

1990

JANUARY

01 January 1990 Crew Flt Lt Crosby
 Flt Lt Boulden
 FS Soundy
 Sgt Hunter

The first rescue of the year was to assist a woman with a broken ankle 1 mile south of Newport Dyfed. The area was inaccessible by vehicle hence the participation by the brave boys of B Flight Brawdy just as the last glimmers of light disappeared on New Years Day.

Walkers rescued

For 'B' Flight of 303 Air Sea Rescue Squadron at RAF Brawdy, the first and last minutes of the decade was to rescue injured walkers at Newport. Both casualties were taken to Withybush Hospital.

The New Year's Eve casualty, Mr Douglas Williams of Gwynedd, Pembrokeshire, Newport, suffered a blow to the head and a suspended broken arm after falling 40 feet at Maelford Head near Traeth Mawr (Newport station). The rescue was assisted by the Mylegrove Coast Guard Rescue Company.

Injured on New Year's Day was Mrs Webster of Newport, stitched up by the Sea King helicopter from Carn Ingli above New England with an ankle injury.

Alive! Missing wife is found

By Doris Goddard

Searchers looking for a missing Haverfordwest woman passed within yards of her. Among them was her husband.

But although 40-year-old Beryl Roblin could hear him calling, she was too weak to answer.

Mrs Roblin, who slipped down a 20-foot railway embankment into deep undergrowth, was miraculously found alive on Sunday afternoon after two bitterly cold nights in the open.

She was suffering from hypothermia and a back injury and is recovering at Withybush Hospital.

Her husband Leslie said: "We were so close to finding her on Saturday night. She could hear me shouting but she could not move or make a noise."

"On Friday night there was a terrible frost, but on Saturday the weather softened and it was not so cold. It was an intolerable 48 hours but for me it was over the moon."

The family's nightmare began on Friday afternoon. Mrs Roblin returned to her home at 133 Tanbark, Church and those persons present were amazed. A few hours later, Beryl was found by a search party.

His wife, who had been in poor health, was among hundreds of people passing the road at Newport. Police called on the Fire Brigade to provide emergency lighting on Friday evening and a helicopter from RAF Brawdy searched the railway, streams and helicopters using searchlights.

GRATITUDE

On Saturday, divers from the Fire Brigade's Marine Rescue Unit searched the Choklin River.

Mrs Roblin was found on Sunday afternoon by Police Constable Evans in undergrowth along the railway embankment about a mile from Haverfordwest.

An emotional Mr Roblin said: "Words cannot express our gratitude to the police, the Fire Brigade, the helicopter crew and also to the people who were so kind to help."

"They were marvellous. They showed such consideration and respect for me."

"On Sunday Rev Gwynne, Rector of St David's, began on Friday afternoon. Mrs Roblin returned to her home at 133 Tanbark, Church and those persons present were amazed. A few hours later, Beryl was found by a search party."

12 January 90

Crew Flt Lt Crosby
 Sqn Ldr Wallis
 Sgt Phillips
 Sgt Stevens

This search really impressed the residents of Haverfordwest. A late night search was made along the river, railway, and fields south of the town for a missing woman. Nothing found, but the groundcrew deserve credit for assuring the plethora of callers that there was not a madman on the loose.

14 January 90

Crew Flt Lt Calderwood
Fg Off Barnett
Flt Lt Cass
Sgt Taylor

A night fisherman had been swept off the rocks while dangling his rod in the sea near Porthcawl. An extensive early morning search found nothing.

19 January 90

Crew Flt Lt Crosby
Sqn Ldr Wallis
FS Soundy
Sgt Stevens
Flt Lt Hall (Doc)

R190 called to attend to an injured soldier in Sennybridge range. Casualty with broken leg was taken to Crickhowell.

21 January 90

Crew Sqn Ldr Wallis
Flt Lt Boulden
FS Soundy
Sgt Stevens

A poor weather search was carried out for a windsurfer drifting off shore near Aberporth. An IFR letdown was made to a position downwind of the datum and the survivor was sighted. A simple strop lift was performed and the cas returned to Tresaith beach.

22 January 90

Crew Flt Lt Boulding
Flt Lt Calderwood
Sgt Phillips
Sgt Hunter

Looks a bit of a bitch, but I'll think we'll hack it!!!
In sea state SIX R190 went to the aid of a Spanish FV under tow but taking on water. En route, R190 suffered a minor fire in the cockpit which the crew quickly dealt with. Undaunted by this an FCS letdown was made to establish hi-line contact with the vessel. 9 crew were lifted off leaving a skeleton crew of 5 on board. R190 landed at Shannon with the ships crew, and no doubt spent a comfortable night in a plush hotel.

26 January 90

Crew Flt Lt Boulding
Fg Off Barnett
FS Spain
Sgt Taylor

More people getting depressed again. This time a man had wandered off after taking slug pellets. A search covering a large hillside not far from Carmarthen found nothing. Just after leaving the scene, R190 was called back to lift the man now found underneath trees to Carmarthen Hospital.

**'Copter-search
man recovering**

A young man who went missing from his home in Johnstown on Friday is now recovering in hospital after he was found by a helicopter search.

Stuart Rochelle, 27, of Tovey Lodge, Johnstown, near Carmarthen, was found on Saturday afternoon in woodland just half a mile from his home. He was suffering from exposure and was airlifted to West Wales Hospital.

WESTERN MAIL
29-1-90

30/31 January 90

Crew
Flt Lt Crosby
Flt Lt McLeod
FS Soundy
Sgt Taylor
Cpl Pickett (Obs)

Sea State Six, 310-45kts. Bantry Bay Graveyard received another wreck as Spanish FV "Gardoza" ran aground at Bere Island. Whilst en route, Irish Naval Vessel "Deirdre" launched a Gemini with 2 POB which subsequently capsized. Of the 2 man crew, 1 had righted the Gemini and got ashore. As the FV was hard aground on arrival, R190 began search for missing man. As fuel ran low, the FV was evacuated and the crew taken to Castletown. After refuel, the search was continued. Eventually R190 flew to Shannon as the Irish AAC Dauphin took over the search.



Windy and very cold. Frost tonight in many areas.

See Page 25

N.B. Irish Independent

Vol. 99 No. 25

Wednesday, January 31, 1990

C

Price 60p

Search for rescuer as ship's 16 crew saved

A MAJOR air and sea search was continuing early today for an Irish navy seaman who went missing in a brave attempt to rescue 16 Spanish trawlermen who were later winched to safety by an RAF Sea King helicopter off the Cork coast.

The missing man, along with another crew member from the LE Deirdre, had bravely tried to attach a line to the stricken trawler, Gardoza before their inflatable dinghy was

By TOM REDDY,
FERGUS BLACK
and DICK CROSS in
Castletownbere

overturned in 40 foot high waves. His colleague was safely washed ashore with the dinghy.

The trawlermen spent six hours on the vessel which ran aground on rocks in Bantry Bay at approximately 9 p.m. before they were hoisted aboard the RAF helicopter, and taken to Castletownbere hospital.

The Sea King then resumed the search for the missing man with the LE Deirdre, Valentia lifeboat, the Shell Technician and another Spanish trawler. An Air Corps Dauphin helicopter based in Shannon was preparing to join the search early this morning.

But disaster struck the rescue attempt when a Gemini inflatable rescue dinghy which had been launched from the LE Deirdre with a crew of two capsized as it made several unsuccessful attempts to get the crew off the stricken trawler.

According to a naval spokesman,

the crew were about to attempt to board the trawler when a huge wave capsized their 12 ft. long dinghy, throwing both into the water.

The alert for the Spanish trawler went out after the vessel ran aground on rocks at Roanacarrig Beag, about two miles off Bere Island. The trawler's may-day call was picked up by Valentia coastal radio and the ship's exact position was pinpointed by a keeper on Roanacarrig lighthouse — not normally manned.

Valentia lifeboat was also launched and an RAF Sea King helicopter was scrambled from its base in

Brawdy in Wales after it was decided that the Air Corps Dauphin helicopter based at Shannon would not have the capacity or endurance to carry out a rescue mission.

The rescue flotilla was joined by a coastal tanker, the Shell Technician and another Spanish trawler.

Later another Irish naval vessel, the LE Eithne left from its base in Haulbowline to join in the rescue operation and a team of navy divers left by road and were expected to arrive in Castletownbere around 4.30 a.m.

(To Page 26)

Crew airlifted safely ashore

(From Page One)

Garda Supt. Eamonn Carey, of Bantry, last night told how the Naval man was found on the road about a mile from the edge of the bay and taken to the home of local Garda Bill Mernagh before being taken to hospital.

The able seaman was said to be in a bad state of shock, was wearing a wet suit, was barefoot and suffering from exposure. "We took him into Ardriogole station and gave him warm clothing and took him in the patrol car to hospital," said Supt. Carey.

At 2.50 a.m. the RAF helicopter touched down at the coastguard station in Castletownbere and landed the crew of 16 from the stricken ship. Many of the Spanish seamen appeared to be cold and exhausted after their terrifying wait for rescue.

They were taken to Castletownbere hospital by ambulance and in a number of cars provided by local people. Most of the rescued were still wearing their life-jackets.

It was the second time in a week that trawler crews had to be rescued from the same area.

On Monday, two Spanish trawlers got into difficulty in separate incidents. One went aground on the east side of Bere Island and several crew members had to be airlifted by a RAF helicopter. The second was

successfully refloated after it ran aground in Castletownbere harbour.

Castletownbere Hospital was put on standby to receive the rescued trawlermen. Local GP, Dr. Colin Gleeson treated the Naval rating who managed to swim ashore.

Explaining why the Air Corps Shannon-based Dauphin helicopter had not been scrambled a naval spokesman said the Dauphin did not have the same carrying capacity as the RAF Sea King which could lift a crew of 16 at one go.

In the initial stages of the rescue operation, it was estimated that the Dauphin would arrive on station over the stricken vessel ten minutes before the Sea King, said the spokesman. However, atrocious weather conditions had meant that the RAF helicopter did not arrive until much later than originally estimated.

Given those circumstances, and the fact that the Dauphin had only three hours' endurance — half that of the Sea King — it was decided to keep the aircraft on standby, he said.

Meanwhile 19 seamen were feared dead after a Greek registered freighter sank in heavy seas in the English channel. Two bodies, thought to be crewmen from the 11,000-ton Flag Theofana were found off West Wittering, Sussex.

03 February 1990

Crew
Sqn Ldr Wallis
Flt Lt Coy
FS Soundy
Sgt Hunter

One of the few air incidents Brawdy attend to was a Jodel G-AYYF which forced-landed near Canaston Bridge with engine failure. On arrival, all occupants were safe and the aircraft still in one piece.

05 February 1990

Crew Flt Lt Coy
Flt Lt Crosby
FS Spain
FS Dodsworth
Sgt Horton (Obs)

The skipper of MV Tribulus requested that non-essential crew be lifted from his vessel as it was holed and could possibly sink. The Brave Boys set off again via Cork and Bantry Bay to a position 430nm from Brawdy. Flying through constant heavy rain did not help matters but they eventually arrived, having flown through a weather front, in clear conditions. The sea still had a large swell, but 10 persons were safely lifted and taken to Cork. R190 then stood by as the vessel made slow progress towards a safe berth!! the crew returned home on the 7th after making up a story that they had to stay in Ireland due to an electrical fault!!!

32

THE SUN, Thursday, February 22, 1990

HELI CREW CHEAT ODDS TO HAUL 20 OFF STORM SHIP

By SUN REPORTER

RAF helicopter heroes won a desperate gamble yesterday to pluck 20 sailors to safety from a rapidly sinking ship.

The Sea King's four-man crew **STRETCHED** their fuel supplies to the limit to reach the stricken freighter Toledo in the Atlantic 500 miles from their base at Brawdy, West Wales.

Every second counted as winchman Graham Phillips hauled up the seamen, one by one, while 40ft waves crashed over the violently pitching deck.

The helicopter — designed to carry no more than 18 people — was **PACKED** with 24 on board as it headed for the nearest land, 230 miles away in the Irish Republic.

RAF spokesman Flight Sergeant David Pengilly said last night: "This meant the helicopter was burning up **MORE** fuel because of the extra load. It was

down to the last drop by the time it landed."

The dicey, four-hour mission ended in success with the soaking Korean sailors being taken to hospital in Cork.

None was seriously injured although one had been washed overboard during the rescue.

The 202 Squadron helicopter dashed to the aid of the 10,000-ton, Singapore-registered ship when it flashed out a Mayday message.

Doors

Water was flooding into the hold as the chopper arrived.

"There was a hole in the ship the size of hangar doors," said Sergeant Pengilly.

"After the sailors were winched off, there were 24 men inside the helicopter in a space just 12ft by 6ft."

The RAF heroes were resting in Cork last night.

misquoted, I explain how fuel reserves are calculated and the need to safeguard lives and equipment I certainly never said any word or 'down to the last drop' as attributed to me

Sorry if it caused problems with the operating authorities

Helicopter crew risk lives to snatch sinking seamen

AN RAF rescue crew dangerously overloaded their helicopter yesterday rather than leave six seamen to drown.

The Sea King helicopter carried 24 people, way above the safe limit of 18, and landed with a "thin margin" of fuel left in the tank.

The drama started 250 miles off Southern Ireland. Gale-force winds were whipping up 40 ft waves — and the helicopter was already at the very edge of its operating range.

The four airmen from 202 Squadron RAF Brawdy in West Wales had the task of saving 20 crewmen on board the Singapore-registered freighter Toledo, which was sinking.

The pilot, Flight Lieutenant Dane Crosby, decided to take the risk of taking them all off even though he knew the extra payload would stretch the aircraft's fuel supply.

Winchman Graham Phillips went down onto the deck of the 10,000-ton ship time and again to pluck the crew to safety.

Then it was fingers crossed for the race back to the Irish coast at the end of the four-hour operation.

"The Sea King is not supposed to take more than 18 people on board," said RAF spokesman David Pengilly.

By ALUN REES

"There were 24 on this mission — four crew and 20 seamen packed inside a space just 12 ft by six.

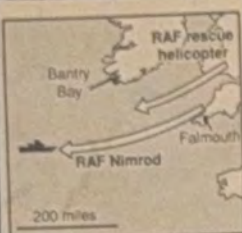
"This also meant that the helicopter, which was already on the edge of its range, was burning up more fuel with the extra load.

"It was left with just its last drop of fuel by the time it landed in Ireland.

"There was a hole in the ship the size of hangar doors during the storm."

The Korean sailors were taken to Cork General Hospital for treatment but were all said to be virtually uninjured.

One of them had been washed overboard during the rescue in force seven gusts, but was snatched from the sea by RAF.



Ten Britons airlifted from holed carrier

By Paul Stokes

AN RAF helicopter rescued ten Britons, including three wives, from a holed bulk carrier, 240 miles off Land's End last night.

Plates in the hull of the 128,000-ton Shell-owned Tribulus ruptured after the iron ore cargo expanded in gales, exposing the No 8 hold to the sea.

The vessel started to make for Bantry Bay in the Irish Republic but the captain, fearing for the safety of his passengers, asked for the wives of three of the crew and some others to be airlifted ashore.

Three RAF helicopters from Brawdy, South Wales, and Culdrose, Cornwall, flew to southwest Ireland, and then one of them went on to the ship's position before the 10 were airlifted safely.

The other two helicopters stood by in case the rest of the crew needed to be taken off.

A spokesman for Falmouth Coastguard said: "The master is not happy with what is happening on board and for this reason we are having to take half the crew off."

The crew of 25 had been put at lifeboat stations, but it was decided against abandoning ship.

The Tribulus was heading from Canada to Rotterdam when she ran into difficulties.



DAILY TELEGRAPH

6-2-90

15 February 1990 Crew Flt Lt Boulding
 Flt Lt Coy
 FS Spain
 Sgt Taylor
 Sqn Ldr Richards (Doc)

RCCP informed B Flt of a requirement to uplift a Russian sailor of a factory ship that was at that time out of range for a Sea King. The earliest departure for an RV with the vessel steaming towards Cork was 0400hrs in the morning. RCCP then arranged for USAF Woodbridge to carry out the mission using air to air refuelling to the casualty. The Brawdy crew then went to bed and lo and behold at 0300hrs the crew were scrambled to the incident.

R190 routed via Cork and Bantry Bay to RV with the Rusky. Valeriy Beckrovryy was lifted with broken ribs and internal injuries and taken to Cork Hospital. This job once again proving the "Long Range Ops are Brawdy's speciality"



RAF 'copter rescues ill seaman

A SEA King helicopter from RAF Brawdy was scrambled on a 600-mile round-trip to rescue a seaman of the west coast of Ireland yesterday.

The four-strong crew was called out after a seaman on the Norwegian trawler Kings of Bays was taken ill with kidney problems 200 miles off the coast of Connacht in the Republic of Ireland.

The Sea King was scrambled at 0.25am and had to refuel on the Irish mainland before connecting with the trawler and taking the sick crewman to a hospital in Galway.

The crew returned to base last night.

Despite facing strong winds and high seas a spokesman for RAF Brawdy said that the rescue was a "textbook operation".



Airmen save crew from sinking ship

WELSH airmen dramatically rescued 20 Korean seamen from their ship yesterday as it started to sink in gale-force conditions 240 miles out in the Atlantic.

It took the Sea King helicopter from RAF Brawdy six hours to reach the 10,000-ton Singapore-registered Toledo,

Western Mail Reporter

which was floundering south west of Bantry Bay en route from Canada to Denmark.

The helicopter, which refuelled at Cork before flying to the scene, was working at the limit of its range.

With the ship starting to sink it was decided to evacuate the entire crew immediately, even though the Sea King is only equipped to carry 18 passengers.

"The original plan had been to take 14 off and for a skeleton crew to try and get the vessel into Bantry Bay," said Flight Sergeant Graham Phillips, the winch operator.

"But when we got there the situation had got far worse. The only thing we could do was to take everyone off.

"We didn't know if the ship was going to sink or stay afloat and we couldn't risk letting anyone wait until we returned

because we were so far out.

"It just meant a few people had to sit on the floor."

