King helicopter was in the area within eight minutes.

The injured pilot was taken to the medical centre at RAF Lossiemouth, where he was treated by Dr Gray's Hospital, Elgin.

# BENDS' MAN IN HELI-TRIP MERCY DASH BY HELICOPTER FOR DIVER

A LOW-FLYING mercy-flight helicopter had to make a 100-mile dash round the Scottish Highlands yesterday to save a patient from serious injury.

Clack diver David Murdoch was working with the "bends"-dreaded decompression-sickness while working in a sea bed in Western Ross.

But when an RAF Sea King helicopter arrived to fly him to Aberdeen for immediate treatment, the crew were told to stop after 200 feet.

Medical experts were concerned that a pressure drop caused by high flying would have seriously injured Mr Murdoch, 41, of Follis, near Clack.

The helicopter dived 200 miles in the helicopter's descent to the sea-bed to prevent danger.

A CLAM diver suffering from the bends was rushed to hospital in Aberdeen today in an early morning mercy helicopter flight.

Emergency services in the city west on the alert as the RAF helicopter from Lossiemouth brought in the diver at 6.30 a.m.

David Ritchie, in his early 40s, from Strath, Gairloch, was taken to Aberdeen Royal Infirmary's accident and emergency unit.

It is believed he has now been transferred to one of the special units in the city which treat divers with the bends.

A spokesman for RAF Lossiemouth confirmed that a crew had been a diver suffering from decompression-sickness, ordered to the city from Gairloch in Western Ross.

The emergency flight arrived at 6.30 a.m. The helicopter landed at 6.45 a.m. on the golf course near Gairloch.

11 MAY 1960

Derek Whittington  
Gordon Wright  
John Webb  
George Blair

25 MAY 1960

Derek Whittington  
John Webb  
George Blair  
Rick Dray

## Rescue

A search party was sent by the RAF to rescue a man who had been seen in a field near the Grouse Inn when he saw a cloud of black smoke rise up from behind a hill.

11 MAY 1960

Derek Whittington  
Gordon Wright  
John Webb  
George Blair

5 JULY 1960

Derek Whittington  
Gordon Wright  
John Webb  
George Blair



Quick action by Findochty man saves two from sea's grasp

# N.E. BOY IS SWEPT AWAY



AN RAF helicopter scans the sea at the scene of yesterday's accident.



By ALASTAIR BISSET  
and CHARLIE GALL

A FINDOCHTY teenager was feared swept to his death yesterday while playing on the local Sterlochy Rocks with a group of his school pals.

Two other youngsters, also snatched into the sea by a giant wave, were pulled to safety by an oil-rig worker who waded more than waist deep into the swirling sea.

The missing boy is Peter Donald (15), 9 Seaview Road, a pupil at Buckie High School.

David Campbell (15), 3 Jubilee Terrace, Findochty, was taken to Dr Gray's Hospital, Elgin, where he was held for observation. His condition was "quite satisfactory".

James Pirie (15), 10 New Street, Findochty, was able to walk home after the ordeal.

The incident — which sparked off a massive afternoon and evening search operation involving Buckie lifeboat, an RAF Sea King helicopter from Lossiemouth, coastguards and police — happened around 3 p.m.

Hopes of finding the missing boy alive in the choppy seas were virtually abandoned last night following a three-hour search by the lifeboat and helicopter.

Coastguards remained on the rocky foreshore until darkness fell. A coastguard spokesman said a police sub-aqua team could be called in today if the sea conditions improved.

Last night Peter's parents were too distressed to speak of the tragic accident.

The two survivors probably

THE stormy scene as Buckie lifeboat joins in the fruitless search for Peter Donald at Findochty yesterday.  
Picture by BOB BRUCE.

owe their lives to the swift action of an oil-rig worker, German-born Mr Uwe Brandt, whose home at 31 Sterlochy Street overlooks the rocks where the youngsters had been playing.

Mr Brandt said: "I happened to look out my back window. The boys were just playing on the rocks, trying to dodge the waves. The sea was very rough. Suddenly there was a wave about 5ft. high that just swept the boys off."

"I ran out down the slipway and went straight into the water. I managed to grab hold of one of them and get him ashore. I was right into the water by this time — it was up over my waist."

"I had to use my jacket to reach the other lad and just dragged him in. I did all I could — I never saw the third boy. The second boy I pulled in was really very lucky. I thought he was dead but I managed to pump some water out of him until an ambulance arrived."

As he sat huddled in towels in front of a fire at his home last night, James Pirie agreed:

"I was very lucky. If it hadn't been for Uwe I don't know what would have happened."

"We had all been playing down on the rocks — just jumping from one to the other. There had been a few waves coming in over us but we never bothered much about it and then this big wave came and swept us all off."

"I must have just got washed straight into a big crack in the rocks. Peter and David must have been swept right round the rock. I never saw them again and the next thing I knew was when I was being pulled ashore by Uwe. I managed to walk home."

James is one of a family of five. His father, Mr Alex Pirie,

is a crewman in the buckie fishing boat Transcend.



PETER DONALD ... the boy who is still missing.



UWE BRANDT who managed to save two of the boys.

9 JULY 1980

David Campbell  
David Simpson  
Nick Beattie  
George Blair



## Rescued

LITTLE more than 24 hours after Wednesday's drowning tragedy a Findochty fisherman had to be rescued from the sea after his pleasure boat overturned just outside the harbour.

Twenty-year-old Alan Flett, 11 Cliff Street, was shaken but managed to swim towards the shore and was pulled out of the water by onlookers.

The coastguards and an RAF helicopter from Lossiemouth were alerted and Alan was airlifted to the sick bay at RAF Lossiemouth and from there to Dr Gray's Hospital, Elgin. He was allowed home after treatment.

Eye-witnesses said the small boat had been capsized by a large wave, hurling Alan into the water.

10 JULY 1980



FOR SALE - AIR COOLED FLAT FOUR

EXERCISE 18

# Lucky glider pilot

## Aviemore man speaks of his escape

AN AVIEMORE shopkeeper whose glider made a forced landing in the Cairngorms spoke yesterday of his escape, which an RAF officer described as "nothing short of incredible".

Mr John Harkai (40), owner of the Happy Haggis fish and chip shop, was picked up by a helicopter from RAF Lossiemouth early yesterday morning after he got lost in thick fog and made an emergency touchdown in the Larig Gru.

"When you have that thick cloud and the kind of terrain in that area of the Cairngorms, you fear the worst," said Fl Lt Stuart Mould, one of the helicopter crew who found Mr Harkai. "The chances of him making a landing like that must be about 100-1 against. There is no doubt he can count himself lucky to be alive."

The airmen could hardly believe their eyes as they flew over the mountains yesterday and saw Mr Harkai waving to them.

The alarm was raised at 9 p.m. on Thursday night when the shopkeeper was reported overdue at Glenfeshie Gilding Club, near Aviemore. The Cairngorm mountain-rescue team were put on standby and the RAF were called in. A helicopter and a Shackleton scoured a 10-mile area around Glenfeshie until darkness fell and the search was resumed at first light.

After the rescue, Mr Harkai, who has been gliding for about two years, said he took off in his recently-bought M100S machine about 4.30 on Thursday to fly "for an hour or so".

"Conditions were good over the valley for flying. The skies were open. I went over 5500ft. and was still rising."

"Clouds developed round me and I had to go through one and seemed to lose my way and got blown over the Cairngorms. I put on my airbrakes and sank fast to come out of the clouds. The cloud level was much lower over the mountains and I saw I was down to 3000ft."

He was kept beneath this level because the clouds closed in above him and he added: "I just floated around for about 15 minutes until I found a suitable place to land."

He thought his landing ground was "just about the top end of the River Dee."

Mr Harkai said he had found no difficulty in landing but thought he was very lucky to have found the spot he did. "I don't think there is another one."

### SMOOTH

His emergency runway was about 30 metres long, covered in grass and washed smooth by intermittent flooding from two streams which ran nearby.

He said he realised he would have to put down when he found himself over unfamiliar terrain and with conditions becoming increasingly turbulent, with the wind funneling through the gulleys between the mountains.

Mr Harkai said he found the plane being rocked by the wind and searched around to find suitable stones to keep it steady.

"I sat in the plane until about 11 p.m. and then realised I was not going to be found that day. I opened my parachute and curled up in it and went to sleep until I heard the helicopter about 4.30 in the morning."

The helicopter crew helped him dismantle the glider and he hopes to get the machine out soon on a trailer — a road runs about half a mile from where he touched down.

Mr Harkai said he regretted having caused the mountain-rescue teams and helicopter the trouble of searching for him, but added that as soon as he knew he was going to have to put down he simply put into operation the emergency drill he had been taught. "And it worked. But gliders are so manoeuvrable that you can just about land on a postage stamp."

"I spotted this patch of green and I just kept my eye on it until I got the wind direction right and then I came down."

26 JUNE 1980

Derek Whatling  
Stew Mould  
Ron Webb  
Ron Dedmen



# Mountain men answer glider 'airlift' plea



The glider is carried away from the crash site. The Devil's Point and Llang Glyn are in the background.



Strapped to the Land Rover and all ready for the journey back to civilisation.

A PARTY from Aberdeen Mountain Rescue Team were called into the Cairngorms at the weekend on an unusual mission ... to recover a glider.

The glider belongs to Mr John Harkai, from Aviemore, who was forced to land his craft in a rugged area of the Llang Glyn after losing his way in thick cloud on Thursday night.

Amazingly Mr Harkai came down on a small grassy area near the Devil's Point. He avoided injury and the glider was undamaged.

He was later picked up by a helicopter crew from RAF Lossiemouth.

However, Mr Harkai was particularly anxious to recover the plane before it could be damaged by the weather, so he contacted the Aberdeen rescue team.

The team, led by Mr Malcolm Duckworth, and accompanied by Mr Harkai, located the glider — valued



Pilot John Harkai in his glider.

For Easy Ads. — Phone Aberdeen 691212

3



5 JULY 1980 AIR MARSHAL CURTISS WONCHED ON TO SUBMARINE H M S DREAMBOUGHT



ABERDEEN SEA PARTY



# Ice Station Leander!

## Playing it cool on the Kola Run

WHATLING  
SIMPSON  
MORRICE  
SUTTON  
DOC KAYE

Shadowing the Russians can be a chilling business, as H.M.S. Leander found in the Soviet Arctic exercise areas.

As the Russian carrier Kiev led her task force home the Leander was waiting for it amid the pack ice of the Kola Inlet, as our picture shows. Isolated from the NATO forces following the group, the frigate surveyed Soviet naval activity in the area.

The ship's company were determined to earn their "Blue Nose Certificate" in style: the Leander crossed the Arctic Circle four times on the four-week patrol, having to head back towards the Shetlands to land a casualty. He was safely transferred to an R.A.F. Sea King in wintry conditions.

AT 6500N 00530 E

### May Day Fair

Supplied by the R.F.A.s Olmeda and Olwen, the ship went "East of Suez," finding ice instead of warmth for her May Day Fair which raised £179 for charity.

H.M.S. Leander has now returned to lower latitudes for a busy programme off Portland before refit in September.



FEBRUARY 1980

## Missing student found dead on hill

THE BODY of a young geologist was recovered by a helicopter from Quinag, a mountain in West Sutherland, last night.

Mr. Christopher Hucks, a student at Reading University, was found dead at the foot of sheer cliffs after an all-day search by three mountain rescue teams, eight policemen, two tracker dogs from Inverness and Aviemore and the helicopter from RAF Lossiemouth.

Mr Hucks had failed to make a rendezvous with three other geologists who were making a survey of the mountain from a camp at Achmelvich near Lochinver.

It was his 21st birthday. Dundonald rescue team from Wester Ross found the body. Mr Hucks' mother lives at Wantage, near Oxford, and his father is a teacher in Bognor Regis.

22 JULY 1980

Mike Lakey  
Geoff Clements  
Mick Headleand  
George Muir

## Trawler crew safe in Stornoway

THE 11-MAN crew of a Spanish trawler who had to be transferred to a sister vessel yesterday when their boat sprang an engine-room leak were safe ashore at Stornoway last night.

The Nuestra Señora Del Olaz sent out a mayday when the leak was discovered and a Sea King helicopter from RAF Lossiemouth was sent out.

The helicopter was to pick up a pump at Stornoway before flying on to the crippled boat, but when they heard the crew had been safely transferred to the second vessel, the San Sebastian De Soresau, they returned to base.

The crippled trawler, reported to be low in the water, is being towed to port, probably Stornoway.

25 JULY 1980

Derek Whatling  
John Prince  
John Morrice  
Rick Bragg

## Airlift from St Kilda fails to save man

A DESPERATE mercy mission, which turned into a race against time, tragically failed to save the life of a man who took ill on the tiny island of St Kilda yesterday.

A helicopter from RAF Lossiemouth was called to the island 40 miles west of the Outer Hebrides when the man — believed to be a contractor working on St Kilda — collapsed.

After picking up a medical expert at Benbecula, it took the helicopter almost three hours to reach the island.

The man was carried to the helicopter and the race against time to get him to hospital in Aberdeen began.

It was on the return journey that the weather began to deteriorate and the pilot had to detour around storm-bound areas.

Tragically, it was only minutes away from landing at the hospital when the man, who has not yet been named, died in the aircraft.

A spokesman at RAF Lossiemouth said that he was uncertain if the man would have been saved had he reached hospital earlier.

"There can be no doubt it was a race against time and the weather was very much against the aircraft."

The helicopter was flown by Flt-Lt Derek Whatling and co-pilot Flt-Lt John Prince.

27 JULY 1980

Derek Whatling  
John Prince  
John Morrice  
George Muir



ABOVE: Making its final approach to Aberdeen Harbour, the ditched British Airways Helicopters' machine is towed past Point Law by the Aberdeen lifeboat, BP Fortes.