During the winching operation in storm conditions shortly before dawn one of the Korean seamen fell overboard.

"A large wave suddenly swamped the vessel and washed up off, but fortunately he was already in the strop."

He and 19 crew mates were taken to Cork.

It is believed the ship got into difficulties after cargo covers were dislodged and one of its hatches caved in.

Sea water from the 55-foot waves got into the hold of the ship, which was carrying potash.

A second hatch gave way while the helicopter was at the scene.

The water expanded the cargo, pushing a hole in the side of the vessel which the crew described as being the size of an aircraft hangar door.

Skipper Klaus Franke initially tried to make it to port in Bantry, but as the condition of the vessel worsened he ordered everyone off.

"As the helicopter arrived to take off most of the crew, the hatch had broken open and it was unsafe for anybody to remain on board," he said.

He paid tribute to the Bantry airmen. "The rescue people were superb, very professional."

Irish coastguards were still monitoring the ship's movements last night.

Latest reports indicated its nose was submerged and it was expected to sink during the night.

The Toledo call was RAF Brawdy's second long-range Atlantic mission in a few days.

All the crew were saved from a disabled ore carrier which foundered in a storm in the same area last week.



HELICOPTER

winchman Flt/Sgt Graham Phillips: "All we could do was take everybody off."

20 February 1990

Crew

Flt Lt Crosby
Flt Lt Boulden
Sgt Phillips
MALM Bragg

In an attempt to lift 1000 casualties before the end of May, Dane notched up another 20 sailors from the sinking vessel "Toledo" 200nm SW of Cork. During the night rescue and amidst the 40kt winds one seaman was actually washed off the deck as he waited to be transferred off the ship by hi-line. It turned out to be a hairy trip.

Dane returned to meet the press in Eire with "A dangerously overloaded aircraft" and "just a thimble full of fuel remaining in the tanks". Needless to say Dane was soon explaining this all to the Boss!!

26 February 1990 Crew Sqn Ldr Wallis
 Fg Off Barnett
 FS Soundy
 FS Dodsworth

A job a little nearer to home. One boy and his dog managed to get cut off on the rocks near Neyland. Winching the boy was no problem. The dog was however. He resisted all attempts for a long while to get into a cargo net but Vaughan's persistence paid off and doggy was brought up to the helio.

09 March 1990 Crew Flt Lt Calderwood
 Sqn Ldr Wallis
 FS Soundy
 Sgt Hall
 Flt Lt Hall (Doc)

R190 scrambled to Ireland again to lift an injured fisherman to hospital. He had somehow severed his fingers. He was taken to Cork Hospital for micro surgery. The rescue took place 200nm west of Shannon.

Helicopter dash

A premature baby was flown to the University Hospital of Wales in Cardiff from Bron-glais Hospital, Aberystwyth, yesterday by a helicopter from RAF Brawdy.

12 March 1990 Crew Sqn Ldr Wallis
 Flt Lt Coy
 FS Soundy
 FS Dodsworth

A Medevac for one of our youngest patients. A premature baby required transfer from Aberystwyth to Cardiff. The whole sortie was flown at low level due to the babe's condition.

31 March 1990 Crew Flt Lt Coy
 Sqn Ldr Wallis
 FS Spain
 Sgt Stevens

Whilst training in Snowdonia, R190 managed to poach a job on the Valley patch. A woman cliff faller on South Stacks near Valley required lifting to Bangor Hospital. The husband was taken as well. Just to rub it in R190 recovered to Brawdy after a refuel at Valley.

SEA KING SAVES BOY AND DOG

In stormy seas conditions a 13-year-old Waterston boy and his dog had to be airlifted to safety by an R.A.F. Sea King helicopter after a surging high tide trapped them on rocks at Harlech near Neyland on Monday evening.

A full tide, which was flowing after the boy, 128 Newcastle, of 13 Allans Crescent, Waterston and his dog were trapped on the rocks between the Waterston and Harlech at 7.30 p.m. A companion who started out with them turned back.

Landrovers and police searched the area in vain for about 20 minutes and a Milford Haven Port Authority launch failed to find the stranded boy and dog.

Fortunately for the boy, the launch crew spotted him and his dog safe and well on rocks at the base of cliffs near Harlech. Because of the conditions, a rescue helicopter from 202 Squadron RAF Brawdy was called in to lift the boy and his dog from their predicament.

Both were then flown to the Sea King by R.A.F. Brawdy where the boy was treated with his father. Casualties of the two Port Authority launches along with the launch search were Sgt Jones and Tony Nichols with crewmen Sam Simpson, Brian Johnson and John Jennings.

THEY'RE OFF...

They are the men who risk their own lives to save others from certain death. television series, *Rescue*, tracks a year in the life of one of Britain's most active



OUR HEROES

The yellow helicopter thundering overhead is a familiar sight in Lossiemouth and one that many locals have had cause to be grateful for. Based at the RAF site on the north-east coast of Scotland, 202 Squadron is one of the busiest Search and Rescue units in Britain. The men working there devote themselves to saving lives and have to deal with harsh weather, treacherous mountains and an angry sea.



DANGER...

A Mayday call comes over the radio. Every year the crews rescue climbers, fishermen and tourists from the rugged countryside and the ravages of the weather. But they play down the dangers of the work they do. "We certainly aren't heroes!" exclaims Flight Lieutenant John Prince, a pilot on hundreds of hazardous missions. "It's all a question of experience. Everything is rehearsed, so mistakes shouldn't happen."



SCRAMBLE!

When the scramble alarm sounds the crews race into action, never sure what awaits them. They work 24-hour shifts, maintaining a Sea King rescue helicopter on 15-minute readiness. Each crew has two pilots, a radar/winch operator and a winchman. When they reach the scene, the pilots can't see directly below the helicopter, so winch operator Steve Griffin gives them directions over the radio.



BACK HOME

While the crews are on duty, being called out to this kind of emergency, their wives often wait anxiously at home. Maureen Pountney's husband, Bob, is one of the winchmen, and from her home near the base she can watch the helicopters take off when the alarm sounds. "You'd often rather not think about what they're doing," she admits. "I know that all the dangers are there, but you mustn't let the worry take over your life."



IT'S OVER

As operations go, the rescuing of the two boys on the cliff was routine, with all the usual risks the men are prepared for. Bill, with the grateful thanks of the lads, sits back exhausted as they come into land, for it could all have gone very wrong. Had they flown in too low, the boys could have been swept into the sea by the blast, or smashed against the rocks as they were raised up to the helicopter.



SAFE AND SOUND

Many others have reason to be grateful to the Search and Rescue team, like Peter and Stephen Bruce, whose fishing boat got into trouble 100 miles off the Aberdeen coast. The *Budding Rose* was taking in water, and her pumps had failed. When 202 Squadron arrived a Force 10 gale was blowing and the fishermen were winched off the floundering vessel. "They think they're just doing a job," says Peter. "But they're real heroes."

TO THE RESCUE!

Their bravery is legendary, their heroic deeds unparalleled. Now a major new Search and Rescue unit. By Sarah Edghill. Pictures by Andrea Cringean



TRAPPED

Down in Stonehaven, a little fishing village south of Aberdeen, coastguards have spotted two lads trapped at the bottom of a cliff. The incoming tide will soon cut them off, but in the fierce waves no boat can get in to lift them to safety. The Sea King hovers over the scene and winchman Bill Payne is lowered down on a line to where the boys are trapped. His job is to secure them into a harness and get them lifted up to safety.



TERRIFIED

It turns out that the two lads, who are up in Scotland on holiday, climbed around the cliffs not realising that they would be stranded when the tide came in. They are cold and terrified, but so far unhurt. Bill straps them into a rescue harness with him one at a time, and gives a signal to Steve up in the helicopter. The high wind causes problems, but both are slowly winched up towards the hovering Sea King.



UP, UP AND AWAY

Once they are well above the crashing waves, pilot John Prince manoeuvres the helicopter so the lads can be set down safely on top of the cliffs, where their anxious families are gathered waiting. Dazed and frightened, they are nevertheless out of danger. Since the £2 million Sea Kings were introduced in 1978, the unit has carried out over 1,300 rescue missions. This is just one more to add to the list of successes.



TUNING IN

When the crews touch down safely after a rescue mission the relief felt by their wives and families is overwhelming. When their husbands are on standby, wives like Maureen, Stella Payne and Angie Redfearn often find it easier to wait together for news, tuning in to local radio reports. "They tell us not to worry, but when we're sitting at home on stormy nights we can't help it," says Stella. "We support one another."



FAMILY TIES

There is a real homely atmosphere at the Lossiemouth base, and all the men's families spend a lot of time there—it's one way of relieving some of the tension that builds up. Angie Redfearn's husband, Paul, has recently been promoted to Squadron Leader and their two-year-old son, Stuart, is very intrigued by his daddy's job. He loves to sit in the cockpit of one of the Sea Kings, being taught to fly by a real professional!



JOB WELL DONE

Another tour of duty finished, the crew hand over control of their magnificent machines to the men on the next shift. The 24-hour period always brings a variety of incidents, some perilous, others relatively minor. But as he signs off at the end of the day, each man can be proud of his part in 202 Squadron's Search and Rescue missions. And those whose lives they've saved will always call them heroes. ■

04 April 1990

Crew Flt Lt Crosby
 Sqn Ldr Wallis
 FS Spain
 Sgt Stevens (who looks a lot like Dave
Taylor)

Just before AOC's parade, a Mayday was intercepted from a Hawk diverting to Cardiff. So breaking the noise embargo, the heros sped off only to find the Hawk landed safely.

Still, it was a good excuse for not having clean and tidy flying suits and aircraft to show off to the AVM!



RECORD RESCUE

RAF Brawdy's 202 Squadron rescued a diver in distress in record time on Saturday afternoon taking just eight minutes from the time of the emergency phone call to the time the stricken man was lifted from difficult waters.

The diver was 42-year-old Ian Lawson, of Wainhillwyd, Swansea, who was with a team of divers from the Llanelli Diving Club who were diving in St Brides Bay, between Skomer Island and the mainland.

The man got into difficulties when he began drifting further from his colleagues and the boat. It was a member of the public who made a call to the Milford Haven coastguards and the four-man team from Brawdy headed straight for Jack Sound.

Flight Sergeant Fete

Soundy said: "We were very fortunate to get him out of the water so soon and it was pure chance that we spotted him so quickly. I was looking out through the window and was very lucky to spot him straight away because he was wearing a black wetsuit which was fairly inconspicuous against the water."

Although the conditions were fair, Flight Sergeant Soundy was pleased to be able to get him out of the stretch of water so soon. "That stretch can be absolutely treacherous because it runs like a river at times," he said. "He was fine when we got him out of the water, but very pleased that we arrived so soon."

The other three members of the Sea King crew were Flight Lieutenant Boulding (Captain), Flying Officer Barnett and Winchman Sergeant Dave Taylor.

07 Apr 1990

Crew Flt Lt Boulding
Fg Off Barnett
FS Soundy
Sgt Taylor

Phone call at 1400 from Milford. Airborne at 1404. Lost diver spotted by eagle eyed Rad-op and recovered to aircraft at 1408. Diver handed over to Coastguard at Martin's Haven at 1412. All in all, quite a slick operation!!

POLICE LAUNCH PROBE ON FERRY BLAZE DEATH

Police have mounted a criminal inquiry into a fire on the B + I ferry *Norrna* early on Monday which left one person dead and over 30 injured.

BY VERNON SCOTT

THREE QUESTIONED

Three Irishmen, who were detained at Fishguard on Monday evening, were still being questioned by police at Pembroke Dock yesterday as we went to press. The men were among *Norrna* passengers interviewed by police on Monday morning and subsequently released.

The identity of the dead man had still not been released yesterday, but a police spokesman described as "premature" a national newspaper claim that he was the driver of a lorry who "perished in his cab."

Squadron at RAF Brawdy were scrambled, as well as another from the Royal Air Force at Alderney, to search for the missing man.

The man's identity has not been disclosed, but the police spokesman said that he was not a member of the crew. It is also understood that the man was not of Irish nationality.

SERVICE

On Monday afternoon, a B + I spokesman at the company's Liverpool office said all the passengers questioned by the police had left the stricken and damaged ferry. He said that the medical team had been made to accommodate them at the Imperial Park Hotel, Pembroke Dock.

Early yesterday they were taken to Fishguard from where they travelled to Brawdy on the 3.15 am Sea King ferry. Arrangements were also made for car owners to remove their vehicles, which they then drove to Fishguard.

The spokesman added that he was not certain when the B + I ship would be released by the police, but it was hoped to resume normal service from Pembroke Dock on Wednesday.

Coastguards disclosed that the sequence of events was virtually an identical scenario to a recent exercise involving the emergency services.

"Everything went smoothly," a Coastguard spokesman emphasised.

He said the *Norrna* contacted the Coastguard at 12.15 am stating there was a fire on board. At that time, the vessel was 18 miles from St Ann's Head, having sailed from Pembroke Dock at 10.5 pm.

Two Sea King helicopters, one from RAF Brawdy and one from RAF Stn Ops, were

scrambled, as well as another from the Royal Air Force at Alderney, to search for the missing man.

The Brawdy Sea King, which carried 14 members of the Dyfed Fire Brigade, led by Divisional Officer Ralph O'Brien, to the ferry as well as an RAF medical team.

But neither the medical team nor a Navy doctor on board the *Culdrose Sea King* needed to be winched down.

SMOKE

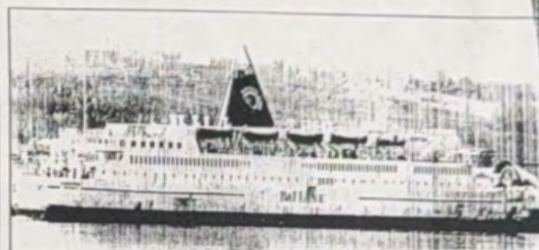
Divisional Officer O'Brien, Commander of B Division (Pembroke), told the *Telegraph*: "The ship's crew had more or less extinguished the fire by the time we arrived. They did a first class job, not only in dealing with the fire but also in removing passengers to safe areas."

"Their breathing apparatus is of shorter duration than ours, and they had run out of air when we got there. We then assisted with the fire situation and conducted a search of the adjacent decks."

The Divisional Officer said he saw no sign of panic among the passengers and he indicated that the crew, the majority of whom are Irish, did a first class job.

An RAF Brawdy spokesman said that one of the station's Sea Kings lifted five people off the vessel, and another four were airlifted to safety by the *Culdrose* helicopter.

In fact, the casualties only numbered eight, as



The *Norrna* pictured at Pembroke Dock on Monday morning only a matter of hours after her return to the port. The ZAR ton vessel, which has been on charter to B + I since last September, is due to be replaced by a bigger ship, the *Blonnie*, at the end of this month.

Telegraph picture

09 April 1990

Crew Flt Lt Crosby
Flt Lt Coy
Flt Lt Cass
Sgt Hunter

A Fire was reported on board the Cork-Pembroke ferry "Norrna". R190 lifted just before midnight to assist. The fire had been brought under control when R190 arrived with the Haverfordwest fire crew on board but casualties were apparent. One serious casualty was taken immediately to Withybush and a further four were transferred later.

The RN Culdrose Sea King R193 lifted four. R191 was on a rare seconds call out but merely flew around in circles as no further action was required. *Norrna* continued to Pembroke Dock with the remaining 288 persons on board.

10 April 1990

Crew Flt Lt Boulding
Fg Off Barnett
FS Soundy
Sgt Taylor
Sgt James (Obs)

A couple who had not checked in to various camping sites along the Pembrokeshire coastal path were worrying the local police with memories of the Talbenny murder still in their minds. R190 was tasked to search for the couple and after a long day search which found nothing a first light search was conducted the next day.

This proved to be more successful. The couple were found near Porthclais, completely unaware of the extent of the search.

They had wondered what the helicopter was doing the day before along the coast, as they spent their day in St. Davids!!



WALKING ON . . . Herbert and Elsie Cole at Solva yesterday.

'We didn't know we were missing'

THE COUPLE who went missing while walking the Pembrokeshire coastal path were found safe yesterday "blissfully unaware" of the major ground and air search for them.

Herbert Cole, aged 58, and his 56-year-old wife Elsie, from Abingdon, Oxfordshire, were found by an RAF helicopter while walking on a path at Porthclais, near St David's, Dyfed.

"We were not lost, we had three maps with us," said Mrs Cole. She said that she would write to all the emergency services herself to express their thanks. Concern for the Coles was heightened because they disappeared only 15 miles from where Oxfordshire rambles

Peter and Gwenda Dixon were murdered last year.

The Coles had been seen last on Saturday as they left their car to walk along a coastal path in Cardigan Bay.

During the weekend they failed to turn up at youth hostels at Strumble Head and Trevine. Coastguards, police and a helicopter joined the search.

It was only when Sea King helicopter winchman Dave Taylor was lowered on to the path near St David's shortly after 7am yesterday that the couple realised that a search was underway.

The couple were met at Porthclais by police officers so that they could phone their relatives and let them know everything was all right.

Fri 13 April 1990 Crew Flt Lt Coy
 Flt Lt Calderwood
 MAeOp Williams
 FS Dodsworth

R190 scrambled to FV "Gowan Star" to evacuate a crew member with head injuries. He was taken to Withybush for treatment. He'll think again before going to sea on the next Friday the 13th!!

14 April 1990 Crew Flt Lt Jones
 Flt Lt Crosby
 FS Soundy
 Sgt Taylor

R190 was diverted from an earlier non-event to a climber at St. Govan's who had become separated from his thumb. The climber was emplaned and the thumb was loaded on packed in ice after a short trip to the local pub!. Both casualties!! were taken to Chepstow so that they could be re-united.

Pub ice used in bid to save climber's thumb

BY DORIS GODDARD

Coastguards who went to the rescue of an injured climber used ice from a local pub to pack around the man's severed thumb.

Following their quick-witted action, the climber, Gary Burgess, who is 23 and from Derby, underwent microsurgery at St Lawrence Hospital, Chepstow, to have the thumb sewn back on. His condition is described as satisfactory.