Dave Simpson  
Mike Leakey  
Ron Webb  
Rick Brack

The men — 13 oilmen and two aircrew — spent nearly an hour in a tiny life raft before being rescued. Despite their ordeal, the only casualty was a Peterhead man, who was seasick.

The incident happened at 12.30 p.m. as the Sukersky 5-6IN was on a routine flight from the rig Atlantic 21 in the Clyde Firth.

The tugboat was towed by the tugboat into Aberdeen harbor and was hoisted by the tugboat and the tugboat was towed on Pacific Wharf.

A Sikulion and a Beak King helicopter from RAF Lossiemouth, a BA helicopter and two Britovz helicopters from Alameda, all made for the scene.

Earlier, the emergency services had been on standby at Fowkesville as the nine survivors, clad in their bright orange survival suits, walked from the BIA rescue helicopter to ambulances.

The six were then winched

The other nine were landed at Aberdeen Royal Infirmary and taken for check-ups.

Mr. Young said the landing was a "wet lot bumpy." Five minutes later the passengers and air crew clambered onto the aircraft's inflated liferaft.

the priest explained there had been some sort of trouble with oil heating up in the parboiler.

Mr. Young said it was a "crops being" sitting in the liberal's armpit.

The B.A. witchman was

lowered to the littell, where he stayed as each man was hoisted in the hovering helicopter.

But Mr. Young struck trouble when he was hoisted in the wire. "When the chopper was

I just hit the water like a rocket. I was skidding along and swallowed some water. I did not have time to be frightened. I just had to grip on like grim

death and hope for the best. Bunking, he was winched aboard to join his colleagues. Asked if it had all put him off flying, he joked - 'I have to go back - I've a mortgage to pay! Today was an experience. I

Another steward, Mr. Joe Casson, 21 Berrywell Gardens, Dyce, said: "It all went smoothly. The air crew laid on what to do and their way on."

TURN TO PAGE 2 COL. 2

Capt. Geoff Oliver, master of the *Clivite*, said his ship was about 18 miles away when they picked up the aircraft's signal.

"We went straight down. When we arrived we saw a British Airways helicopter struggling to pick men up from a lifeboat."

"Some men were picked up by us and then transferred to a *Shearwater* helicopter."

Violently was fairly quiet and the wind could not have been more than about Force 2 or 3. The sea was pretty calm and the waves could not have been more than about a metre high.

The rescue was described as "fantastic" by Capt. Mike Evans, chief flight manager of British Airways Helicopters.

He said "We still have to have an investigation into what happened."

"There is a rigorous training programme just in case this kind of thing happens but there can only really be tested during

**Heating up**

Capt. Paul had been forced to ditch — more than 20 miles east south-east of Aberdeen — when a warning light came on indicating transmission failure.

The procedure was to try to carry on as far as possible if the sea was rough, and ditch if the captain thought the sea rages

Capt. Paul decided almost immediately to ditch because although sea fog made visibility poor, the sea was very calm.

The Sikorsky S-41N is

Capt. Evans said "Capt. Paul carried out a normal landing and immediately proceeded to evaluate the helicopter."

"All through the difficulty we were in both radio and solar contact with us at Dove.

Capt. Evans, with assistant  
Sgt. Saxton, Capt. David  
Miller, sergeant George  
Dodge and winch operator Terry  
Haggins look off to another  
point of observation.

Right through the rear, the AF Shackleton circled the zone directing operations.



THE rescued 15—pilot Capt. David Paul and co-pilot Capt. Ian Barton, British Airways chief manager Mr Norbert Furland,

Southampton, stewards: Mr George Young (15), 7 Black-craig Road, Cruden Bay; Mr George Gales, 4 Rowanbank, Mouthill, Peterhead; Mr Joe Cameron, 21 Berrymill Gardens, Green, and Mr Danny

McDermid, 24 Albert Avenue, Glasgow, all employees of A&A Offshore Services, diving superintendent Mr Joe Wade (11, Scarborough, and diving

engineers, Mr. Bob Kimmey (D), Kirby; Mr. John Wind-  
son, Vermont; and Mr. Pete  
Jones, Wrentham, of Sub-Sea  
International Ltd. Mr.  
Derek Brown, Duxell  
-shipwright, and rough-

Also on board were a geologist from the British

National Oil Corporation and a well logger working with Exploration Logging North Sea Ltd. ENSOL, and Exploration Logging refused to name them last night.

AS the BP Forties heads for Aberdeen with the downed helicopter in tow a similar machine owned by Bristow Helicopters winches one of the numbers clear of the

**MORE PICTURES:**  
PAGES 2 and 7



## RAF team set off in best of spirits . . .

A TOP Lissieux helicopter crew was in the right "spirit" when they flew off from the Royal Air Force station yesterday to represent the British Air Force in an international search and rescue competition in Belgium next week.

The fully loaded away to board the Sea King helicopter was the crew of which included the flight crew and support staff of London and Heathrow.

Commander Douglas de Borchgrave, second left in the group, headed off a batch of such activity in the Lissieux

month helicopter flight's commanding officer, Pte Lt Benoit Wauters, looking on in appreciation, are the other crew members (left to right: Pte Lt John Pinner, Sgt. Keith Briggs and Pte Sgt. Nick Webb).

During the three-day competition — which will involve military helicopters from Britain, America, West Germany, France and Belgium — each crew will be organising a search and rescue exercise during the off-duty hours.

The Lissieux crew will, consequently, be supporting a batch of the search — thanks to the generosity of the British Air Force.



10—Royal Air Force NEWS, August 13—26, 1980

## PICTURE PEOPLE

IN A Lissieux Sea King won two second prizes in a six nation SAR competition organised by the Belgian Air Force at Koksijde to celebrate the 150th anniversary of Belgian independence.

The host team won the navigation exercise, while

the Luftwaffe took the precision winch prize. Belgium was the overall winner of the three day event.

The 26-man Service contingent was led by Wg Cdr Tony Roney, OC of the search and rescue headquarters at Pennington.

Competition team came from D Flight, 35th Squadron, with a reserve crew from Cottesloe.

The team, left to right, back row — Groundcrew, Cpl G. Giametti, Cpl P. Leroy, Sgt R. Anderson, Sgt W. Graver, Pte G. I. Robinson, Pte Sgt D. Broad, Cpl R. Pinner, Sgt G. Woodhead and Cpl P. Simons.

Second row, forward, Pte Lt D. Whitting, Pte Lt J. Pinner, Sgt R. Webb, Sgt R. Briggs, MAJ G. Burt, Sgt J. Brooks, Pte Lt P. Morris and Pte Lt P. Cunningham. Third row, forward, Sgt L. P. Chubb, Sgt L. J. Brown, Pte Sgt R. Roney holds a silver plate presented to all teams by the Belgian Air Force.



ONE OF the members of the groundcrew who served the RAF Sea King at the 150th International Helicopter meeting at Koksijde last month was Sergeant GRIGGS, Wymouth, an aircraft maintenance team member lives in Dorchester.

## Winchman's cont



TAKING part in the recent international helicopter competition organised by the Belgian Air Force was Sgt Richard John (Ricky) Briggs (below), a former pupil at Caterham School, Midsussex.

He was winchman in an RAF Sea King helicopter from RAF Lissieux. The RAF was second in both the navigation and precision winch exercises held in Belgium.

The meeting was held to celebrate the 150th anniversary of the independence of Belgium, and was a joint venture of the British, French, German, Italian, Spanish, and Dutch Air Forces.

The overall winner of the three day meeting was the Belgian Air Force.

Sergeant Briggs, aged 26, is the eldest of three sons of Mr and Mrs Joseph Edward Briggs of Sowerby Bridge.

He is married and lives with his wife Jen and their four-year-old daughter, Emma, in Egham, Surrey.

He joined the RAF in 1973 and has served in most branches of the Royal Air Force.

His brother Robert Nigel, aged 23, is a second Marine Engineer, and is the far younger brother of a 19-year-old son, David, who is a member of the Royal Air Force.



# IN GLENCOE

Boy (10)

saved  
by his  
father

By JOHN DUCKERS

A HILL walker plunged several hundred feet yesterday after a tragic error led a party of eight to stray off route into a place where even experienced climbers fear to go at this time of year.

A 10-year-old boy also fell but fact is that he was said to be "irretrievable" in Belmont Hospital, Fort-Williams.

A second man was rescued (story) after he became trapped on a cliff face. The man, who had been carried as Mr Graham Parker, 45, of Edinburgh, home on Tuesday. The boy who fell is a Dundee, Adams, (Harrow House, Edinburgh, 400). The man who was rescued at Mr William Mack (44) from Glen-Williams.

The boy's father was with the party — from the Gersch Outdoor Centre, Carnoustie, Angus — and saved his son as he fell.

The accident happened at about 1.30 p.m. on Glen-View's Last Valley Glen, where the route was said to be the worst and the boy was



TEN-year-old Duncan Adams, saved by the courage of his father, leaves the rescue helicopter for hospital in Fort-Williams. He is wearing ear muffs, used against the noise of the helicopter.

learn one climb but to hospital for a few King helicopters from RAF Leuchars.

The party of Mr Parker was brought down by the rescue team.

Team leader Mr Martin MacLennan said the boy's mother had been attempting the "easy" climb route up the cliff.

The boy's mother and father were on a very dangerous climb.

The boy's mother was injured when the rope broke.

The boy's father was also injured when the rope broke.

The boy's mother was also injured when the rope broke.

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The boy's father was also injured when the rope broke.

1 AUGUST 1960

Dave Simpson  
Mike Lacey  
Nick Headland  
Mike Corrie

## Buckie teenager hurt in swimming accident

A BUCKIE teenager was taken to hospital for treatment for a head injury sustained in a swimming pool accident at the town swimming pool on Thursday night.

The accident happened at the town swimming pool on Thursday night.

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The accident happened at the town swimming pool on Thursday night.

The accident happened at the town swimming pool on Thursday night.

6 AUGUST 1960

Rob King  
Jim Galloway  
Bill Campbell  
Rick Brown



# WOMAN DIES AFTER RESCUE

## Tragic end to West Coast dinghy drama

A COUPLE of German tourists were rescued from their wrecked dinghy yesterday afternoon, only minutes before a search in a maze of islands off the West Coast of Scotland was due to end.

But despite desperate attempts by the Islay lifeboat crew to save the woman by giving her the Kiss of Life, she was dead when the two were landed at a nearby port.

The woman was named later as Mrs Margaretta Zehnder, of Bad Mergentheim, Stuttgart. She was in her mid-fifties. Her husband Robert is in hospital at Oban.

The three children, who were on holiday with them, are still on Mull police said.

The drama began on Saturday night when the couple failed to return to Mull while visiting Iona.

They left Fionnphort, Mull, at 11 a.m. on Saturday in a nine-foot rubber dinghy with only a sail, and told their children, who stayed behind with another German couple, that they would be back around 5 p.m.

By 8 p.m. when there was still no sign of them, the three children, two boys and a girl, became anxious and reported them overdue.

### Alerted

Coastguards at Oban were alerted and immediately began a search. Two local fishing boats, the Wisteria and the Sir Lancelot, began searching, while Islay lifeboat made its way to the scene.

The search went on throughout the night and yesterday morning more vessels joined in.

Coastguards began to check the coastline of various islands in case they had somehow managed to land, but were unable to report in. Nothing was found.

Coastguards then enlarged the searching area as far north as Coll and Tiree, 20 miles away, but still nothing was found.

Then about 12.55 p.m. hopes suddenly rose when an auxiliary coastguard on call, Mr Calum McQuarrie, reported that someone had seen someone waving from a reef not far from Oronsay. Coastguards raced to the scene and saw someone but could not reach the spot.

By this time the lifeboat was between Coll and Tiree in the Gunna Sound. It immediately went to the scene and the crew spotted two people astride an upturned dinghy. Coastguards guided the lifeboat in and the couple were picked up exhausted and suffering from exposure.

The woman was unconscious and the crew rendered the Kiss of Life, but attempts to revive her failed and she was found to be dead when she was later examined by a doctor at the nearby port of Arinagour.

An RAF rescue helicopter from Lossiemouth flew to the island, picked up the man and his dead wife and flew them to hospital in Oban.

Last night the man was expected to be reunited with his children in the West Highland Hospital, Oban, and intended to break the news to them of their mother's death.

On the way back to base, the helicopter was diverted to Iona, where a body had been reported floating in the water.

But the crew — Flt-Lts Derek Whatling and John Prince, and Flt-Sgt. Ron Webb and Rick Braze — found the sighting consisted of floating plastic containers.

# Minutes that saved a life

**A GERMAN tourist cheated certain death at sea by just three minutes at the weekend—but his wife died.**

The drama began on Saturday when Karl Zehnder and his wife set out from the Isle of Mull in a rubber dinghy to visit Iona—half a mile away.

On their way back gale-force winds whipped the sea around them into a seething cauldron, overturning their boat and sweeping them into the water.

Herr Zehnder, who had left his three children on Mull, desperately grabbed his wife and held on to the side of the dinghy.

For 15 hours Karl clung to his wife in storm-tossed seas. She died tragically as rescue was at hand.

The alarm had been raised when the couple failed to return to Fionnphort, on Mull, where they were on holiday.

But a thunder and lightning storm prevented an air search and



Mr Zehnder wrapped in a blanket is helped from the helicopter.

By JAMES MCBETH  
and BILL CORKE

rescue boats were forced back to harbour.

The search was resumed yesterday morning but by 12.57 p.m. they were still lost and it was decided to call it off at 1 p.m.

But an islander on Coll spotted the couple—just a tiny speck at sea.

Within minutes a lifeboat from Islay picked them up and a vain kiss-of-life attempt was made to revive Mrs Zehnder.

Both were taken to Arinagour, on Coll,

where a Sea King helicopter from RAF Lossiemouth was standing by for the 20-minute flight to Oban County Hospital.

Last night, as relatives in Stuttgart, West Germany, were being told the tragic news, Mr Zehnder was still being treated for shock and exposure.