The accident happened when Mr Burgess, who was with a climbing

club, was scaling cliffs at Rickeston Climb, near St Govan's Head, on Saturday evening.

Millford Haven Coastguards were alerted and the St Govan's Auxiliary Coastguard cliff rescue team was called out. A Sea King helicopter from RAF Brawdy was also scrambled.

Coastguards brought the injured man to the top of the cliff and they also recovered his thumb. They rushed to the nearby St Govan's Inn at Bosherton, where they obtained ice to pack around the thumb.

The helicopter then

flew Mr Burgess to the hospital where microsurgery was immediately carried out.

A member of the helicopter crew said: "The Coastguards did a very good job."

Apart from the injury to his thumb, the climber appeared to have suffered only scratches and bruises.

Members of the Auxiliary Coastguard team involved in the rescue were Hayden Bateman, Chris Ball, Steve Ball, Andrew Nicholas, Terry Watkins, Michael Watkins, Mike Jones and Pete Jones.

17 April 1990 Crew Flt Lt Calderwood
 Fg Off Barnett
 FS Spain
 FS Dodsworth

This was a case of the cliff fell onto the climber. A 20 yr old woman needed a stretcher lift to the helicopter after a falling rocks had punctured her right thigh. Luckily no bones were broken. The lass was taken to Withybush.

05 May 1990

Crew Flt Lt Coy
Flt Lt Crosby
Sgt Phillips
FS Dodsworth

R190 was diverted from training to search for a missing canoeist (just like Yellow Scorpion). The canoe was quickly sighted near the FV Trefgarne, just west of St David's Head. The FV had by this time found the canoeist and embarked him. R190 subsequently winched the cas and took him to Withybush suffering from mild hypothermia.

Helicopter rescue

A helicopter from R.A.F. Brawdy was involved in the rescue of a canoeist, Dami-on Drabble, in Ramsey Sound, St. David's on Saturday the 5th. The coastguard were alerted when Mr Drabble became separated from his party and then separated from his canoe. The helicopter managed to locate the canoe and paddle and Mr Drabble was picked up by local fishing boat the 'Treigarne' after spending almost half an hour in the water. He was then transferred from the boat to the helicopter and taken to Withybush Hospital for treatment. The St. David's lifeboat was launched but stood down after all the canoeists and canoes were recovered.

Holidaymaker airlifted to safety

A holidaymaker from Chorley in Lancashire fractured her ankle after a fall on the coast path near Manorbier last Wednesday.

Ambulance Control alerted Milford Haven Coastguards who in turn diverted a Sea King helicopter from RAF Brawdy which was on exercise in the area.

The 63-year-old injured woman was airlifted from the path to a waiting ambulance which then took her to Withybush General Hospital.

WLT 9/5

09 May 1990

Crew Flt Lt Boulden
Flt Lt Jones (capt)
Sgt Phillips
FS Dodsworth

R190 diverted from training to assist a woman with a broken ankle from the coastal path to Withybush.

14 May 1990

Crew Flt Lt Crosby
Flt Lt Jones
MAEOp Williams
Sgt Hunter

R190 was tasked to assist R169 (Chivenor) to search for two missing fishermen off Burnham-on-sea. A long search was carried out between Cardiff and the Severn Bridge with nothing found.

RAF's Mr Cool in marathon air-sea rescue of yacht race kidney patient

PILOT Dane Crosby and his Sea King helicopter crew were back on standby today after a record-breaking rescue 1,000 miles into the unknown.

Their marathon 11 hours of precision navigation took them "hop-scotching" over the Atlantic to Cork in 10 1/2 hours. The Sea King helicopter crew were back on standby today after a record-breaking rescue 1,000 miles into the unknown.

RAF experts say it is the longest rescue flight of its kind and describe it as "one of the top three rescues of all time".

Thimbleful

And we can reveal that Pilot Dane Crosby and his crew were back on standby today after a record-breaking rescue 1,000 miles into the unknown.

Their marathon 11 hours of precision navigation took them "hop-scotching" over the Atlantic to Cork in 10 1/2 hours. The Sea King helicopter crew were back on standby today after a record-breaking rescue 1,000 miles into the unknown.

Greats

But for now RAF chiefs don't agree with his judgement and say the men of call sign 'Rescue 10' have pulled off one of the all-time greats.

Colleagues and fellow Sea King pilot Flight Lieutenant Mike Boulding said: "The crew would have completed 14 and a half hours flying time when they landed back in West Wales. It must rate

as one of the longest, if not the longest, job done by a Sea King. We all reckon to put it in the top three jobs in general."

Yesterday, back at 252 Rescue Squadron's base in Brackley, near Peterborough, the 40-year-old pilot described the rescue.

"After the callout we flew to Cork, which is about one hour's flight and 120 nautical miles. We refuelled at Cork then we flew to sea."

"The main supply ship, the Argon, was en route to the Atlantic had been diverted to act as a platform for us. It was further out in the Atlantic than the Enterprise."

If the Argon — a converted ferry — had not been in the area, and able to walk but was showing some disturbing symptoms as we were hoisted 40 feet away before the winchman could lower himself down.

RAF and Royal Navy pilots constantly train in "extreme range" exercises, and only last



In safe hands... transplant patient Andrew Doherty

exhausted but apart from the length of the operation it went fairly smoothly. Honestly, it was a piece of cake. We had everything on our side."

But the helicopter world knows differently. RAF and Royal Navy pilots constantly train in "extreme range" exercises, and only last

autumn a crew died after ditching into the ocean on one of those exercises — within sight of their ship when their fuel ran out.

The crew of Sea King Rescue 10 are Flight Lieutenant Crosby, Flight Sergeant Dave Jones, Flight Sergeant Jim Barnett and RAF doctor Flight Lieutenant Stewart Hall.

Following a refuelling stop at Cork the helicopter flew to RFA Argon where it "hoisted a ride" for 50 miles until it came within

range of the yacht. With tanks refuelled, the helicopter set off to pick up Mr Doherty.

It was just by chance the vessel was in the area. It is capable of carrying a number of helicopters, so it was ideal to help us pull off this rescue because we could use it to refuel.

"If it had not been in the area it would have been another 18 hours before we could have reached the yacht, and who knows what could have happened to the patient in that time."

Following a refuelling stop at Cork the helicopter flew to RFA Argon where it "hoisted a ride" for 50 miles until it came within

range of the yacht. With tanks refuelled, the helicopter set off to pick up Mr Doherty.

It was just by chance the vessel was in the area. It is capable of carrying a number of helicopters, so it was ideal to help us pull off this rescue because we could use it to refuel.

"If it had not been in the area it would have been another 18 hours before we could have reached the yacht, and who knows what could have happened to the patient in that time."

Following a refuelling stop at Cork the helicopter flew to RFA Argon where it "hoisted a ride" for 50 miles until it came within

range of the yacht. With tanks refuelled, the helicopter set off to pick up Mr Doherty.

It was just by chance the vessel was in the area. It is capable of carrying a number of helicopters, so it was ideal to help us pull off this rescue because we could use it to refuel.

"If it had not been in the area it would have been another 18 hours before we could have reached the yacht, and who knows what could have happened to the patient in that time."

Following a refuelling stop at Cork the helicopter flew to RFA Argon where it "hoisted a ride" for 50 miles until it came within

range of the yacht. With tanks refuelled, the helicopter set off to pick up Mr Doherty.

It was just by chance the vessel was in the area. It is capable of carrying a number of helicopters, so it was ideal to help us pull off this rescue because we could use it to refuel.

"If it had not been in the area it would have been another 18 hours before we could have reached the yacht, and who knows what could have happened to the patient in that time."

Following a refuelling stop at Cork the helicopter flew to RFA Argon where it "hoisted a ride" for 50 miles until it came within

range of the yacht. With tanks refuelled, the helicopter set off to pick up Mr Doherty.

It was just by chance the vessel was in the area. It is capable of carrying a number of helicopters, so it was ideal to help us pull off this rescue because we could use it to refuel.

Planning and luck pull off long rescue

By HOWARD JONES

THEY'RE BACK... the record-breaking helicopter crew is home.

Careful planning and a bit of luck helped the crew pull off one of its longest rescue missions.

Shortly after 2pm on Sunday a Sea King helicopter was scrambled from RAF Brawdy to fly 500 miles to the south west of Ireland to pick up kidney patient Andrew Doherty, who had taken ill after a fall on the yacht Liverpool Enterprise during the Whitbread Around the World Yacht Race.

With pilot Dane Crosby at the controls it was left to co-pilot Jim Barnett to calculate the route.

It was Jim who spent the whole trip playing with figures, calculating our fuel and range," said Flight Lieutenant Crosby.

Luckily, a Royal Fleet Auxiliary helicopter ship was 300 miles off the Irish coast on a training exercise.

"It was just by chance the vessel was in the area. It is capable of carrying a number of helicopters, so it was ideal to help us pull off this rescue because we could use it to refuel."

"If it had not been in the area it would have been another 18 hours before we could have reached the yacht, and who knows what could have happened to the patient in that time."

Following a refuelling stop at Cork the helicopter flew to RFA Argon where it "hoisted a ride" for 50 miles until it came within

range of the yacht. With tanks refuelled, the helicopter set off to pick up Mr Doherty.

It was just by chance the vessel was in the area. It is capable of carrying a number of helicopters, so it was ideal to help us pull off this rescue because we could use it to refuel.

"If it had not been in the area it would have been another 18 hours before we could have reached the yacht, and who knows what could have happened to the patient in that time."

Following a refuelling stop at Cork the helicopter flew to RFA Argon where it "hoisted a ride" for 50 miles until it came within

range of the yacht. With tanks refuelled, the helicopter set off to pick up Mr Doherty.

It was just by chance the vessel was in the area. It is capable of carrying a number of helicopters, so it was ideal to help us pull off this rescue because we could use it to refuel.

"If it had not been in the area it would have been another 18 hours before we could have reached the yacht, and who knows what could have happened to the patient in that time."

Following a refuelling stop at Cork the helicopter flew to RFA Argon where it "hoisted a ride" for 50 miles until it came within

range of the yacht. With tanks refuelled, the helicopter set off to pick up Mr Doherty.

It was just by chance the vessel was in the area. It is capable of carrying a number of helicopters, so it was ideal to help us pull off this rescue because we could use it to refuel.

"If it had not been in the area it would have been another 18 hours before we could have reached the yacht, and who knows what could have happened to the patient in that time."

Following a refuelling stop at Cork the helicopter flew to RFA Argon where it "hoisted a ride" for 50 miles until it came within

range of the yacht. With tanks refuelled, the helicopter set off to pick up Mr Doherty.

It was just by chance the vessel was in the area. It is capable of carrying a number of helicopters, so it was ideal to help us pull off this rescue because we could use it to refuel.

"If it had not been in the area it would have been another 18 hours before we could have reached the yacht, and who knows what could have happened to the patient in that time."

Following a refuelling stop at Cork the helicopter flew to RFA Argon where it "hoisted a ride" for 50 miles until it came within

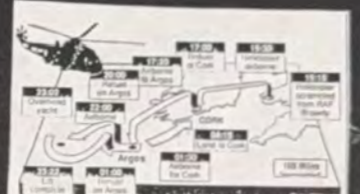
range of the yacht. With tanks refuelled, the helicopter set off to pick up Mr Doherty.

It was just by chance the vessel was in the area. It is capable of carrying a number of helicopters, so it was ideal to help us pull off this rescue because we could use it to refuel.

"If it had not been in the area it would have been another 18 hours before we could have reached the yacht, and who knows what could have happened to the patient in that time."



RESCUE TEAM: At back (from left) are pilot Dane Crosby, F/O J M Barnett, Flt Lt Stewart Hall; front, Flt Sgt Dave Spain and Flt Sgt Vaughan Dodsworth.



RESCUE TEAM: At back (from left) are pilot Dane Crosby, F/O J M Barnett, Flt Lt Stewart Hall; front, Flt Sgt Dave Spain and Flt Sgt Vaughan Dodsworth.

announced the AFM last year for his part in rescuing 18 seamen from the Sea King, which ran aground on the North Devon Coast.

The Sea King touched down in Cork at 4am yesterday and Andrew Doherty was transferred to the local renal unit where he was still undergoing treatment last night. A hospital spokeswoman said Mr Doherty was quite comfortable and they hoped to be able to release him soon.

Mr Doherty, 37, who had a kidney transplant four years ago, was yesterday in the Cork Regional Hospital in Ireland where doctors said he was comfortable and expected to be discharged in a "day or two".

There were fears that his fall last week could create difficulties, but a hospital spokesman said they had not needed to operate.

The crew of the Sea King, from 202 Squadron at RAF Brawdy in West Wales, managed to hoist the patient in Ireland before flying back to base and preparing for duty today.

It was one of the toughest jobs ever attempted, but every time they saw the Sea King work, said Flt Lt Dane Crosby, the helicopter pilot.

The yacht was hoisted on the morning 200 miles east of the British Sea King but the RAF's Rescue Co-ordination Centre in Plymouth devised a route using the Royal Fleet Auxiliary ship Argon, which was 200 miles from the Sea King Enterprise in the Atlantic.

The Sea King left Brawdy for Cork to refuel before flying to the Argon, a converted ferry with three helicopter landing pads.

The ship then steamed towards the Liverpool Enterprise with the helicopter on board until it was within 200 miles and the Sea King, with four crew and a doctor, took off and landed for the yacht.

On the yacht's 120th mile, the Sea King touched down and the helicopter got into a low enough to drop a rescue hoist into the sea. The danger of losing contact remained with the coast and refuelling.

"We got around that by having the rescue hoist put into an inflatable dinghy on a 40-yard tower behind the yacht," said Flt Sgt Vaughan Dodsworth, the co-ordinator.

It was then lowered to him and put into the water. The dinghy, filled with water, but the conditions were good and the operation went smoothly.

Flt Lt Crosby said the main problem was staying on target, particularly on the return journey.

The 1,000-mile-long trip was about four hours.

The Sea King touched down in Cork at 4am yesterday and Andrew Doherty was transferred to the local renal unit where he was still undergoing treatment last night. A hospital spokeswoman said Mr Doherty was quite comfortable and they hoped to be able to release him soon.

Mr Doherty, 37, who had a kidney transplant four years ago, was yesterday in the Cork Regional Hospital in Ireland where doctors said he was comfortable and expected to be discharged in a "day or two".

There were fears that his fall last week could create difficulties, but a hospital spokesman said they had not needed to operate.

The crew of the Sea King, from 202 Squadron at RAF Brawdy in West Wales, managed to hoist the patient in Ireland before flying back to base and preparing for duty today.

It was one of the toughest jobs ever attempted, but every time they saw the Sea King work, said Flt Lt Dane Crosby, the helicopter pilot.

The yacht was hoisted on the morning 200 miles east of the British Sea King but the RAF's Rescue Co-ordination Centre in Plymouth devised a route using the Royal Fleet Auxiliary ship Argon, which was 200 miles from the Sea King Enterprise in the Atlantic.

Andrew the action man

BRAVE kidney transplant patient Andrew Doherty knew the risks he was taking when he joined the gruelling Whitbread Round the World yacht race.

He was always determined to lead a normal life. And normal for him was having his frail nine-stone body battered in gale force winds and romping in the recent London Marathon.

"Having been given the gift of life with a transplant, why should I live like an invalid?" said Doherty, a 37-year-old engineer from Southampton. "In some ways having a disability like mine can be an advantage."

"You look at life differently after being launched down with an illness like I was. You begin to see everything as a challenge, not as a problem."

Doherty first started sailing three years ago when a friend invited him to go out on the Solent — in a Force 8 gale, he recalls. "The skipper saw that I was able to cope. So when shortly afterwards I suggested forming a kidney transplant crew to raise money for renal research he said, 'why not, providing your doctors agree'."

"I enjoy sailing enormously, but I never get frightened that something bad

is going to happen to me. It's all down to training and low consentment your other crew members are."

"I feel as fit as anyone else. I want to prove to the public that kidney failure is not the end of life. You can be successfully treated for it and compete in the toughest of sports."

Doherty recently competed in the Round the Island yacht race off Cowes in a 34-foot yacht called James Bond. But his greatest triumph came when his transplant crew, consisting of five patients, a doctor and a nurse, successfully completed last year's Fastnet Race aboard the Freeland Amadeus.

Dr Bob Coates, 33, a renal expert at St Mary's Hospital, Portsmouth, who looked after Doherty and his fellow transplantees before the Fastnet race, said: "From the physical point of view renal patients can regain a very high degree of physical fitness, as they show in the annual Transplant Olympics."

"They are a lot tougher than most people you could pull off the street. And their motivation is stronger to keep themselves in good shape."

COMPTON MILLER

20-21 May 1990	Crew
	Flt Lt Crosby
	Fg Off Barnett
	FS Spain
	FS Dodsworth
	Flt Lt Hall (Doc)

The newspapers say it all. An epic which involved 11hrs 5mins flying, a total distance of 1120 nms and four refuelling stops, 2 of which were on RFA Argon.

What the papers don't say is that a compassionate passenger was also flown back from Argon to the U.K. and that when leaving the Navy to effect a refuel on the way out, they left the battery on for 2 hours. Hence a flat battery almost had disastrous consequences.

"Your aircraft was buzzing when you left Sir, but it's not anymore", said the rating.

"That's because the battery's flat, you fish-head!!" said R190 aircrew.

23 May 1990

Crew Sqn Ldr Wallis
 Flt Lt Coy
 FS Soundy
 FS Bonthron (Lossie)

A nasty cliff faller on Caldey island. The woman had a fractured skull and so was taken with her husband to Withybush Hospital.

Cliff fall woman in airlift from island

A 25-year-old Cardigan woman who fractured her skull and broke an arm in a cliff fall on Caldey Island on Wednesday is recovering in hospital.

The accident occurred when Mrs Angela Saunders,

who was visiting the island with her husband, James, slipped while descending the cliffs near Paul Jones Bay on the eastern side of the island.

Milford Haven Coastguard was alerted and a Sea King helicopter from RAF Brandy was scrambled.

Tenby's vicar, the Rev. Mr. John Jones, said the local fire engine unit were also called out.