IN ANOTHER tragedy, a fisherman was lost over the side of his boat at Mallaig yesterday.

Last night 60-year-old Duncan MacDonald, of Gillies Park, Mallaig, was officially posted missing, presumed drowned.

17 AUGUST 1980

Derek Whatling  
John Prince  
Ron Webb  
Rick Braze



## Mercy flight

A DANISH fisherman was still in hospital last night after being airlifted from the Danish coast near Sand, 120 miles north-east of Aberdeen on Saturday night.

He was flown by Sea King helicopter to Aberdeen Royal Infirmary after becoming ill. His name has not been released.

16 AUGUST 1980

Ian MacFarlane  
Mike Lekey  
Bill Campbell  
Robbie Sutton

## Man dies after 300ft. fall

A MAN fell 300ft. to his death yesterday while climbing with his son in the Five Sisters range in Kintail.

The man's name will not be released until his next of kin have been informed but it is believed he was an English holidaymaker.

A police spokesman said last night the alarm had been raised by the man's son yesterday afternoon after his father had fallen about 300ft. near Achnagart.

A rescue helicopter from RAF Lossiemouth was called out but was unable to reach the man because of wet and misty weather conditions. Members of Kintail Mountain Rescue Team, who had been standing by, then set off on foot to join an advance party who had started the search as soon as the alarm was raised.

Late last night, the rescue team returned from the hill and a police spokesman confirmed that the climber had died in the fall.

Found dead after a 300ft. fall high on the slopes of the Five Sisters range in Kintail, in Wester Ross, was the Rev.

Francis Baldwin (66), Thistley Haugh, Penkhull, Stoke.

His son, Ian, was ahead as they descended the peaks in bad weather to where their car was parked at the roadside in Glenshiel.

Mr Baldwin slipped and missed his footing, tumbling past his son down the steep slope. There was nothing his son could do but go for help and the Kintail Mountain Rescue Team turned out in the worsening conditions.

An RAF rescue helicopter from Lossiemouth reached the scene but the low mist and constant drizzle prevented the winchman from lowering himself into the white haze below. Late on Tuesday, the rescue team brought the body down by stretcher.

19 AUGUST 1980

Derek Whatling  
John Prince  
Ron Webb  
Rick Bragg

## Injured climber airlifted from mountain

AN RAF helicopter winchman "cliffwalked" 180ft down from the summit of Stac Polly in Wester Ross last night to rescue an injured climber.

Ipawich teenager John Hamilton (18), 58 Henley Road was injured when he was struck by a rock, dislodged by a friend climbing above him. The pair were roped together with the leading man only feet from the 2000ft. summit.

Mr Hamilton's friend contacted another man climbing on the mountain and he raced down to raise the alarm.

Despite the falling darkness and wet conditions, a Sea King helicopter from RAF Lossiemouth managed to lift the injured man to safety.

One of the crew, Flt Lt Jim Gatherer said last night that the injured man was trapped in a chimney near the summit.

The helicopter hovered above the summit while the winchman "cliffwalked" down the face on the wire and picked up the climber.

He was landed beside an ambulance at the foot of the mountain. The helicopter made a return trip to the summit to pick up his friend, whose climbing gear had been damaged.

Mr Hamilton, who had a cut thigh and injured arm, was taken to Ullapool where he was treated by a doctor.

With Flt Lt Gatherer on the rescue were the pilot, Flt Lt Mike Lekey, winch operator Sgt. Mick Headleand and winchman Flt Sgt. Robbie Sutton.

A second alert was raised in Wester Ross later when seven Army Cadets failed to return from a climbing expedition in the Stac Polly area.

Dundonnell Mountain Rescue team were called out and met two of the party on their way down to raise the alarm.

The cadets led the rescuers to their companions, who were suffering from cold and exposure and they were helped off the mountain.

11 SEPT 1980

Jim Gatherer  
Mike Lekey  
Mick Headleand  
Robbie Sutton



# THREE DEAD IN COPTER CRASH



A GAZELLE helicopter similar to the one which crashed at Durness yesterday.

## Tragedy during NATO exercise in North

TWO Royal Marines from 3 Commando Brigade Air Squadron were killed yesterday when their Gazelle reconnaissance helicopter crashed into a remote hillside during the NATO exercise Teamwork, on the North-west corner of Scotland. And a third marine later died from injuries he had received in the crash.

The dead men were named last night as the pilot, Lt. David Dunn (27), from Yelverton, Devon, Lt. Andy MacDonald (31), St Germans, Cornwall, and Lt. Paul Farley (25), from Deal, Kent.

All three were married men and both Lt. Dunn and Lt. Farley had young children.

The helicopter, operating off the naval assault ship HMS Intrepid, was seen to hit the hillside near Balnakeil, Durness, as it was turning.

Eye-witnesses said it broke into two in a puff of smoke.

When rescuers arrived they found that Lt. Farley was still alive and he was lifted by a helicopter from the Royal Canadian Navy vessel, Frasier.

He was taken to the large American amphibious assault vessel, the USS Salpan, which was offshore with units from the NATO fleet. It is fully equipped with medical staff and an operating theatre.

But Lt. Farley lost the fight for his life before he could be flown to hospital at Inverness.

Mrs Yvette Brown, of the Far North Hotel, Balnakeil, witnessed the crash. Her premises are about 1000 yards from the scene.

She was having a cup of coffee with a friend when she heard the helicopters taking part in the exercise fly over. They looked out of the window and saw five large helicopters and three smaller aircraft flying in formation up the Kyle of Durness.

"All the helicopters were turning," Mrs Brown said. "The one which crashed was too low. There is a small knoll in between two larger ones and the helicopter's skids crashed into the hill. A huge cloud of earth flew up, the helicopter somersaulted and then broke up."

### Horrrifying

"There was no explosion, just a lot of smoke, but that quickly dispersed. It was horrrifying. I didn't think anyone would have survived the crash."

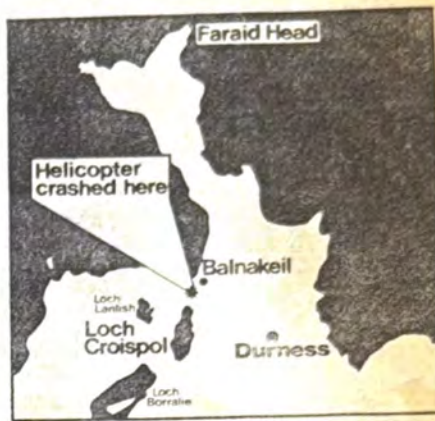
"What was strange was the other helicopters just flew away. They couldn't have seen what happened."

"It seemed a long time before people arrived on the scene. I could see a lot of folk on foot, coming towards the scene from three different directions."

"They weren't far away from the wreckage when two bigger helicopters arrived. One of the men took off his anorak, which had a red lining and waved it in the air. He must have been gesturing to the helicopters where to land."

"After the aircraft settled on the ground, the bodies were taken out of the wreck. I thought someone must have survived. Because they were very careful with one of them. They wrapped him up, put him on stretcher and one of the helicopters flew him away."

Mrs Brown said the weather was poor. There was low mist and drizzle.



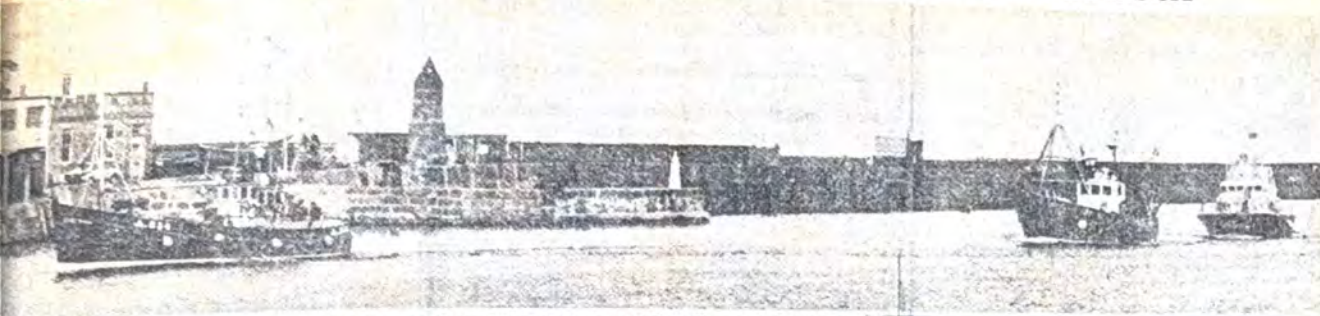
15 SEPT 1980

Jim Gatherer  
Geoff Clements  
Mike Cornes  
Roger Whitehead





# Stricken boat is towed into Aberdeen harbour



THE Shannon is towed into Aberdeen Harbour yesterday by Aberdeen boat Boy Steven, followed by the Aberdeen lifeboat, BP Forties, which was called out after the Shannon developed a leak.

## North Sea rescue Copter ferries pump to king boat



SKIPPER of the Shannon Mr Bob McKay.

THE Aberdeen based fishing boat Shannon, which sprang a leak in the North Sea early yesterday and at one stage had her engine room, crews' quarters and fish room swamped, was safely back in port last night on a slipway.

Aberdeen lifeboat and a helicopter from RAF Lossiemouth went to the Shannon's aid with pumping gear after her skipper, Mr Bob McKay, radioed for help about 24 miles east by north of the city that she was "making water fast."

Another Aberdeen inshore boat Boy Steven, skippered by Mr Bob Hunter, was within a few miles of the Shannon and closed in to stand by her but the first attempt to take her in tow was hampered because of the extent of the leak.

The lifeboat, BP Forties, was the first to pass an auxiliary pump to the stricken boat, but it was found this could not cope and coastguards were asked for a second pump.

The helicopter picked it up at Peterhead and ferried it to the Shannon, whose engine was flooded and out of operation.

The combined effort proved a success as the pumps gained on the leak and the Boy Steven was able to make a slow tow, escorted by the lifeboat, to Aberdeen.

After his vessel had been manoeuvred into a slipway at the John Wood Group ship repairing yard, Torry, skipper McKay told "The Press and Journal": "It's thanks to the

rescue services and the coast-guard that we're back safely." He added that after he and his four crewmen knew that help was on the way their fears that the Shannon might be lost was put to the back of their minds.

A spokesman for John Brown and Son (Aberdeen) Ltd., agents for the Peterhead-registered Shannon, said last night that it appeared the leak had been caused by a damaged stern gland. He said he thought the repair would not be a difficult job.

The Shannon had left for the fishing grounds early yesterday and the leak was discovered a few hours into the trip.

8 SEPT 1980  
Mike Lakey  
Ian Macfarlane  
Mike Cornes  
Roger Whitehead

Aerial  
view of  
stricken  
boat  
Shannon



AN AERIAL view of yesterday's rescue in the North Sea, taken from the Sea King helicopter from RAF Lossiemouth, which ferried a pump to the Peterhead-registered fishing boat Shannon.

On the Shannon's deck a portable pump is visible, just forward of the wheelhouse on the port side, and the inflated ship's liferaft is on the starboard side. The helicopter was crewed by FR. Lt. Mike Lakey, FO Ian Macfarlane, Flt-Sgt. Mike Cornes and Flt-Sgt. Roger Whitehead.

8 SEPTEMBER 1980

Ian MacFarlane  
John Prince  
Bill Campbell  
Robbie Sutton



# Copter rescues city youth from boat

P3H2J



ALASTAIR LESLIE  
... RESCUED.

AN 18-YEAR-OLD youth from Aberdeen was landed safely at Stonehaven yesterday after a search involving Aberdeen lifeboat, an RAF helicopter and two small rescue craft which began on Saturday evening.

Alastair Leslie, 87 George Street, Aberdeen, had set off from Cove Bay on Saturday evening in an 18ft. cabin cruiser, heading for Stonehaven. His brother Derek went by land to meet him.

When the vessel failed to arrive, Derek raised the alarm and coastguards called out the Aberdeen lifeboat and a vessel manned by members of Robert Gordon's Institute of Technology Maritime Rescue Centre at Stonehaven.

Chief instructor at the Stone-

haven centre, Mr Hamish MacDonald, said: "It was a fairly calm night and we made a searchlight and radar search from Gregness to Johnshaven within two-and-a-half miles of the coast but found nothing."

They returned to Stonehaven and went out with a second boat from the centre. But they and the Aberdeen lifeboat could find no trace of the fibreglass cabin cruiser.

The "needle-in-a-haystack" search was continued at first light yesterday by a Sea King helicopter from RAF Lossiemouth which picked up the tiny craft on the radar screen as it drifted helplessly five miles off Inverbervie.

Winchman Sgt. Rick Bragg was lowered to the craft. He took Leslie, who was dressed in a leather jacket and jeans, back up to the helicopter, where he was given some hot coffee. The youth was then lowered to the lifeboat, which towed the cabin cruiser to Stonehaven.

Later Leslie, back at his flat in Aberdeen, said: "I ran out of petrol on the way to Stonehaven, and then I drifted with the tide.

"I kept my lights on all night, in case I was spotted by the rescue services. But after a while my batteries ran down

"I was very relieved when I saw the helicopter this morning, as I thought it could have been quite a bit longer until I was found."

The Leslie brothers' parents live at 1 Cluny View, Durris.