Mrs Saunders was airlifted to Withybush Hospital, Harford, west. Her husband accompanied her on the flight and residents of Caldey Island after the fall.

By day, which was later taken to the Tenby Animal Reserves Centre until Mr Saunders could collect it.

Mrs Saunders was later transferred to Morriston Hospital where she was admitted to the intensive care unit. But, by Friday, her condition had improved and she was returned to Withybush where she was said to be comfortable.

26 May 1990

Crew Flt Lt Crosby
 Fg Off Barnett
 FS Spain
 FS Dodsworth
 Sqn Ldr Connelly (Doc)

Ambulancemen were already on scene when R190 arrived but the problem was that the man who had broken his ankle weighed in at 17 stone. The casualty was stretcher lifted and taken to Withybush.

28 May 1990

Crew Flt Lt Boulding
Flt Lt Calderwood
FS Soundy
Sgt Taylor

R190 was scrambled to the reported location of a cliff faller to find the casualty on the surfline in danger of drowning. Initially, the casualty was moved to a safer area and then lifted in the Stokes Litter to the helicopter. Two members of St. Govan's CG assisted by wading out waist deep into the sea. The faller, a German soldier was taken to Withybush Hospital.

27 May 1990

Crew Flt Lt Jones
Flt Lt Hooper
Flt Lt Cass
Sgt Hunter

Cliff faller, 2nms west of St. Govan's. Taken to Withybush Hospital.

31 May 1990

Crew Flt Lt Jones
Flt Lt Hooper
Flt Lt Cass
Sgt Hunter
Gp Capt Clegg

On returning from training R190 was sent to help 2 persons in the water at Rhossili Bay. On arrival, R190 landed on the beach and transferred 2 cold and wet boys plus their father to Morriston Hospital, Swansea.

Airmen wheel in cash for charity

Western Mail Reporter

A FOUR-MAN cycling team from RAF Bawdy has just completed a 892-mile sponsored ride from Land's End to John O'Groats to raise money for Cystic Fibrosis and the Abergwaun Gateway Club.

The team, who managed to complete the route in just under seven days, lost one of the cyclists on day one and discovered a picturesque route through Exeter which added 12 miles on to their journey.

The team was further depleted on day three near Telford when Cpl Andy Neil tripped and broke his collar bone.

With weather ranging from brilliant sunshine to snow the team managed to average 127 miles a day in the efforts to raise over £600 for the two charities.



RAF RIDERS: Before the cycle marathon . . . (from left, back) Sgt Arwel Davies, Sgt Tom Hutton, Group-Capt Tim Webb (station commander, RAF Bawdy), Flt-Sgt Pete Soundy, Cpl Steve Ferguson. Front: Sgt Paul Bateman and Cpl Andy Neil of the support team.



Men's 'A' league winners - Ship Inn, Trefin.

(Echo photo

FIE
11/5



Vaughan receiving an award by the RAF Escaping Society for his part in rescuing the Korean seamen on Cecil Japan in March 90.

Escaping Society honours RAF man after sea rescue

A flight sergeant from RAF Brawdy has been awarded the coveted 'Escaping Society Trophy' in recognition of his outstanding bravery during a helicopter rescue in March 1989.

Flight Sergeant Vaughan Dudenworth, 32, of Flight 301 Squadron, RAF Brawdy, will be the last airman to receive the award because the advancing age of the members of the society has forced a change in nomenclature.

In future, the annual award will be given to the last student who completes the initial training course at RAF Monmouth.

Flight Sergeant Dudenworth has already received the Air Force Medal for his part in the rescue of 11 Korean seamen on the coast of Japan in March 1989 when the transport ship *Seonang* was wrecked.

His bravery has been further recognised with the award of the 11-year-old Escaping Society Trophy.

The trophy was originally presented to the RAF by the RAF Escaping Society in 1946 and the award is made for the best individual or collective feat of combat or



A proud moment for Flight Sergeant Vaughan Dudenworth as he receives the RAF Escaping Society award from the society's president, Air Chief Marshal Sir Lewis Hodges.

Photo: Al Shapton

bravery of the RAF and Air Force Medal.

The society was formed in 1946 and the award is made

for the best individual or

collective feat of combat or

bravery of the RAF and Air

Force Medal.

The society was formed in

1946 and the award is made

for the best individual or

collective feat of combat or

bravery of the RAF and Air

Force Medal.

The society was formed in

1946 and the award is made

for the best individual or

collective feat of combat or

bravery of the RAF and Air

Force Medal.

The society was formed in

1946 and the award is made

for the best individual or

collective feat of combat or

bravery of the RAF and Air

Force Medal.

The society was formed in

1946 and the award is made

for the best individual or

collective feat of combat or

bravery of the RAF and Air

Force Medal.

The society was formed in

1946 and the award is made

for the best individual or

collective feat of combat or

bravery of the RAF and Air

Force Medal.

The society was formed in

1946 and the award is made

for the best individual or

collective feat of combat or

bravery of the RAF and Air

Force Medal.

The society was formed in

1946 and the award is made

for the best individual or

collective feat of combat or

bravery of the RAF and Air

Force Medal.

The society was formed in

1946 and the award is made

for the best individual or

collective feat of combat or

bravery of the RAF and Air

Force Medal.

The society was formed in

1946 and the award is made

for the best individual or

collective feat of combat or

bravery of the RAF and Air

Force Medal.

The society was formed in

1946 and the award is made

for the best individual or

collective feat of combat or

bravery of the RAF and Air

Force Medal.

The society was formed in

1946 and the award is made

for the best individual or

collective feat of combat or

bravery of the RAF and Air

Force Medal.

The society was formed in

1946 and the award is made

for the best individual or

collective feat of combat or

bravery of the RAF and Air

Force Medal.

The society was formed in

1946 and the award is made

for the best individual or

collective feat of combat or

bravery of the RAF and Air

Force Medal.

The society was formed in

1946 and the award is made

for the best individual or

collective feat of combat or

bravery of the RAF and Air

Force Medal.

The society was formed in

1946 and the award is made

for the best individual or

collective feat of combat or

bravery of the RAF and Air

Force Medal.

The society was formed in

1946 and the award is made

for the best individual or

collective feat of combat or

bravery of the RAF and Air

Force Medal.

The society was formed in

1946 and the award is made

for the best individual or

collective feat of combat or

bravery of the RAF and Air

Force Medal.

The society was formed in

1946 and the award is made

for the best individual or

collective feat of combat or

bravery of the RAF and Air

Force Medal.

The society was formed in

1946 and the award is made

for the best individual or

collective feat of combat or

bravery of the RAF and Air

Force Medal.

The society was formed in

1946 and the award is made

for the best individual or

collective feat of combat or

bravery of the RAF and Air

Force Medal.

The society was formed in

1946 and the award is made

for the best individual or

collective feat of combat or

bravery of the RAF and Air

Force Medal.

The society was formed in

1946 and the award is made

for the best individual or

collective feat of combat or

bravery of the RAF and Air

Force Medal.

The society was formed in

1946 and the award is made

for the best individual or

collective feat of combat or

bravery of the RAF and Air

Force Medal.

The society was formed in

1946 and the award is made

for the best individual or

collective feat of combat or

bravery of the RAF and Air

Force Medal.

The society was formed in

1946 and the award is made

for the best individual or

collective feat of combat or

bravery of the RAF and Air

Force Medal.

The society was formed in

1946 and the award is made

for the best individual or

collective feat of combat or

bravery of the RAF and Air

Force Medal.

The society was formed in

1946 and the award is made

for the best individual or

collective feat of combat or

bravery of the RAF and Air

Force Medal.

The society was formed in

1946 and the award is made

for the best individual or

collective feat of combat or

bravery of the RAF and Air

Force Medal.

The society was formed in

1946 and the award is made

for the best individual or

collective feat of combat or

bravery of the RAF and Air

Force Medal.

The society was formed in

1946 and the award is made

for the best individual or

collective feat of combat or

bravery of the RAF and Air

Force Medal.

The society was formed in

1946 and the award is made

for the best individual or

collective feat of combat or

bravery of the RAF and Air

Force Medal.

The society was formed in

1946 and the award is made

for the best individual or

collective feat of combat or

bravery of the RAF and Air

Force Medal.

The society was formed in

1946 and the award is made

for the best individual or

collective feat of combat or

bravery of the RAF and Air

Force Medal.

The society was formed in

1946 and the award is made

for the best individual or

collective feat of combat or

bravery of the RAF and Air

Force Medal.

Youths survive lightning strike

A 15-year-old youth, who nearly died after being struck by lightning when he was walking with a party of cadets on the Brecon Beacons at the weekend, was flown to Prince Charles Hospital, Merthyr, by an RAF Brawdy rescue helicopter.

A second cadet who suffered burns was airlifted by the Dyfed-Powys Police helicopter to Nevill Hall Hospital, Abergavenny, and was later transferred to St Lawrence Hospital, Chepstow.

Three other boys were also taken to Nevill Hall by ambulance for check-ups.

The cadets, who were from a top Derbyshire public school, were on exercise on the Brecon Beacons.

Benjamin Slack stopped breathing after he was struck by lightning and only the action of 16-year-old Kieran Bowers saved his life. Kieran gave mouth to mouth resuscitation and cardiac

massage to Benjamin, who began breathing again.

RAF winchman Sergeant Mark Stevens explained: "By the time we arrived the boy was hysterical, purely with fright. He could not understand what had happened to him. The lightning had struck the chain he was wearing. There were entry burns on his neck and he had exit burns on his right foot. He was extremely lucky."

"The other boy who had some loose change in his pocket was burned on his buttock."

The pilot and co-pilot of the Sea King helicopter were Flight Lieutenant Alan Coy and Flying Officer Jim Barnett and the winch operator was Flight Sergeant Pete Soundy.



SUCCESS STORY: From left, Mrs Bethan Davies who had a kidney transplant in 1982 which enabled her to have a daughter, Prof John Saloman, of the Kidney Transplant Unit, Mrs Davies's daughter Angharad, and Mrs Vivian Ellis who gave blood yesterday.

Joint organ and blood donor card launched

By ANDY FRY

BRITAIN'S first joint organ and blood-donor card was launched in Wales yesterday.

People who pick up the organ donor card in Wales can enrol as blood donors and start saving lives during their own lifetime.

If the new card increases the number of organs for transplant and the number of donors who supply blood for transfusion operations, it could be adopted in the rest of Britain.

The card is the result of a link up between the Kidney Research Unit Foundation (KRUF) for Wales and the Welsh Regional Blood Transfusion Service (BTS).

About 750,000 joint cards will be sent out this year and BTS hopes they will lead to 15,000 new blood donors.

"In mid-1989 there was a great deal of publicity about transplant operations whilst at the same time we were desperately trying to maintain adequate supplies of blood to hospitals," said Clare Lines of the Welsh Regional BTS.

"No transplant operation can go ahead without a blood transfusion so we approached KRUF — organisers of the Lifeline Wales card — and asked if they could help us find blood donors.

"The result is the joint organ



RUSH DELIVERY: Pc John Wellbeloved runs with the kidney at Cardiff RFC watched by Max Gabe-Wilkinson.

donor/blood donor card."

Lifeline Wales was launched in 1986 and is the largest computerised donor scheme in Britain, with a third of a million people already registered on KRUF's computer — compared to 100,000 blood donors.

When potential organ donors register with the new card they will be asked if they wish to enrol as a blood donor.

If they do, KRUF will pass on their name and address to the BTS which will call them to blood-donor sessions.

"We were pleased to be able to help the Transfusion Service as enrolling blood donors can only help us in our cam-

paign to increase much-needed transplant operations in this country," said KRUF's chairman Max Gabe-Wilkinson.

Guests at yesterday's launch included the recipients of kidneys and blood donors and supporters of the BTS.

The highlight was the simulated arrival of a kidney for transplant at the CHI.

The pilot of the helicopter from RAF Brawdy to Cardiff RFC's ground was Flight Lieutenant Paul Jones whose brother-in-law Tony Davies has just been given a new kidney at the hospital.

FERRY WOMAN FOUND DEAD

The body of an Irish woman who jumped or fell from the B+I ferry *Munster* in the early hours of Thursday morning was discovered at Lindsay Bay, near Dale, on Friday evening. She was 31-year-old Miss Mary Comerford, of County Tipperary, who was last seen at 12.30 am as the ferry from Rosslare to Pembroke Dock entered the Haven waterway. An immediate search of the entrance to the Haven by Angle lifeboat, Port Authority vessels and Coastguards, later joined by a helicopter from RAF Brawdy, failed to find her. The body was subsequently spotted from a yacht. Her family identified the body on Saturday.

14 Jun 90

Crew

FLT LT Jones
FLT LT Hooper
MAEOP Williams
FS Dodsworth

R190 requested to carry out first light search for woman missing from Rosslare to Pembroke ferry. Search carried out in designated area from outside Milford Haven mouth to Pembroke Dock. Search proved unsuccessful and the body eventually washed up near Dale.

Yacht crew drama

TWO British yachtsmen taking part in the transatlantic double-handed race were struggling today to keep their crippled yacht afloat in gale conditions 240 miles south-west of Ireland.

A rescuer said: "They have apparently abandoned any hope of saving the yacht. They are simply concentrating on keeping it afloat until help arrives."

Two RAF aircraft, a Nimrod from Kinloss, Grampian, and a long-range Sea King rescue helicopter from Brawdy, Dyfed, were heading for the yacht Sprint's position.

Fishermen dead

Two fishermen found dead after major air and sea search. Men's upturned boat spotted by helicopter crew from RAF Bawdy on rocks at Llantwit Major, South Glamorgan. Bodies nearby.

Jun 1-2 90

Crew

Flt Lt Crosby
Fg Off Barnett
MAEOP Williams
Sgt Taylor

R190 tasked to search for overdue FV with 2 POB. Coastal search carried out in Porthcawl area and subsequently east of Nash Pt where vessel found along with 1 cas who "appeared" dead. The 2nd cas was picked up by Mumbles lifeboat, again having apparently drowned.

17 Jun 90

Crew

Flt Lt Coy
Fg Off Barnett
FS Soundy
FS Dodsworth

Para-glider crash site located on steep hill near Rhayader east of Aberystwyth. Cas suffering broken leg stretcher lifted and taken to hosp.

17 Jun 90

Crew

Flt Lt Coy
Fg Off Barnett
FS Soundy
FS Dodsworth

R190 diverted from Burry Port IRB ex to power boat accident nr Mumbles, Swansea. Cas found to have 2 ft long, 1" square splinter in his leg! Pete Soundy, cleverly disguised as a winchman was lowered with entonox and was then recovered to helo (despite the best efforts of 2 civie helo's, who were filming, to interrupt proceedings).



Biker in cliff fall

A mountain bike rider who tumbled down cliffs at Mumbles yesterday had to scramble to safety before an RAF helicopter picked him up. Mr Mike Bohan, of Newton Road, Mumbles, broke a leg and suffered cuts and bruises when he fell down cliffs at Bracelet Bay.



8 Jul 90

Crew

Flt Lt Coy
Fg Off Barnett
MAEOP Williams
FS Dodsworth

R190 diverted from training to cas believed to have fallen over cliff in Mumbles Head area whilst riding a mountain bike. Cas found at base of cliff suffering from broken leg and other minor injuries.

BROTHERS SWEEPED TO THEIR DEATH

TWO MILFORD HAVEN BROTHERS were drowned in a freak angling accident at Watwick Bay near the entrance to Milford Haven harbour on Wednesday evening. Their two companions, who also fell into the sea, survived and were air-lifted to hospital. All four men were from the Mount Estate. The men who died were Stephen Beynon Bateman (26) of 32, Chestnut Way, and Donald Reginald Jenkins (23) of 6, Elm Lane. Both were the sons of Mrs. Mary Biddlecombe of Mount Estate and both were family men, Donald with two children and Stephen with one.

The brothers, along with their companions Graham Jenkins, 42, Elm Lane and Dean Davies, 10, Oaklands, were fishing from the rocks at Watwick Bay between St. Ann's Head and Dale when the accident happened at about 7 p.m.

Thick fog had descended when the Sea King helicopter arrived. After air-lifting the two survivors from the cliff-top to Withybush Hospital suffering from shock and hypothermia, the aircraft had to divert to Devon because

fog made it impossible to land at Brawdy.

One of the survivors was treated and allowed to return home, the other was detained in hospital suffering from shock.

The double tragedy has shocked and upset the whole area where the victims' families and friends reside. The family previously lived for many years in Rosemarket.

The weather at the time was calm but the descent of thick sea-fog compounded the difficulties of the search, said the Coastguards.

The facts have been reported to HM Coroner for Pembrokeshire, Mr. Michael Rogers.

It is believed that the brothers had been one of the men who were fishing line and in bending to pick it up, overbalanced. He grabbed or was grabbed by his friend to stop him falling and in trying to pull them back onto the rocks all four men fell into the sea.

Two of the anglers, Graham Jenkins and Dean Davies, managed to clamber back out onto the rocks but the two others were swept out and drowned.

The alarm was raised in a car telephone call to the police from a resident who saw two men shouting on top of the cliffs at Watwick Bay. At 7.30 p.m. Coastguards at St. Ann's Head were informed, a Sea King helicopter from RAF Brawdy and Angle lifeboats were called out and the Fire Brigade's Marine Rescue Unit was launched from Milford Haven.

which is offered a pollution. The fishing vessel Castle Bay which operates from Dale was in the vicinity and its owner, Auxiliary Coastguard Mr. "Skipper" Rudder was called by the Coastguard and was very quickly the first on the scene. Mr. Rudder, an expert diver, donned diving gear and recovered the bodies of the two brothers from underwater.

11 Jul 90

Crew

Sqn Ldr Wallis
Flt Lt Hooper
FS Spain
Sgt Taylor

R190 scrambled to position nr Dale area where 2 persons thought to be in difficulty in water having fallen from rocks whilst fishing. 2 men found safe on shore after swimming back to the rocks, but the other 2 men who had also fallen in the water had apparently not been so lucky. Fortunately FV Castle Bay was nearby and had a diver onboard. The crew of Castle Bay recovered the bodies which had become submerged. There was a lot of publicity about the tragic accident through which it was discovered that the 2 men who died were unable to swim.

By JENNY SNEESBY

TWO FISHERMEN were swept to their death off the Welsh coast last night.

The men, who were with two friends, had been fishing from rocks in Watwick Bay near Dale in Pembrokeshire when the accident happened at about 7pm.

The two survivors told police that one of the party had over-

balanced, pulling his friends into the water with him.

A local resident saw the men in difficulty and alerted police.

Milford Haven coastguard launched the lifeboat, but first on the scene was a local fisherman, Mr "Skipper" Rudder, who

dashed out in his boat to the rescue.

But by the time he got to the bay the two men had drowned and Mr Rudder, an expert diver, had to dive underwater to recover their bodies.

The tragedy happened when

one of the men dropped his fishing line and in bending to pick it up, overbalanced.

He grabbed his friend to stop himself falling and the other two men tried to pull them back on to the rocks but all four fell in.

Two of the men managed to

get back to the rocks, but the other two drowned in the icy water.

A Sea King helicopter from RAF Brawdy picked the two survivors off the cliff and took them to Withybush Hospital near Haverfordwest, where they

were suffering from severe shock and hypothermia.

The four were aged between 27 and 30 and were from the Milford Haven area. Police were waiting to inform next of kin before giving the identities of the dead men.

Milford Haven coastguards said the weather was calm, although thick fog compounded the problems of the search and forced the helicopter to divert to Devon after the rescue because it was impossible to land at RAF Brawdy.

County councillor for Milford Haven Mr Eddie Satterfield said, "The area is not normally used for fishing. It is mainly used for diving, although there are a lot of fish there."

Anglers swept to their death

Airlift for crashed helicopter



By Barry Walsh

The Royal Navy is this week investigating how one of its helicopters came to hit power lines and make a forced landing near a Teifi Valley village.

The Gazelle helicopter, with two men from the Royal Naval Air Station at Yeovilton, Somerset, was on exercise in West Wales at about 3pm when it brought down the power lines in open countryside near Pontfryn Bridge, a mile or so from the village of Penrhynwlan, Llanidfaul, on Thursday afternoon.

The slightly damaged helicopter, piloted by

Flight Sergeant G. Barnwell, landed safely and he and a colleague were unhurt.

Police officer in charge of handling the emergency, Inspector Gwyn Evans, Cardigan, said: "As luck would have it, the pilot was able to pick his spot to land in an open field well away from the nearest property."

INQUIRY

Power supplies to homes and farms in the area were cut off for several hours.

The crippled Gazelle is pictured here being airlifted from the spot on Friday by a Sea King helicopter from RAF Brawdy. It was

taken to the Royal Aerospace Establishment - airfield - at Bicester, near Oxford, and later taken back to Yeovilton by low loader.

It is there that the incident is being investigated by a Ministry of Defence Board of Inquiry.

A Royal Navy spokesman at the MoD in London said on Monday: "The purpose of the inquiry is to establish the cause of this mishap so as to ensure it does not occur again. It is an internal inquiry and therefore the findings will not be made public."

(The Daily Mirror Photo 12 June)

26 Jul 90

Crew

Sqn Ldr Wallis
Flt Lt Rovers
MAEOP Williams
FS Dodsworth

R190 scrambled to position 9 nm east of Newcastle Emelyn where an Army Gazelle had suffered a wirestrike. The aircraft was located in a field where the pilot had made a successful emergency landing. Once an accurate position had been passed to RCC no further action required. Spot the deliberate mistake in the newspaper article and win an expenses paid trip for one to the Falklands!

Forced landing for helicopter



Grounded Sea King crew members watch as the second helicopter arrives to fly them back to RAF Brawdy.

RAF girl's first flight ends in farmer's field

By Nigel Watts

An RAF Sea King and its crew were stranded in the Gwern Valley on Friday evening when the helicopter had to make a forced landing.

The incident happened at 11.15 on an oil seed field at a thousand feet above Brawdy and the aircraft made a precautionary landing in a small field off the Gwern Valley road, close to some holiday cottages.

The Sea King was with five men and four RAF Brawdy heading for Aberystwyth on a practice exercise involving a local fishboat when the fuel gauge and hot engine oil started into the cockpit.

A spokesman for 202 Squadron told the Western Telegraph that the immediate landing was a precaution and had the helicopter been seen once the sea in Cardigan Bay it should not have posed a threat to the aircraft or crew.

As the helicopter came down in the field belonging to Plas-y-Wern, visitors from adjacent holiday cottages came running out to see what the 'darkening' was about the house.

BOLTED

"They were intent on seeing the Sea King descending and there was great and great scattering everywhere in the darkness of the night," said eye-witness Mr Hugh Charles Jones, of Bryn Hyfryd, Dinas. "Twisted sheep and houses in nearby fields both disappeared."



Aircrewwoman Vicky Ford, a forced landing on her maiden flight with the Sea King.

Picture: Hugh Charles Jones

The experienced 202 Squadron team, who were involved in the dramatic rescue last year of Korean sailors in the Atlantic, included watch operator Sergeant Graham Phillips, winchman Sergeant David Taylor, pilot Flying Officer Ian Barnett and co-pilot Flight Lieutenant Mike Boulding.

It was a particularly alarming experience for 22-year-old SACS Vicky Ford, who was on her maiden flight in the Sea King as an observer but it soon became a real trial for her when the Sea King was in charge of the mission of rescuing the crew of the ship.

Fisherman flown to hospital

A French fisherman suffering from internal bleeding was airlifted by an RAF Brawdy Sea King helicopter off a French fishing vessel 170 miles south-west of Cork last week.

The helicopter with RAF doctor Squadron Leader Don Connolly on board, had to refuel at Cork before being sent to the French II. The rescue was taken off the ship in the early hours of Thursday and was flown to Cork Hospital.

The helicopter crew members were: Pilot Flight Lieutenant Mike Boulding, co-pilot, Flight Lieutenant Rick Jones, winch operator, Master Air Operator Pilot being sent to the French II, Williams, and watchman, Flight Sergeant Vaughan Dodsworth.

8 AUG 90

Crew

Flt Lt Boulding
Flt Lt Hooper
MAEOp Williams
FS Dodsworth

R190 recalled from night training sortie for medrescue of Spanish fisherman from French fishing support vessel Douric II (170 nm SW of Cork). After some difficulty identifying the vessel from the others in the area winchman and doctor lowered followed by recovery to Cork Hosp.

RAF goes to aid of blazing ship

TWO RAF helicopters and a Nimrod aircraft went to the aid of a ship on fire in the Atlantic last night.

The blaze was reported to be in the accommodation quarters of the bulk carrier Innovator, 240 miles south-west of Cork.

A spokesman at the RAF rescue co-ordination centre in Plymouth said that the master of the Innovator had reported no injuries among the 31 crew and did not feel it necessary to abandon ship as they were containing the blaze.

The Sea King helicopters, from RAF Brawdy in Wales, later returned to Cork to refuel but late last night the Nimrod was still at the scene.

Shipping in the area was also alerted but the nearest vessel was not expected to reach the scene for several hours.

The Canadian-owned, Bahamian registered Innovator was on its way from Hamburg to the St Lawrence Seaway.

Sugar ship hit by fire in Atlantic

A serious fire reported by a Bahamas-registered merchant ship in the Atlantic last night started a major rescue effort by air and sea.

The sugar-processing ship, CSL Innovator, had 31 people aboard when it reported a fire going out of control in its accommodation quarters. The captain called for fire-fighting equipment before contact was lost when the 38,000-tonne ship, travelling between Europe and Canada, was 280 miles south-west of Land's End.

Two Sea King helicopters from RAF Brawdy in Wales were despatched shortly after 6pm. Two other merchant ships were also heading for the area. A spokesman at RAF Brawdy said rescue services were "preparing for the worst".

20 AUG 90

Crew

Flt Lt Coy
Flt Lt Hooper
FS Spain
FS Preece

Bulk carrier Innovator reported on fire 244 nm SSW Cork. R190 scrambled 25 mins after heads up proceed to Cork for fuel. Shortly after lifting from Cork, ship's Capt relayed through Nimrod top cover that the fire had been contained but they still needed fire fighting equipment. By this time R191 was positioned at Cork in readiness for evac of 31 crew. It later emerged that it would not be practical due to weight to take equipment to the vessel so 190 and 191 stood up.

Busy weekend for Brawdy's Sea Kings

A Sea King rescue helicopter from RAF Brawdy was called upon three times to assist in separate incidents over last weekend.

The first incident concerned two Newport men whose dinghy had capsized off Porthgawney beach. Fishguard Lifeboat and a Sea King helicopter from RAF Brawdy were called, the helicopter reaching Christopher Walker and Jim Macneil, both from Dinas Cross, first, airlifting them to safety at Newport.

As the Sea King was returning from Newport it

was diverted to help in the search for a ten year old boy who had gone missing from home, near Strumble Head, following a family argument. Aided in the search by the Dyfed Powys police helicopter and Fishguard coastguard the boy turned up safe and well on the Fishguard to Gowerhead road.

The third incident occurred off Newgale Beach when two swimmers got into difficulties but managed to swim to safety before the rescue helicopter or Little Haven lifeboat, both of which had been called out, managed to reach them.

Airlift for 'bends' diver

A diver suffering from the bends was taken from Little Haven to Withyush hospital by ambulance on Saturday evening.

The man, believed to be a member of a subaqua club in Guildford, Surrey, was later transferred in an RAF Brawdy Sea King helicopter to the specialist diving centre at Fort Bovisand in Plymouth to undergo recompression.

Divers have to be taken to Plymouth now that the decompression chamber at Pembroke Dock is no longer available because the Royal Maritime Auxiliary Service diving team has moved to Portsmouth.

The helicopter taking the sick man had to fly low to avoid exposing him to low air pressure at high altitudes. He was attended by Dr George Middleton and given oxygen on the journey.

25 AUG 90

Crew

Flt Lt Crosby
Flt Lt Roversy
FS Spain
FS Dodsworth

Man involved in diving incident taken from Withyush to Plymouth airport from where he was taken to Fort Bovisand for decompression.

Brawdy airman nominated for bravery award

Master Airlordmaster, Richard Bragg, 36, a winchman with 202 Squadron based at RAF Brawdy, has been nominated for a Silk Cut Award.

The Silk Cut Nautical Awards, now in their seventh successful year, were set up to recognise and reward outstanding courage, skill, expertise and devoted service in all key areas of marine and nautical life.

Dubbed as the 'Oscars of the Nautical World', the Awards are given annually under the categories of Seamanship, Rescue, Yacht Racing, Club and Yachting Service and Design.

Rick Bragg, who has been with the RAF for 17 years, is being considered for the National Rescue Category of the Awards, for the outstanding skill, courage and judgement he displayed whilst rescuing 20 crewmen from a ship in mid-Atlantic. His nomination will now be put before a distinguished

panel of award judges chaired by round-the-world yachtsman, Chay Blyth.

The rescue took place on a stormy February night when the 10,000 tonne bulk ore carrier Toledo radioed for help after being holed some 200 nautical miles south west of Cork in heavy seas and gale force winds.

With water flooding into her holds, the Toledo was in imminent danger of sinking as the rescue helicopter approached. Despite the appalling conditions MALM Bragg was lowered to the pitching deck and started to organise the shocked and terrified crew.

As the 20 men were lifted to safety, waist high waves swept along the deck and the vessel pitched up and down by 50 ft, rolling through 20 degrees in the mountainous seas. At one stage, a member of the ships crew was swept overboard and only saved from drowning by MALM Bragg, who

thrust the winch stop into the man's hands before he was swept away - he was eventually recovered to the aircraft. Finally, with the rest of the ship's crew safely in the helicopter, MALM Bragg and the ship's captain were winched aboard the aircraft together.

In their nomination, a Royal Air Force spokesman said: "MALM Bragg displayed courage of the highest order and his outstanding professional performance resulted in the saving of 20 lives. Throughout this rescue he acted with complete disregard for his own safety and in the highest traditions of the RAF SAR Helicopter Force."

If Richard Bragg reaches the final shortlist of three later in the year, he will be invited to attend a gala luncheon and presentation at the Savoy Hotel, London, in November when winners will be announced and presented with gold and glass commemorative plaques to mark their achievements.

Helicopter hero listed for award

Master Airlordmaster Richard Bragg, aged 36, a winchman with 202 Squadron based at RAF Brawdy, has been nominated for a Silk Cut Nautical Award.

The awards recognise and reward outstanding courage, skill, expertise and devoted service in all key areas of marine and nautical life.

Rick Bragg, who has been with the RAF for 17 years, is being considered in the National Rescue category of the awards, for the outstanding skill, courage and judgement he displayed whilst rescuing 20 crewmen from a ship in mid-Atlantic.

His nomination will now be put before a distinguished panel of award judges chaired by round-the-world yachtsman, Chay Blyth.

The rescue took place on a stormy February night when the 10,000-ton bulk ore carrier Toledo radioed for help after being holed some 200 nautical miles south-west of Cork in heavy seas and gale force winds.

OVERBOARD

With water flooding into her holds, the Toledo was in imminent danger of sinking as the rescue helicopter approached.

Despite the appalling conditions MALM Bragg was lowered to the pitching deck and started to organise the shocked and terrified crew.

As the 20 men were lifted to safety, waist high waves swept along the deck and the vessel pitched up and down by 50 feet, rolling through 20 degrees in the mountainous seas.

At one stage, a member of the ship's crew was swept overboard and only saved from drowning by MALM Bragg, who thrust the winch stop into the man's hands before he was swept away - he was eventually recovered to the aircraft.

Finally, with the rest of the ship's crew safely in the helicopter, Rick Bragg and the ship's captain were winched aboard the aircraft together.

In their nomination, an RAF spokesman said: "MALM Bragg displayed courage of the highest order and his outstanding professional performance resulted in the saving of 20 lives."

Throughout this rescue he acted with complete disregard for his own safety and in the highest traditions of the RAF search and rescue helicopter force."

If Richard Bragg reaches the final shortlist of three later in the year, he will be invited to attend a gala luncheon and presentation at the Savoy Hotel, London, in November, when winners will be announced and presented with gold and glass commemorative plaques to mark their achievements.

Servicemen's courage wins them nominations

EXTRAORDINARY feats of courage by Welsh-based emergency servicemen have brought two of them nominations for bravery awards.

Richard Bragg and John Davies have been shortlisted for the Silk Cut Nautical Awards, set up to recognise and reward outstanding courage, skill, expertise and commitment.

Mr Bragg is a 36-year-old winchman with 202 Squadron at RAF Brawdy, and Mr Davies is a

58-year-old coxswain from Aberdovey.

Master Airlordmaster Bragg is being considered for an award for the outstanding skill, courage and judgement he displayed while rescuing 20 crewmen from a ship in mid-Atlantic.

The rescue, orchestrated by Mr Davies, took place earlier in the year after nine people were reported to be trapped by the rising tide in a cave at the foot of 60ft cliffs near Andover.

In August Rick Bragg received a nomination for the Silk Cut awards, for bravery during the rescue of 20 crew from the sinking 10,000 ton bulk ore carrier Toledo on a dark and stormy night in February.

Key waterway site involved in company take-over deal



EXERCISE AIRLIFT TO FERRY

Firemen from Haverfordwest, Milford Haven and Pembroke Dock were involved in a major offshore exercise last Thursday, when they tackled a simulated chemical incident on board the Fishguard to Rosslare ferry 'Felicity'. Seven fire crews were airlifted to the ship from Witleybase Aerodrome, Haverfordwest, by RAF Brandy Sea King helicopters, to fight a 'blaze' in the car deck, using special equipment. The 'fire' was caused by two separate chemicals which had reacted with one another. Police, Coastguards and ambulance services liaised with the firemen throughout the operation. In charge of the exercise were Dyfed Fire Brigade divisional commander Ralph Oldacre; divisional officer Mike George and Coastguards' control officer, Peter Morris. The operation was hailed a complete success and another major training exercise looks set for next year. (Telegraph picture.)

04 SEP 90

CREW

Flt Lt Crosby
Flt Lt Rovery
MAEOp Williams
Sgt Stevens

Severn Bridge gantry collapse; R190 scrambled following report of 3 men falling from bridge whilst doing repair work. One of the gantries underslung from the bridge had detached itself and fallen some 150ft into the Severn. One man had managed to jump free of the falling wreckage and survived with only minor injuries, however the other 2 were not so fortunate. A 22 Sqn Wessex had already picked up the survivor plus one found dead under the wreckage when 190 arrived on scene leaving only a search for the one remaining man. The search was eventually called off and the body was found several days later on the N Devon coast.

23 SEP 90

CREW

Flt Lt Boulding
Flt Lt Hooper
MAEOp Williams
FS Dodsworth

R190 scrambled to cliff faller at St Govan's Head. On arrival the coastguard teams had put the cas in stretcher which was recovered to aircraft and taken to hosp.

01 OCT 90

CREW

Flt Lt Jones
Flt Lt Coy
FS Soundy
Sgt Hunter

R190 tasked to take heart\lung transplant patient from Carmarthen police HLS to Papworth Hosp.

19 NOV 90

CREW

Flt Lt Coy
Flt Lt Hooper
FS Soundy
Sgt Hunter

A man was reported to have collapsed at the foot of some cliffs near Lynton N Devon. R190 carried out coastline search until location of cas pinpointed by coastguard mobile. Cas appeared dead so recovered to aircraft and taken to Lynton beach where handed over to Police.

447
214

**Yachtsmen
rescued**

A Sea King helicopter from RAF Brandy and St. David's Island were called out after a 20-ton yacht from Portugal got into difficulties on Friday.

Millard Haven Coastguard were alerted after it was reported that the Emma May was overdue. A search for the missing yacht was made and a Mayday was received from the yacht indicating that it was being overpowered by heavy weather off Aberrystead Bay.

The yacht was launched and the helicopter was scrambled and dropped its hook for the rescue.

The rescue crew - Richard Salzman and Mervyn Jones, both of Portglen, St. David's Auxiliary Coastguard arrived at the scene and dived the craft in shallow water and the crew were able to reach the shore safely.