28 SEPT 1980  
Ian Macfarlane  
John Prince  
Bill Campbell  
Rick Bragg



P/A file. 202D/703/AIR  
Part TWO

202D/703/AIR

21 Apr 80

OG 202 Sqn

CREW NARRATIVE REPORT RESCUE HELICOPTER 38 - ALEXANDER KIELLAND INCIDENT

Crew:	Captain	Flt Lt Whatling
	Co Pilot	Fg Off Clements
	Radar Op	FS Webb
	Winchman	MALM Anderson

28 MARCH 1980

1. Rescue Helicopter 38 (RH 38) crew were called from second standby 0730(A) when RH 37 departed Lossiemouth for the search area. RH 38's crew maintained SAR State 4 until tasked by NRCC at 1040Z to proceed to the EKOFISK area. RH 38 departed Lossiemouth at 1105Z arriving in the search area 1315Z. Control by the On Scene Commander (OSC) was excellent. Refuelling and rationing was from the oil rig ALBUSKJELL ALPHA at approximately 1730Z. The search was conducted by RH 38 in areas detailed by the OSC at 80 kts, 400 ft ASL at 1 nm truck spacing. The search pattern was flown by navigating to one corner of the allocated area by TANS and flying creeping line ahead tracks by reference to the ground stabilised radar, a transparency having been prepared en-route the search area. The radar operator and winchman were detailed to exchange positions at 2 hourly intervals to minimise fatigue.

2. At 1840Z in deteriorating light a message was sent to NRCC stating that SOLA was 1.30 mins flying time from present position, LOSSIEMOUTH was 2.40 mins from present position and suggesting that as the time saving would be duplicated next day, RH 38 route SOLA for night stop. NRCC ordered RH 38 to return to Lossiemouth. The aircraft captain presumed from this reply that the search would not continue next day and therefore accepted the destination. RH 38 landed Lossiemouth 2120Z. The crew remained at the detachment overnight as they were now standby crew.



29 MARCH 1980

3. RH 38 departed Lossiemouth 1020Z to relieve RH 37, search was as day 1 until relieved by RH 31 (A Flt). The handover was greatly assisted by the aircraft radar and the X-band transponder enabling RH 38's radar operator to watch RH 31 become established on the next leg of the search before RH 38 departed for Lossiemouth. RH 38 landed Lossiemouth 1635Z and remained at the detachment overnight as although RH 37's crew were duty crew, they were too tired to accept additional tasking.

#### SUMMARY

4. In the operation as mounted from D Flt, 2 crews were sufficient to fulfil a continuous daylight search requirement if properly tasked. However, by recovering RH 38 to Lossiemouth at the end of 28 March the crew could not accept the 0230Z briefing time for the next day's first sortie, this was recognised by NRCC & RH 37's crew were warned for this sortie. However, RH 37's crew had managed little rest during the night 27/28 Mar 80 due to telephone calls through that night. Had RH 38's captain realised the search was to continue into 29 Mar 80, NRCC's order to return to Lossiemouth would have been overridden and the aircraft would have night stopped SOLA. This would have meant that RH 38 would have landed SOLA 2010Z and would not have had to depart until 0430Z thus with 8 hours ground time the crew would have been fit to continue the next day until approx 1200Z when they would have been relieved by RH 37 and returned to Lossiemouth for a 10+ Hr rest period. RH 37 would then night stop SOLA etc, thus 2 crews and 2 aircraft could have continued to provide 1 aircraft overhead the incident during daylight hours for up to 7 days if required.

5. In the real event RH 37's crew were unavailable from landing 29th March until 0700Z 30th March and RH 38's crew were little better having had a continuous duty period of 49 hours, indeed NRCC were advised that D Flt would accept only military incidents at an alert state of 90 mins through the night of 29/30 Mar 80.

#### RECOMMENDATIONS

6. It is recommended that:

a. RAF Long Range SAR crews visit NATO bases as proposed in this Unit's 202D/708/2/AIR dated 3 May 79 and 10 Jan 80 such that the present reluctance by control echelons to use overseas bases is overcome, thus hopefully avoiding a repetition of the situation described above.

b. The recommendations of the meeting held at HQ 18 Gp on 20 Feb 79 which discussed in-flight catering be actioned.

c. The rigs in the EKOFISK field be thanked for their assistance in crew refreshment.

D WHATLING  
Flt Lt  
Captain



202D/703/AIR part 2.

OC 202 Sqn

21 Apr 80

CREW NARRATIVE REPORT OF SAR OPERATIONS IN SUPPORT OF SEARCH FOR SURVIVORS OF THE ALEXANDER KEILLAND

1. Introduction. Lossiemouth SAR Sea King, Rescue Helicopter 37 was tasked to carry out two sorties on the 28th and 29th March 1980 to search for survivors from the capsized oil rig, ALEXANDER KEILLAND in the area of the EKOFISK oil field. The crew was the same for both sorties with the exception of the winchman who handed-over shift in accordance with the shift roster. This narrative is to outline the alerting and operational procedures employed in achieving the task and to highlight any operational and administrative shortcomings manifest during the execution of the search task. The signal

2. Crew Composition. This was as follows: sortie commitment and standby status as indicated:

a. Rescue 37, 28th March and 1st Standby Crew 1300A 27 Mar to 1300A 28 Mar.

- (1) P1 - Flt Lt Gatherer
- (2) P2 - Flt Lt Cosby (Captain)
- (3) Rad/Winch-operator - FS Corns
- (4) Winchman - MALM Muir

b. Rescue 37, 29th March and 1st Standby Crew 1300A 29 Mar to 1300A 30 Mar.

- (1) P1 - Flt Lt Cosby (Captain)
- (2) P2 - Flt Lt Gatherer
- (3) Rad/winch operator - FS Corns
- (4) Winchman - Sgt Bragg



4. Diary of Events Involving Crews of Rescue 37. A diary of events involving the crews shown at para 2 is at Annex A to this paper.

5. Scramble Procedures. As can be seen from the diary of events, R37 was originally scrambled on the evening of 27th March then told to hold pending further instructions. In anticipation of possible early morning sortie on the 28th, the crew subsequently contacted RCC later in the evening to ascertain whether they were required that night or whether they could go to bed in order to be adequately rested for the next day. Having been advised to resume normal national standby, the crew retired for the night. However, the crew, and the two pilots in particular, were denied proper rest by the disturbance caused by a continual succession of telephone calls throughout the night. Whilst adequate instructions are in force at Lossiemouth to control telephone access to the unit during the silent hours, these seem to have been forgotten in the particular circumstances and those responsible have been reminded of the requirement to ensure only emergency calls are made to the flight during these times. Nevertheless, it is impossible to impose any restraint on directly dialled calls from outside agencies. Similarly for the sortie on the 29th March, the time available for sleep was seriously eroded by numerous telephone calls, regarding the following morning's sortie, during the evening of the 28th until the crew arranged to be called if required at a suitable time to make the required on-task time. In the event, the crew was called at 0200Z for an 0300Z take-off only to be told to hold to await the arrival of an 'important' flash signal giving tasking details. Tracing this signal which had not arrived on the Station took over one hour thus making the aircraft 45 minutes late on task. Furthermore, the signal contained only general information regarding search areas which had been changed by the On-Scene-Commander by the time the helicopter arrived on the scene.