**Sea King
saves 12**

An RAF Brandy Sea King helicopter rescued 12 people cut off by the tide at Oxwich Bay in the Gower last week. The helicopter was also diverted to assist a windsurfer off Worms Head.



WEDNESDAY DECEMBER 26 1990

Helicopter in second long-range rescue

By LIN JENKINS

THE crew of an RAF Sea King helicopter yesterday made their second long-range rescue mission in two days, battling against Atlantic gales to reach a sailor badly injured when he was swept through an anchor chain hole.

Yesterday's gales brought severe-weather warnings from London Weather Centre. It said today's winds would be more blustery than yesterday's.

The seaman saved yesterday had been feared lost from the 40,000-tonne Caribbean Star, but was found clinging to the anchor chain in heavy seas on the ship's hull. He had a broken thigh and ribs.

For Wing Commander Josephine Kingston, a service doctor with the crew, the hazardous mission in force eight gales was only her second rescue.

Her first was on Sunday, when a badly injured woman sailor was winched from a Soviet container ship 300 miles southwest of Ireland by the crew from RAF Brawdy, southwest Wales.

Yesterday's rescue was by the same crew of Flight Lieutenant Mike Bouldon, co-pilot Steve Rovey, winch and radar operator Warrant Officer Pete Williams and Winchman Sergeant Mark Stevens. An RAF Nimrod from St Mawgan in Cornwall, which located the Liberian-registered tanker about 200 miles west of the Irish coast.

Continued on page 18, col 7

Photographs, page 3
Gale damage, page 18

Helicopter in Atlantic rescue

Continued from page 1

The Sea King returned the injured man to Limerick. Earlier, with a different crew, it winched four men from a chemical tanker aground near Milford Haven, Dyfed.

The captain and eight other crew remained on board to try and save the 14,000-ton Swedish vessel Thuntank 9 which was in ballast. Coastguards and the remaining crew were secured the ship to a buoy with the aid of two tugs and a lifeboat to prevent further pounding from the Force nine gale.

A spokesman for Milford Haven coastguard said: "There is not much chance of getting it back to sea with the winds blowing it into the shore. Our main task is to try and avoid any further damage."

Before setting off across the Atlantic Sergeant Stevens said: "Christmas lunch will be a little later than usual this year. This is the first time in three years that we have actually been called out on Christmas Day, and then we get two rescues."

Twelve men were airlifted to safety from a disabled Danish oil rig supply vessel off Shetland and a supply boat sank after hitting a drilling rig off Great Yarmouth.

The coastguard and air-sea rescue service maintains the same levels of staff at Christmas as on every day of the year, although a special Christmas lunch is prepared for those on duty.

23 DEC 90

CREW

Flt Lt Boulding
Flt Lt Rovey
MAEOp Williams
Sgt Stevens

2 days before Christmas in rough seas 200 nm SW of Cork a Woman had been injured on a Russian container ship. She had been sitting on a metal chair in one of the cabins when she fell off due to the large swell; she fell to the side of the cabin where she banged her head on the wall and knocked herself out, as the ship rolled to the other side the woman slid to the other side impaling herself on one leg of the chair in a rather personal place! She was eventually taken to Cork hosp and she didnt have a smile on her face. The telegram was sent by the Russian Capt.

TLX45560

COASTGUARD

GREAT BRITAIN

ON BEHALF EOF THE CREW AND MYSELF I YIELD DEEP GRATITUDE FOR THE RESCUE OF OUR CREW MEMBER STOP WE ARE DELIGHTED WITH COURAGE AND SKILL OF THE CREWS OF RESCUE 190 AND RESCUE 31 STOP YOUR UNSELFISH AND RESPONSTIVE TO RENDER ASSISTANCE TO OTHER PEOPLE WHEN THEY ARE IN DIFFICULTIES WILL SERVE FOR US AS A GOOD EXAMPLE STOP COULD YOU PLSE PASS MY GRATITUDE ALSO TO THE STAFF OF THE HOSPITAL IN CORK OUR BEST NEW YEAR WISHES TO ALL PARTICIPANTS OF THE OPERATION STOP BEST REGARDS MASTER

Aircrew braves gales to make rescues

A HELICOPTER crew rescued sailors in two dramatic Christmas Day rescue missions in gale-force winds.

First a 14,000-ton gas tanker dragged its anchor at Milford Haven and ran on to rocks off St Ishmaels.

Then the crew flew 350 miles out into the Atlantic to save a Filipino seaman who had fractured a thigh and broken all his ribs.

In the first incident the Swedish gas tanker Thun Tank 9 sent out an SOS shortly after 5am on Christmas Day.

The emergency call was made just minutes before it was speared on the rocks at Lindsway Bay, St Ishmaels.

Lifeboats from Angle, St Davids and a Sea King rescue helicopter from RAF Brawdy were scrambled.

With the weather deteriorating

all the time the helicopter airlifted five of the 14-man crew of the stricken vessel while lifeboats and tugs stood by.

The Angle lifeboat managed to get alongside the stricken vessel and fix ropes between the tanker and the tugs. Shortly after 9am the tugs pulled the vessel out into deep water.

The coastguard said, "There was slight damage to the bottom of the hull, and there was a slight

spillage of diesel, but it was not a pollution threat because it was being broken up very quickly by the rough seas."

Due to severe weather conditions the Sea King had to stay in a Dale field for more than an hour before it could return to Brawdy.

But within minutes of its arrival at base the helicopter was up in the air again battling its way through strong winds to res-

cue an injured Filipino sailor.

The sailor, who was the bosun on board the 40,000-ton Caribbean Star, was washed through the anchor chain hole by a freak wave which hit the ship.

He managed to hold on to the anchor chain for an hour as the ship was battered by a 40ft swell.

His crew mates found him with a fractured thigh and broken ribs.

Flight Lieutenant Mike Bould-

ing said that the crew had believed the man had been washed overboard. He was flown to hospital in Limerick.

Yesterday in Swansea's Hafod district firemen were called to make safe tin sheets being blown from the roof of a two storey shed.

Christmas Day also saw flooding at Penmaen Terrace, Swansea, and at Clydach Road, Ynysforgan, Morriston.

Courage that knows no bounds

THERE are few more inspiring forces than the fellowship of the sea. It is that extraordinary spirit of self-sacrifice which drives seamen to extraordinary lengths to save endangered fellow mariners.

History is full of such episodes, when men of widely different backgrounds are often thrust together by a cruel force from which they earn their livelihood.

Any vessel in trouble can be sure of the help of all, whether it is another ship passing in the night or the crew of a lifesaving vessel waiting for the call on shore.

And often this magnificent altruistic spirit is evidenced at Christmastime when the elements are at their least sympathetic, as indeed they were this present season.

But, often too, goodwill is not enough and vessels diverted on a mercy mission are too far from the scene to be of help. It is in these circumstances that the main hope of a ship, or just an individual, in trouble is the miracle of the helicopter.

In an adventure no less heroic than others in the past, an RAF crew covered itself in glory when it lifted a sick woman from a Soviet ship 200 miles off the Cork coast.

The helicopter fought off high winds and refuelling difficulties and spent eight hours buffeted by heavy winds to complete the mission.

The captain of the ship asked for the immediate airlifting of a woman who had become seriously ill with a stomach complaint and was bleeding profusely.

Because the ship was 200 miles off Mizen Head and out of range for the Air Corps Dauphin helicopters, the call was diverted to the RAF's Brawdy airbase in Wales.

The response involved a highly expert operation, in which a Rescue 190 team was immediately dispatched in a Seaking helicopter with support provided by a Nimrod refuelling plane.

Although a hospital spokesperson was unable to comment on the woman's condition, she is understood to be comfortable. The RAF - true heroes in the tradition of the sea - overnights in Cork before flying back to Wales.

Apart from the hazardous nature of their mission, no doubt it was also a highly expensive one. It was of small cost when counted against the value of a human life.

And if the whole heartening affair can encourage any carping thought, it must only be the reprimand that this island

THREAT TO RESCUE HEROES

By JOHN MOORE

ROYAL Air Force helicopter heroes who save lives off the coasts of the Republic are in danger of attack from the IRA.

The terrorist threat is so serious that armed Garda Special Branch officers are being sent to airports in the South whenever the RAF lands with rescued seamen.

The British flight crews are frequently called in by the Dublin authorities for long-range rescue missions far out into the Atlantic.

This is because the Irish Air Corps does not have helicopters capable of carrying out such rescues.

Over the past ten days alone, an RAF Sea King from Brawdy in Wales has gone into action on three occasions in the storm-tossed Atlantic off Ireland.

Continued Page 2

This article did little to dampen the spirits of those who found themselves forced to endure the hardships of a night in Ireland, but it did go some way to explaining the presence of the men with bulging raincoats.



RESCUE RANGERS ... Brawdy crewmen Flt Lt Alan Coy, Flt Sgt Barry Hunter, Flt Sgt Peter Soundy and, rear, Flt Lt Rick Hooper who saved three sailors from a sinking Spanish trawler. Picture by MARTIN CAVANEY

THE UNSUNG heroes of RAF Brawdy were back home last night after another epic rescue in raging seas — their fourth this Christmas.

This time the Brawdy men and their long-range helicopter braved 90mph gales, 30ft high waves, and blinding rain and sleet to pluck three sailors from the deck of their sinking boat 170

By HOWARD JONES

miles out in the Atlantic. The crew reached the trawler Emilla De Llama and pulled the crew to safety shortly before the vessel sank.

The record-breaking members of RAF Brawdy's 202 Search and Rescue squadron have been involved in four major rescue operations over Christmas, three of

which took them to the Atlantic.

With just days to go before the end of the year the Brawdy men are about to complete their busiest ever year. To date the crews have been involved in 166 missions which have seen them save 170 lives.

The four Christmas missions saw 10 men plucked to safety from the decks of their vessels in very rough seas.

According to winchman Mark

Stevens, who was on two of the long-range Irish rescues, the missions were all in a day's work.

"We just had to have a late Christmas dinner," he said.

Another record the crew set this year was the longest ever mission when they hitched a ride on the back of a ship for five hours to reach a kidney transplant patient who was taken ill during the final leg of the Whitbread Round the World Race.

25 Dec 90

Crew
Flt Lt Boulding
Flt Lt Rovers
MAEOp Williams
Sgt Stevens

Christmas 1990 Having planned the day meticulously to include the turkey dinner with all the trimmings supplied by the mess with wives coming in to join the festivities, X-Mas day got off to a good start with the off-going crew being called to a tanker which had run aground in high winds in Milford Haven. The afternoon was no different in that the crew spent most of it in Ireland having rescued a Phillipino sailor from the tanker Carribean Star who had been washed into the anchor housing by the mountainous seas. After eventually returning to Shannon the crew were treated to X-Mas dinner in the Airport. The busiest Christmas ever was probably a suitable ending to 'B' Flt's busiest ever year.

Christmas storms keep rescue crew busy

By All Alderson

Pembrokeshire battened down the hatches over Christmas as fierce storm force winds lashed the county, and the Air-Sea Rescue Crew from RAF Brawdy were called out three times in two days to assist stricken vessels.

Houses lost slates and chimneys as winds in excess of 70 mph hit the county, and parts of St. David's were without electricity for most of Christmas Day and Boxing Day.

St. David's Head, over 60 feet above sea level, attracted spectators to watch as it was regularly swamped by the huge

swell, with spray from the waves flying 150 feet into the air on Boxing Day.

And in a series of dramatic helicopter rescues, a 'Sea King' crew from RAF Brawdy were called out twice on Christmas Day, and again in the early hours of Thursday morning to airlift the crew of a Spanish trawler in difficulty 170 miles south west of Cork.

On Christmas Day, the crew were scrambled to the 40,000 ton 'Caribbean Star' within minutes of returning to base after airlifting to safety five of the 14-man crew of a Swedish tanker in Milford Haven waterway. The tanker, Thun

Tank 9, sent out an SOS after it had run onto rocks off St. Ishmaels when it dragged its anchor in Milford Haven waterway.

Taking off again almost immediately after arriving back at Brawdy, the Sea King had to battle against storm force winds to make its way out to the bosun of the 'Caribbean Star', who had fractured a thigh and broken his ribs after a freak wave had washed him through the ship's anchor chain hole.

The man had managed to hold on to the anchor chain for an hour, despite the 40 foot swell hitting the ship,

before eventually being airlifted to safety and flown to Limerick hospital.

The same crew were back in action again early on Thursday morning, when they were scrambled at 4.00 am to assist the crew of the Spanish vessel, the 'Amelia de Llamas', which was listing heavily to starboard and had a flooded engine room. Other fishing boats which had come to her aid earlier and taken off all but three of the 15-man crew could no longer get alongside due to a 10 metre swell and 50 to 70 knot winds.

The three crew men were successfully winched aboard the Sea King and flown to Cork General Hospital.

BROKEN UP

Although there was a slight spill of diesel it was not considered a pollution threat because it was quickly broken up by the rough sea.

The stormy weather delayed the Sea King's return to Brawdy, but just minutes after arriving it was called out again to rescue a Filipino sailor who broke his thigh and all his ribs after being washed through the anchor hawsepipe of the 40,000-ton Caribbean Star when the ship was hit by a freak wave 350 miles out in the Atlantic. He was flown to Limerick hospital.

Earlier today (Thursday) the crew flew out to the aid of a Spanish trawler sinking 170 miles off the South coast of Ireland.

STRANDED

Twelve members of the crew were rescued by Coastguards but the remaining three were stranded on the ship when the weather conditions deteriorated. The Sea King was called out to winch the men off.

Two more casualties of the weather were the Boxing Day rugby matches between Haverfordwest and Llangwm and Whitland and Narberth, called off because of waterlogged pitches.

The fire service had a relatively quiet Christmas. On Christmas Day it had to deal with loose slates at four houses in Haverfordwest.

Christmas gales keep helicopter crew on go

By DEBBIE BLAND

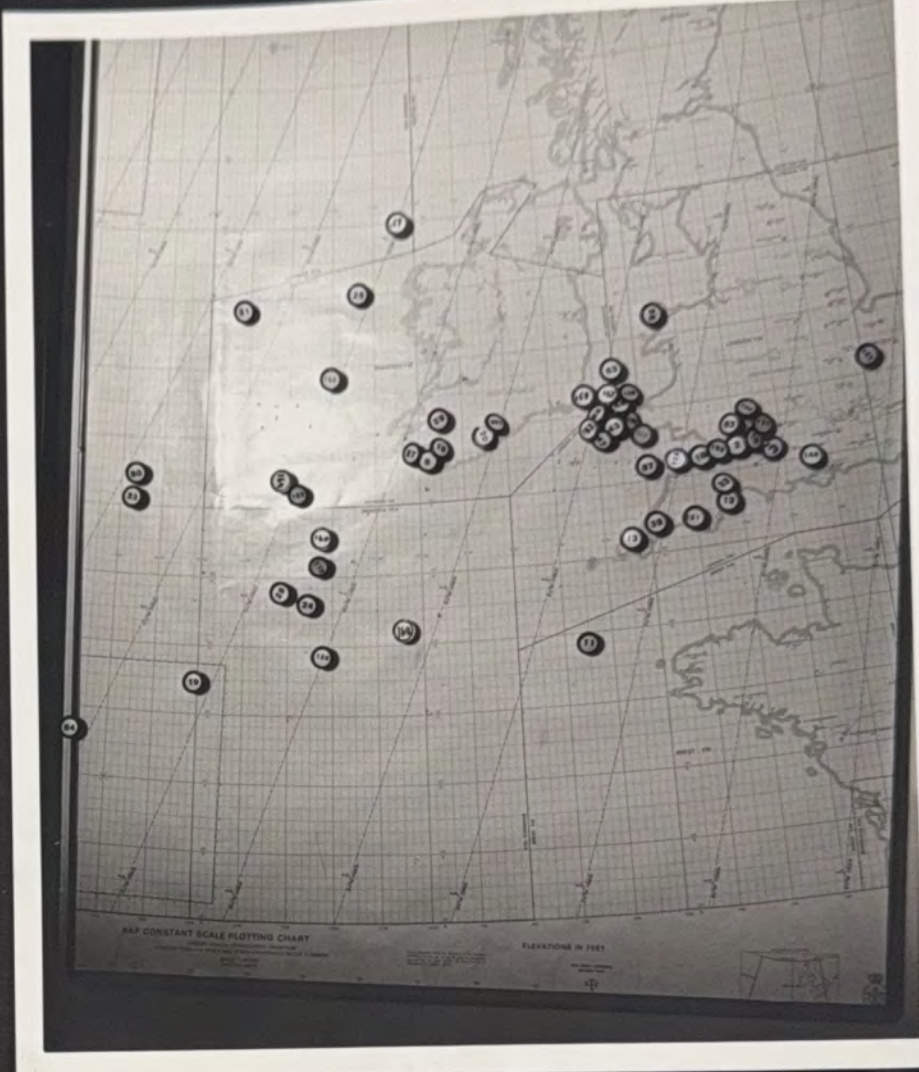
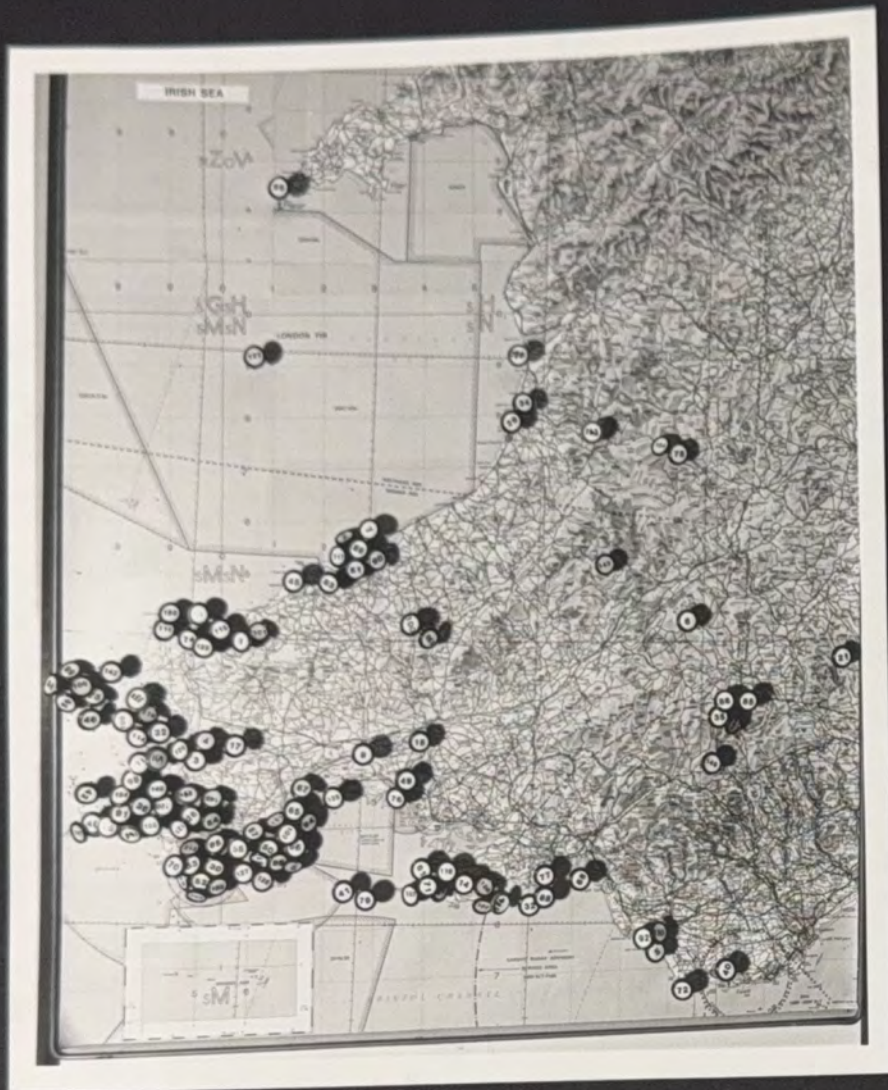
Gale force winds and stormy seas gave the Search and Rescue Squadron at RAF Brawdy one of its busiest Christmases on record.

While most people were preparing to open their presents on Christmas morning the crew of one of the base's two Sea King helicopters flew out to Linsway Bay, St. Ishmaels, to the aid of a Swedish gas tanker.

The 14,000-ton Thun Tank 9, which was in ballast, dragged its anchor at Dale Roads and ran onto rocks at Linsway Bay.

Five of the 14 man crew were airlifted off while tugs and lifeboats from Angle and St David's stood by.

Three hours later the tanker was towed off and moored on a buoy near the Gulf jetty to wait for weather conditions to improve before being taken into Milford Docks.



Pictured above are the job boards for 1990 showing the record number of rescues (170) and the number of people rescued equalling the highest number reached in 1982 (169).



THE INDEPENDENT

OFFICERS Mess
R. A. F. BRAWDY
HAWKESBURY WEST, DYFED SA62 GNN

MONDAY 7 JANUARY 1991

Published in London 40p



Sgt Mark Stevens, the winchman, with a Polish sailor he has rescued from mountainous seas being helped back aboard his RAF Sea King helicopter by Pete Williams

Rescuers save two as tanker lost in storms

Photograph and words
by Herbie Knott

RESCUE 190, the call sign for RAF Brawdy's Sea King helicopter and its four-man crew was scrambled at 2.50am. It was airborne by 3.17am, and headed north across Cardigan Bay into the teeth of a 50 knot gale, rotors clattering in the violent gusts, sending shudders through the airframe as it joined helicopters and life boats searching for survivors from a 900 ton tanker.

The MV Kimya had capsized in mountainous seas off the North Wales coast yesterday morning, on a weekend when gales swept Britain, killing at least 19 people.

A mayday was sent out shortly after 2am. The tanker, with a crew of 12 and bound for Birkenhead, was listing at an angle of 45 degrees. Around 2.40am she disappeared.

By 4am, Rescue 190 hovered over the nearly submerged hull of the tanker, which had turned turtle. Door open, Sgt Mark Stevens and Pete Williams searched with floodlights and night-vision glasses for a trace of life, leaning into the bitter wash from the rotors, 200 feet above the waves. After about ten minutes, lights were sighted, bobbing up and down in the water. One waved, and two

faces looked up in the glare of the Sea King's floodlights.

Stevens was winched down to the 30ft waves, grabbing one survivor who was bleeding from a gash to the head. The second Polish sailor was all but unconscious from exposure and exhaustion, and heavy with waterlogged clothing.

Ten of the vessel's crew were feared dead including her Norwegian master. The helicopter searched for another hour, before taking the Poles to RAF Valley, and then for a further two hours before finally heading back to Brawdy.

The full search went on until 2pm; but there were no more survivors, only streams of rubbish, the detritus of a ship's deck, two badly damaged empty lifeboats, one upturned, a lifebuoy with the ship's name, and five bodies, bobbing gently on the swell, some still near the life-jackets which might have saved them, but which had slipped over their heads when the exhaustion set in.

Forecast, page 2

MV KIMYA

Two saved, 10 lost



RESCUE MISSION... Lifeboats from Pwllheli and Barmouth, plus helicopters from Brandy, Valley and Humberston went to the aid of the tanker.

Aircrew pluck tanker survivors from wild sea

TEN SEAMEN drowned yesterday when their ship capsized in mountainous seas whipped by 100mph winds off the Welsh coast.

Only two men survived after being plucked to safety by a helicopter from 30ft-high waves and the freezing water. They were in the water for more than an hour and doctors said their survival was a miracle. The two survivors told emergency services all 12 crewmen jumped into the sea. "They assembled on the bridge together and then went into the sea together," said one rescuer. Some crewmen were wearing only pyjamas. Helicopter winchman Mark Stevens from RAF Brandy was hailed as a hero after being lowered twice into the pitch-

By KEVIN HASLER

black Irish Sea to rescue the two survivors. The helicopter crew then spotted four lights in the water. "We went to the furthest one away, there was a man clinging on to some wreckage," he said. "I was lowered down and got him back up into the helicopter. At the second light, we found another man clinging onto a buoyancy aid, he was so cold he could not help himself. As I was being lowered into the water he went under." The upside-down wreck of the tanker was last night still being tossed about in the giant waves. Lifeboats and rescue helicopters battled through gales early yesterday in a search for survivors. An 12-hour search in Carnarvon Bay recovered four

TURN TO PAGE 2

Page 18



STORM SURVIVORS... A hot drink and words of comfort aboard an RAF helicopter for the two seamen rescued from the storm-battered tanker. Picture by HERBIE KNOTT



DEATH SHIP... The upturned tanker Kimya yesterday.

Winter fury

HELICOPTER HEROES SAVE TWO FROM SEA AS SHIP CAPSIZES

BY DORIS GODDARD

Two Polish seamen owe their lives to the crew of a Sea King helicopter from RAF Brandy.

But ten of their colleagues were drowned when their tanker, on route from Spain to Barmouth with a cargo of sunflower oil, capsized in the mountainous seas off the North Wales coast.

The Sea King was alerted in the early hours of Sunday and was the first aircraft to arrive on the scene, immediately homing in on an emergency beacon.

"We saw lights in the water and found the two survivors clinging to life rafts and life belts," said winchman Peter Williams.

They were very lucky. They had worked with them and these were the lights we spotted. We might not otherwise have found them for another half hour or so.

LIFEBOATS

"It's difficult to say how long they would have been able to survive. They were fully dressed but were not wearing survival suits and had already been in freezing water for an hour."

Winchman Mark Stevens was lowered twice into the pitch dark with winds gusting 60 to 70 mph and plucked the men from huge waves which were threatening to over-



Sea King helicopter crew members, from the left: Flight Lieutenant Mike Boulding and Dane Crosby; winchman Sergeant Mark Stevens and winchman Peter Williams.

The helicopter crew, including the captain, Flight Lieutenant Mike Boulding, and co-pilot Flight Lieutenant Dane Crosby, then spotted a number of bodies and directed rescuers from Holyhead and Pwllheli to the area. "When we realised that the possibility of recovering other survivors was very slight, we took the two seamen to RAF Valley from where they were taken to hospital in Bangor," said Peter Williams.

The Sea King immediately resumed the search which was now being carried out by helicopters from 82AS Caiden, Llanfairfechan in Humberston, and RAF Valley.

The upturned hull of the tanker, registered near Kimya and two lifeboats, one of which was inverted, were spotted. But as day dawned hopes of finding the Norwegian captain and the remaining Polish, Portuguese and Ghanaian seamen had faded.

The Sea King returned to

Stricken tanker anchored off coast

THE stricken tanker Kimya has now been anchored in place off the Anglesey coast to prevent it drifting on to the island's beautiful shoreline.

Divers have now sealed the tanks containing most of the 1,500 tons of sunflower oil on the tanker and there is no sign of pollution so far.

Last week a pollution alert was sounded after some of the oil seeped out of the tanker that capsized over a week ago.

The National Rivers Authority erected booms at the entrances to the rivers Cefni and Ffrw on Anglesey to prevent any danger of the vegetable oil coming into the estuaries.

And there were fears from the North Wales Wildlife Trust that the oil could have a devastating effect on the birdlife of the area.

Thousands of birds come to the estuaries of Anglesey every year when they migrate south for the winter.

Experts from the Marine Studies Department at the University College of North Wales, Bangor, said that the oil could kill seabirds if their wings became fouled.

The mast of the stricken tanker is now firmly embedded in the sand off the coast and a tug is standing by waiting to try and move it.

Holyhead Coastguard says it has now called off the search for the remaining missing six seamen.

Only four bodies from the crew of 12 on the tanker have been recovered and there were only two survivors after the Kimya capsized in a Force 11 storm.



RESCUERS... the RAF Brandy crew of Mike Boulding, Dane Crosby, Mark Stevens, Peter Williams and Herbie Knott who braved the storm to save two crewmen from the Kimya.

06 Jan 1991

Crew

Flt Lt Boulding
Flt Lt Crosby
MAEOp Williams
Sgt Stevens

MV KIMYA The crew scrambled following a mayday from the 900 ton coastal tanker which reported a 45 degree list in heavy seas. Upon arrival the Pwllheli lifeboat was already found searching for survivors. After spotting lights in the water 2 men were recovered from lifebuoys and 5 bodies were sighted and eventually recovered by the lifeboat. During the search the inverted hull of the Kimya was also found. The quality pictures taken of the incident were as a result of a newspaper photographer being on board as by chance he happened to be sampling life on shift at the time.

Storm ship set to sail off for refit

A SHIP WHICH had been at the centre of an air-sea rescue just hours earlier was preparing to sail from South Wales last night for overhaul.

And the Al Jabalaine, whose engines broke down, could soon be back in service rather than be scrapped, it was disclosed last night.

On Tuesday evening the Al Jabalaine had been scheduled to sail to Liverpool.

But the 20,000-tonne vessel lost power some 45 minutes after leaving Cardiff Docks.

She began drifting towards Nash Point on the Welsh coast in 70mph gales and a 30ft high swell.

After six of the 17 crew had been rescued, the cement carrier managed to re-start its engines and return to Barry.

Negotiations have also begun between Swansea's Alexandra Towing Company Limited and the owners — Arabian Bulk Trade of Saudi Arabia — over fees for their services.

During the rescue a Lloyd's Open Form was declared.

That means that the Master of the ship accepted the escort offered to him by other merchant ships.

It also means that the vessels which offer their help will be able to claim all expenses from his shipping company.

One company which went to the aid of the Al Jabalaine was the Alexandra Towing Company

RESCUE TIMETABLE

- 17.45: Engines fail.
- 18.15: Ship's Master radios the coastguard to tell them the ship is drifting towards the South Wales coast.
- 18.24: Coastguard contacts RAF Co-ordination Centre in Plymouth and lifeboat in Mumbles. RAF Centre alerts Brawdy base. Three merchant ships proceed to the area.
- 18.28: Al Jabalaine makes May-day call.
- 18.35: Helicopter crew scrambled at RAF Brawdy.
- 19.16: Barry lifeboat launched.
- 19.22: Helicopter arrives in Porthcawl area. Winchman lowered onto deck to try and convince the captain to allow non-essential personnel to leave. He refuses.
- 20.16: Captain agrees to allow six of crew to leave.
- 21.00: Two tugs from Swansea and one from Cardiff go to the ship's assistance.
- 21.41: Six crew airlifted.
- 22.00: Captain restarts engine, heads for Barry with tugs and lifeboat.
- 23.05: Mumbles lifeboat returns to base.
- 23.10: RAF helicopter crew arrives back in Brawdy.
- 03.37: Al Jabalaine drops anchor at Barry.

in Swansea.

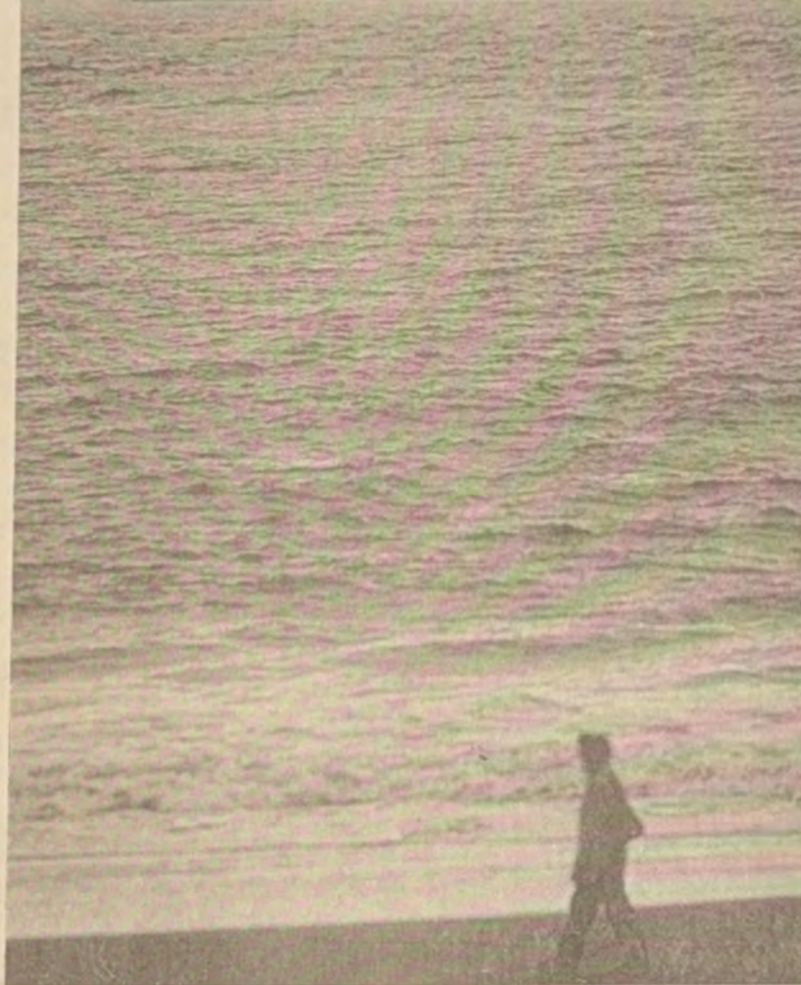
Manager Mr Patrick Lyon said, "We do the job and then talk afterwards."

Representatives of all parties were yesterday preparing to meet for a discussion on costs.

sunflower oil from the tanker could have on birdlife on Anglesey.

So far salvage attempts to rescue the stricken tanker, a mile aground off Anglesey, have failed.

The bodies of six seamen have still not been recovered and an inquest into the accident opens in Bangor tomorrow.



STORM SHIP: Air-sea rescue ship The Al Jabalaine anchored off Whitmore Bay, Barry.

Storm-hit ship crew airlifted

By MARGARET KEENAN and MICHAEL LEIDIG

SIX SEAMEN were airlifted to safety last night as their 20,000-tonne ship drifted out of control as a 70mph gale drove it towards the South Wales coast.

A full-scale air and sea rescue operation was mounted despite a refusal by the captain to allow non-essential crew to leave.

But as 20-foot waves whipped by Force Nine winds threatened the vessel whose engines failed three miles off Porthcawl.

Two tugs from Barry and Mumbles, were standing by the stricken ship, as well as three coastguard ships. Four look-out boats from Swansea, were also on their way to the vessel.

At first the crew refused to abandon their ship. Coastguards and RAF personnel stood



DRIFTING ... the 20,000-tonne ship was heading for rocks.

by the vessel's master who needed to regain some engine power and was hoping to limp into Barry.

The tanker, which had sailed earlier last night from Cardiff, had lost power and was desperately using its anchors to stop being swept onto the rocks near Porthcawl.

Two tugs from Barry and Mumbles, were standing by the stricken ship, as well as three coastguard ships. Four look-out boats from Swansea, were also on their way to the vessel.

At first the crew refused to abandon their ship. Coastguards and RAF personnel stood

with the ship's master to leave the bulk carrier.

RAF Winchester Flight-Squadron Trevor Preece, based at Brawdy, was lowered from a helicopter onto the vessel's deck to plead with sailors to leave.

A spokesman for Swansea coastguard said the rescue attempts were hampered by the fact that without the engine the ship was losing power, making communications difficult.

A position start was sounded last night as it began sweeping from the wrecked tanker.

Kilroy that sank off Anglesey on Sunday morning with the loss of 15 seamen.

09 Jan 1991

Crew

Fg Off Barnett
Plt Lt Hooper
Sgt Phillips
FS Preece

AL JABALINE The 20,000 ton bulk carrier was reported to be dragging its anchor in the Bristol Channel and so the crew were ordered to standby for possible evacuation at Cardiff Airport. 6 non-essential personnel were taken off but after a time the anchor took hold and the engine restarted.

Tanker inquiry call

YNYS MON MP Ieuan Wyn Jones has called for a full inquiry into the sinking of the tanker MV Kimya that claimed the lives of 10 seamen when it sank off Anglesey at the weekend.

Mr Jones and the North Wales Wildlife Trust say they are concerned about the effect a leak of

'Copter doctor gets off to flying start

FLYING doctor Jo Kingston is the latest addition to RAF Brawdy's Search and Rescue squadron.