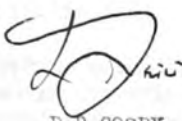
5. Search Procedures. Whilst en-route to the search area each day, contact was established with the on-scene commander who passed search area and type of search to be carried out, together with separation instructions for en-route transit in the operational area. The aircraft was navigated on both occasions to the south western corner of the area concerned using TANS where a west-to-east orientated creeping line ahead search with one mile track spacing from south to north of the areas was carried out using ground-stabilized search radar monitored by TANS for navigation of the search pattern. Visual search was carried out by manning the visual starboard visual search position with one of the rear crew who alternated between this position and the rad-op position at approximately one-hourly intervals to alleviate any fatigue caused by continuous visual search; the port side was covered by the co-pilot for whom no relief was available. The first pilot carried out a visual search to the front and starboard forward of the aircraft within the constraints imposed by flying the aircraft. During both searches visibility was very good although lack of cloud cover on the second day made into-sun searching difficult and tiring. It was felt that the effectiveness of a visual search with the limited number of eyes available for the periods involved (3½ to 4 hours continuous) was questionable but the task was carried out to the best of the crews ability. Homers were also used during both searches but the only contact made was confirmed as being from a life-raft which had been evacuated on the evening of 27th March.



• Command and Control. Shortcomings in scramble procedures are outlined at para 4. Operational control of all aircraft in the search area was carried out very effectively by the on-scene-commanders in the Nimrods who also provided a very good "Air Traffic Zone Control" service for aircraft in transit of the area. Allocation of refuelling facilities in the Ekofisk field was also well co-ordinated by the HPZ controller on "Ekofisk Hotel". A considerable proportion of each total sortie time was taken up in transit and the use of an alternative operating base between the first and second sorties would have considerably reduced this time and have alleviated the problem of crew fatigue. A break-down of the two sorties carried out by R37 is at Annex B, and it can be seen that a total of 8 hours 15 minutes was spent in transit to effect 7 hours 40 minutes on task.

7. Administration. The two major factors affecting the sorties were fatigue and lack of adequate meals at regular intervals due mainly to the absence of proper in-flight catering; this being limited to coffee, biscuits and packets of crisps on the first day which was the only food available between an early evening meal on the 27th and an evening meal on the 28th. The in-flight snacks were supplemented on the second day by some filled rolls and sausages provided by the wife of one of the crew members. The interval between cooked meals was again from the evening of the 28th to the later afternoon/early evening of the 29th. A number of reasons for crew fatigue are apparent from the Diary of Events at Annex A but lack of adequate in-flight catering, which has been discussed at length in the past, was a major contributing factor.

8. Conclusion. The tasks were carried out as required by RCC Edinburgh and, although scramble procedures were protracted and in some aspects imprecise, on-scene command and control were good and effective. Navigation equipment worked well and enabled accurate search patterns to be executed but physical limitations of visual search should be appreciated. Crew fatigue was a major problem as was lack of regular hot meals. Establishment of regular operations personnel on the unit to deal with matters not requiring immediate aircrew action would have allowed the crew more effective use of its rest periods and implementation of previously agreed recommendations regarding in-flight catering would also contribute to the alleviation of the physiological problems of fatigue. Use of alternative operating bases would have improved the ratio of on-task/transit time thus making more effective use of resources and again allowing more adequate crew rest.

  
D B COSBY  
Flt Lt

Annexes:

- A. Diary of Events and Crew Cycle-Rescue 37 During Period 27/28/29/30 March 1980.
- B. Details of Sorties Carried out by Rescue 37 on 28th and 29th March 1980



OF EVENTS AND CREW DUTY CYCLE - RESCUE 37 DURING PERIOD  
29/30 MARCH 1980

ANNEX A TO  
202D/703/AIR  
DATED

Date/Time (GMT)	b. Event
27 Mar 80, Morning Civil Twilight.	Crew as at Para 2a on 2nd Standby. (ie 1 hr readiness at home.)
271015 Mar	Crew called to 15 minutes readiness following scramble of 1st Standby on Medevac.
271515 Mar	Crew airborne on training sortie.
271605 Mar	Crew landed from training sortie.
271805 Mar	Crew scrambled by RCC Edinburgh to proceed to EKOFISK oil field where a rig or boat had capsized and 200 persons were reported in the water.
271810 Mar	RCC cancelled scramble. Crew to await further instructions.
272100 Mar (time approximate)	Crew contacted RCC to be updated on requirement for Rescue 37. Crew was advised that the aircraft would not be required that night and that they were to resume normal national standby. In anticipation of requirement for search at first light, crew retired to bed.
272230 Mar (time approximate)	Call received by co-pilot (in bed) from press requesting helicopter lift to scene of incident. Request declined.
272259 Mar (time approximate)	Call from Wg Cdr (Ops) HQNORMAR requesting aircraft serviceability and crew availability taken by P2 (in bed).
Period between 280000 Mar and 280400 Mar	Numerous telephone calls from Stn Ops, ATC and press passing operational information of insignificant nature or requesting information on oil rig incident.
280427 Mar	Scrambled by RCC Edinburgh to proceed to EKOFISK field and contact Nimrod Rescue 02 on HF for tasking.
280512 Mar	Rescue 37 airborne.
280706 Mar	R37 commenced search as directed by rescue 02.



Date/Time (GMT)	b. Event
281038 Mar	R37 off task to refuel on oil rig and released to return to base and be relieved by R38.
281330 Mar	R37 landed Lossiemouth.
281530 Mar	Crew debrief and post flight administration completed. Crew returned to homes for food and rest.
7. 281905 Mar	RCC Edinburgh advised flight that helicopter was likely to be required on task for search at 290500, subject to conference at Stavanger.
18. 281910-1920 Mar	Crew advised of tasking requirements.
19. 282030 Mar	Captain advised that all crew members had been informed of early take off requirement which had still not been confirmed.
20. 282100 Mar	Captain advised requirement for dawn search still not confirmed. Arranged for crew to be called out at 290200 Mar if required and no further telephone calls to be made to crew in order that some sleep might be taken before flying.
21. 290200 Mar	Crew called out for 290500 Mar on-task time.
22. 290230 Mar	Crew in flight operations for 290300 take-off. RCC informed and told crew to hold until flash signal detailing search areas had been received.
23. 290400 Mar	Rescue 37 airborne after delay in tracing flash signal.
24. 290545 Mar	R37 on task under control of Nimrod, Rescue 05.
25. 290950 Mar	R37 off task to refuel on oil rig and released to return to base on completion of refuel.
26. 291250 Mar	R37 landed at base.
27. 291500 Mar	Crew debrief and post sortie administration complete. Crew stood down with agreement of air-controller at RCC until 300700 Mar due to crew fatigue.
28. 300700 Mar	Crew resumed normal UK standby in accordance with local shift procedures.



SORTIES CARRIED OUT BY RESCUE 37 ON 28TH AND 29TH MARCH 1980

airbourne	b. Time on Task	c. Time off Task	d. Transit Time	e. Duration of Search
30510Z	280705Z	281040Z	4 HR 10 MIN	3HR 35 MIN
290400Z	290545Z	290950Z	4 HR 5 MIN	4HR 5 MIN

- (1) 7 - 21st Lt Outboard
- (2) 72 - 21st Lt Outboard (Captain)
- (3) Red/Winch operator - 72 Outboard
- (4) Winch operator - 21st Lt Outboard