Wing Commander Kingston has been the station's doctor for less than a month and in her first week she went on two rescue missions into the Atlantic with the Sea King crews which received national acclaim.

The first mission to rescue a Russian woman who was suffering from a loss of blood 300 miles south west of Cork was made extra special because the helicopter picked her up from her back garden.

"We had to get to the scene quickly," Mrs Kingston said yesterday.

"They didn't have time to wait for me to drive in from my home at Cleggy Boia, St Davids,

so they came and picked me up on the way. It was quite a surprise for my family and neighbours."

A day after returning from a successful mission Mrs Kingston was back in the sky again and heading for Ireland with a Sea King crew.

The second trip was to a Filipino seaman who took his ribs and fractured his thigh when clinging onto an anchor.

"Medically the jobs were quite straight forward," said Mrs Kingston.

"It was just unusual to have two major rescue operations in my first week at the base. It has gone quiet since then."

Mrs Kingston is looking forward to more trips during the three years she will be stationed at the base.

UP AND AWAY... Jo Kingston got picked up from her own back garden in her first emergency call-out with the RAF Brawdy rescue team.



The Christmas period had really been a baptism by fire for the new SMO who did her first 3 Irish jobs in almost as many days. There followed numerous newspaper and magazine articles of which this is just one example.

AIR/SEA RESCUE OF HOLED MFV

ANGLE lifeboat and a Sea King helicopter from RAF Brawdy went to the rescue of an inshore fishing vessel which began to sink near the entrance to Milford Haven harbour on Tuesday evening.

On board the MFV PEACE and PLINY were two Fishguard men, Mr. A. George and Mr. S. Knight. At 6.50 p.m. they reported to Milford Haven Coastguard at the St. Ann's Head Centre

that the vessel had hit a submerged object off Thorn Island and was taking in water fast.

The Coastguards immediately "scrambled". The Brawdy helicopter, Angle's Tyne-class lifeboat, the Lady Rank was launched and Milford Haven Port Authority despatched a tug and harbour vessel to standby the stricken boat.

The PEACE and PLINY was located and escorted by the lifeboat and the Sea King up the waterway to Hakin Point.

Coastguard Rescue Land Rovers were also on the scene as the RAF helicopter returned to Hakin Point with a Coastguard pump which is kept at Brawdy for such emergencies. The pump was lowered onto the fishing vessel, which was pumped out to reveal a 2 ft hole in her hull as the tide receded.

Fortunately, weather conditions at the time were calm and bright.

4 Dec 1991

Crew

Flt Lt Boulden

Flt Lt Rovey

Flt Lt Cass

Sgt Taylor

Peace and Plenty, a Milford Fishing vessel was returning to the Haven at night when it struck a submerged object nr Thorn Island. The crew reported that they were taking on water and thought they would have difficulty in reaching a suitable berth. After escorting them safely ashore and giving them a pump R190 returned to Brawdy.

Two rescues in four hours by threatened Sea Kings

By Alf Alderson

RAF Brawdy's Search and Rescue Squadron, whose future hangs in the balance with the threatened closure of the base, were praised yesterday (Thursday) by a fisherman rescued by one of the squadron's Sea Kings after his fishing boat sank two miles off South Bishop on Wednesday afternoon.

And only four hours earlier the Sea King had been scrambled to another fishing boat in difficulty off Fishguard.

Mr. Glyn Phillips, of Pen Parc, Croesgech, said he was shouting out from his 35 fishing vessel 'Catie Revenge' with partner Nevil George of Trella when the boat started taking in water.

The engine cut out, so we called the Coastguard, then the electric went. Within two minutes of this she had sunk, and we were

left in a small rowing boat with a long row ahead of us at 4.30 in the afternoon.

However, within less than 10 minutes of our distress call the Sea King was on the scene. The assistance they provided was marvellous, and I think it just goes to show how vital it is that we don't lose them."

St. Davids lifeboat was also called to assist in the rescue, but in the event was not required.

At 12.04 pm the same afternoon the Sea King had been scrambled, along with Fishguard lifeboat, to assist the fishing boat Tracy Clare, which called for help after she started taking in water two miles north of Fishguard.

The Sea King lowered a pump to the vessel before winching in to safety the three crewmen, who did not have lifejackets on board. The boat was then towed back to Fishguard by the lifeboat.

Welsh Office minister and Pembroke MP Nicholas

Bennett told the 'Echo' these two incidents illustrate the importance of 202 Squadron and the vital work they do, and the need for RAF Brawdy to remain.

There is great concern that the threatened closure of RAF Brawdy will almost certainly lead to the loss of the 202 Search and Rescue Squadron also based there, and that lives will be put at risk as a result.

Brawdy's Sea Kings provide the only 24 hour-a-day marine rescue service in Wales and South West England, as well as frequently providing assistance to ships hundreds of miles out in the Atlantic.

The only other search and rescue squadrons to cover any of this area are RAF Valley on Anglesey and RAF Chivenor in Devon, but they both fly Wessex helicopters which have a limited capability for night flying.

However, they are due to be replaced by Sea Kings in the next 18 months,

when it may be decided that they could replace the service offered by Brawdy.

There are also plans for the Irish Republic to introduce its own long range helicopters in the near future, which could reduce the role of 202 Squadron's Sea Kings in the Irish Sea and Atlantic.

However, even with this new cover lives could be at risk close to home. It would take a helicopter from RAF Valley an hour to reach the scene of an emergency in Pembrokeshire, and 40 minutes from RAF Chivenor, minutes which may cost lives.

Although the main role of Brawdy's search and rescue squadron is to recover pilots from downed military aircraft, over the past 12 years they have flown almost 1400 rescue missions to aid both civilian and military personnel.

In 1990 they were called out 178 times, and saved the lives of 189 people and one dog.



A Sea King helicopter from RAF Brawdy and the Fishguard lifeboat 'Marie Winston' going through their paces at last year's Fishguard Clinic Week. (Photo: Paul Turner)

Risk to lives if helicopter rescue service is scrapped

The closure of RAF Brawdy is almost certain to lead to the loss of the 202 Search and Rescue Squadron.

And lives in the county could be at risk if rescue operations are transferred to RAF Valley in North Wales and RAF Chivenor in Devon.

The prime role of the 202 Squadron is to recover people from downed military aircraft.

But during the past 12 years the two Sea King helicopters based at RAF Brawdy, which took over from the Whistled Helicopters, have been involved in 1,400 rescue missions.

Hundreds of people owe their lives to 202 Squadron's rescue. Having high winds and inclement seas, they have wonched sailors off remote ships, picked up injured seamen, and rescued cliff fallers, holidaymakers being swept out to sea and people cut off by the tide.

Even if RAF Brawdy does survive, a high question mark will hang over the Search and Rescue operations.

At present the Sea King provides the only all-weather and night rescue service in

BY DORIS GODDARD

Wales and South West England. Because of their long range, flying abilities they have taken part in some spectacular rescue missions in the Atlantic, after refuelling at Cork and also on tankers at sea.

Their longest journey has been a 1,000-mile round trip, and last year a Sea King landed on the World Fleet Auxiliary vessel Argot to relief before continuing on its return bid.

Both RAF Valley and RAF Chivenor fly Sea Kings, which have a limited capability when it comes to night flying.

COASTLINE

But these are expected to be replaced by Sea Kings in 1985. At that time, and Defence Chiefs looking at their budgets might decide that there is no longer a role for "B" flight at Brawdy.

They may come to the conclusion that the new Sea King will be adequately placed to cover Wales, its coastline, the Irish Sea and Atlantic.

Explained Captain Sandy Hastings, a member of the District Management Team: "I don't believe they would remove the Sea King from Brawdy until they have replaced them with something else. For example, they could be replaced by the Department of Transport at Llan-ssaint and at Stornoway in

DEBATE

This could reduce 202 Squadron's role in effecting rescues in the Irish Sea and Atlantic. Chivenor, at present, there is still some debate as to whether these helicopters will be run by the Republic or by a civil aircraft company.

A previous threat to the Search and Rescue facilities at RAF Brawdy in 1987-88 led to a huge public outcry.

Opponents pointed out that a Sea King from RAF Brawdy could reach the scene of any accident in the county within minutes, but it would take a helicopter from RAF Chivenor between 30 and 40 minutes to reach the scene, while one from RAF Valley would take about an hour.

Those extra minutes could cost lives.

TRANSPLANT

He stressed that in the time taken by other helicopters to arrive, many of those who have been saved by the close proximity of RAF Brawdy would have been lost.

A vital air ambulance service is also provided by "B" flight and on average at least one person a month, ranging from premature babies or heart transplant patients, to burns sufferers and accident victims - is transferred to hospital in Wales or England. Again this service, paid for by the Pembrokeshire Health Service, is lifesaving.

The Sea Kings from RAF Brawdy also fulfil a valuable role in assisting the Dyfed Wildlife Trust.

Over recent years they have ferried building materials and equipment to both Skokholm and Skokholm Islands.

Director David Saunders explained: "They have taken one hundred tons of sand and cement, breeze blocks, tractors and dumper trucks. I don't know how we would have managed without them. It would have been extremely difficult if not impossible to have taken it all out by boat."

"The helicopters also assisted last Autumn in moving the sheep from Cardigan Island and a few years ago, lifted the goats from Skokholm Island. During severe weather it is impossible to go out by boat, they usually direct their flying over Skokholm and keep an eye on the roofs of the buildings so we can be quickly alerted. Our line will not only be the lifting power of the helicopters but a number of volunteers from RAF Brawdy also help on the islands."

In 1982, when Pembrokeshire was enveloped in its deepest snow for decades, the Sea Kings provided an invaluable form of transport to cut-off communities.

They have also made popular appearances at charitable events, provided a crowd attraction and the sight of a Sea King helicopter flying around the coastline gives holidaymakers a feeling of security.



A Sea King from RAF Brawdy's 'B' flight performs another rescue mission, but this vital service is now in jeopardy. (Telegraph picture)

TRANSPLANT

He stressed that in the time taken by other helicopters to arrive, many of those who have been saved by the close proximity of RAF Brawdy would have been lost.

A vital air ambulance service is also provided by "B" flight and on average at least one person a month, ranging from premature babies or heart transplant patients, to burns sufferers and accident victims - is transferred to hospital in Wales or England. Again this service, paid for by the Pembrokeshire Health Service, is lifesaving.

The Sea Kings from RAF Brawdy also fulfil a valuable role in assisting the Dyfed Wildlife Trust.

Over recent years they have ferried building materials and equipment to both Skokholm and Skokholm Islands.

Director David Saunders explained: "They have taken one hundred tons of sand and cement, breeze blocks, tractors and dumper trucks. I don't know how we would have managed without them. It would have been extremely difficult if not impossible to have taken it all out by boat."

"The helicopters also assisted last Autumn in moving the sheep from Cardigan Island and a few years ago, lifted the goats from Skokholm Island. During severe weather it is impossible to go out by boat, they usually direct their flying over Skokholm and keep an eye on the roofs of the buildings so we can be quickly alerted. Our line will not only be the lifting power of the helicopters but a number of volunteers from RAF Brawdy also help on the islands."

In 1982, when Pembrokeshire was enveloped in its deepest snow for decades, the Sea Kings provided an invaluable form of transport to cut-off communities.

They have also made popular appearances at charitable events, provided a crowd attraction and the sight of a Sea King helicopter flying around the coastline gives holidaymakers a feeling of security.

'CHECK' ALERT TO SKIPPER'S AFTER DOUBLE SEA RESCUE

Coastguards have warned all skippers to check their boats thoroughly before putting to sea.

The advice comes after one fishing vessel sank and another began taking in water in two separate incidents on Wednesday afternoon.

The first happened at about 12.50 pm when the fishing boat Tracy Clare began taking water four miles north of Fishguard.

The second had broken down water pushing on board drowned the engine, leaving the boat marooned without power.

WINCHED

The alarm was raised with Milford Haven Coastguard. Fishguard lifeboat was launched and a rescue helicopter from RAF Brawdy was scrambled to the scene with a Coastguard pump on board.

The pump was winched down to the sinking vessel and was used by the three-man crew to keep the boat afloat, while it was being towed by the lifeboat to its mooring in Fishguard Harbour.

Just three-and-a-half hours later, Milford Haven Coastguard received a Mayday call from the fishing boat Celtic Revenge, which was sinking, two miles south-west of the South Bishop lighthouse.

St David's lifeboat was launched and an RAF Sea King was scrambled, but by the time it took to the air radio contact had been lost. The helicopter arrived to find no sign of the vessel, which had in fact already sunk.

The boat's two-man crew, Glyn Phillips, of Aethy-Felin, Coochep, and teenager Neville George, of Treve, managed to get away in a dinghy and fired two red distress flares.

Mr Phillips told the Telegraph that the 35 foot steel-hulled Celtic Revenge sank in just ten minutes. He believed a fractured pipe had caused sea water to flood on board.

"I called the Coastguards to let them know we were in trouble and then the batteries must have got under water, because the electric and the pump cut out," he said.

Coastguards issued a warning on Thursday morning for skippers to take extra care in checking their boats, especially if it is a vessel laid up over the winter months. Boats should be properly fitted with adequate safety equipment, which should also be regularly examined.

FLARES

The flares were spotted by the helicopter crew and the pair were winched on board just seconds before their dinghy also sank. They were then airlifted back to RAF Brawdy.

Coastguards issued a warning on Thursday morning for skippers to take extra care in checking their boats, especially if it is a vessel laid up over the winter months. Boats should be properly fitted with adequate safety equipment, which should also be regularly examined.

BY NICOLA PEASE

down to the sinking vessel and was used by the three-man crew to keep the boat afloat, while it was being towed by the lifeboat to its mooring in Fishguard Harbour.

Just three-and-a-half hours later, Milford Haven Coastguard received a Mayday call from the fishing boat Celtic Revenge, which was sinking, two miles south-west of the South Bishop lighthouse.

St David's lifeboat was launched and an RAF Sea King was scrambled, but by the time it took to the air radio contact had been lost. The helicopter arrived to find no sign of the vessel, which had in fact already sunk.

The boat's two-man crew, Glyn Phillips, of Aethy-Felin, Coochep, and teenager Neville George, of Treve, managed to get away in a dinghy and fired two red distress flares.

Mr Phillips told the Telegraph that the 35 foot steel-hulled Celtic Revenge sank in just ten minutes. He believed a fractured pipe had caused sea water to flood on board.

"I called the Coastguards to let them know we were in trouble and then the batteries must have got under water, because the electric and the pump cut out," he said.

Coastguards issued a warning on Thursday morning for skippers to take extra care in checking their boats, especially if it is a vessel laid up over the winter months. Boats should be properly fitted with adequate safety equipment, which should also be regularly examined.

FLARES

The flares were spotted by the helicopter crew and the pair were winched on board just seconds before their dinghy also sank. They were then airlifted back to RAF Brawdy.

Coastguards issued a warning on Thursday morning for skippers to take extra care in checking their boats, especially if it is a vessel laid up over the winter months. Boats should be properly fitted with adequate safety equipment, which should also be regularly examined.

FLARES

The flares were spotted by the helicopter crew and the pair were winched on board just seconds before their dinghy also sank. They were then airlifted back to RAF Brawdy.

Coastguards issued a warning on Thursday morning for skippers to take extra care in checking their boats, especially if it is a vessel laid up over the winter months. Boats should be properly fitted with adequate safety equipment, which should also be regularly examined.

Crew

Sqn Ldr Wallis
Plt Lt Jones
MAEOp Williams
MALM Davidson

FV Celtic Revenge reported taking water 2 nm from South Bishop light. R190 scrambled to the scene where they found the 2 men in a small lifeboat after the boat had apparently sunk. That same afternoon the crew were called to a similar incident when the 'Tracy Clare' also reported taking on water and requested a pump.

Check boats, seamen told

MILFORD HAVEN coastguards yesterday urged fishermen to make extra checks on their boats after one sank and another had to be rescued.

An RAF helicopter flew a rescue pump to the Tracy Clare after its engine failed and it started taking on water.

The pump assumed the water until Fishguard lifeboat arrived to tow the boat back to harbour.

But the Celtic Revenge was less fortunate. After its engine also failed, it took on water and sank, leaving its two crew members struggling to stay afloat in a dinghy.

A helicopter from RAF

Western Mail Reporter

Brawdy rescued the two men moments before the dinghy sank as well.

A coastguard spokesman advised skippers to take extra care in checking their boats thoroughly before putting to sea, particularly if they had not been used over the winter months.

Last night the Tracy Clare had put to sea again after repairs.

Meanwhile, arrangements were being made to mark the site of the Celtic Revenge which sank in 48 metres of water two miles south-west of the South Bishop lighthouse.

NEWS IN BRIEF

Brawdy

Sea airlift

A Sea King helicopter from RAF Brawdy airlifted a Fleetwood fisherman with abdominal injuries from his vessel 30 miles north of Fishguard to Withybush Hospital.

DAILY MIRROR FEB 16 90

Mercy dash sets record

AN RAF helicopter crew set a flying record yesterday when rescuing an injured Russian seaman.

They made a 500-mile mid-Atlantic mercy dash, without refuelling, to airlift the man to hospital.

The seaman, who had stomach injuries, was winched aboard and the crew, based at RAF Brawdy, West Wales, made it back to Southern Ireland with only a dribble of fuel left.

Survival is at stake if rescue helicopters go

Sir, — Anyone who travels the sea around the Pembrokeshire coast, swims from its beaches, or uses its boating facilities should feel concerned that the future of the 202 Search and Rescue Squadron based at RAF Brawdy might be in jeopardy.

Hundreds of small boats make use of the waters of the Milford Haven and this usage is increasing as more and more yachtsmen visit us from such places as the South-eastern coast of England.

Although the Haven is relatively safe it is by no means unproblematic for boats to get into difficulties.

Outside the Haven the rugged coastline and Atlantic storms have caused countless ships to need assistance over the years.

We have excellent lifeboats around the coast — but helicopters provide a highly technical, fast and manoeuvrable addition to life-saving services without which many lives would surely be lost.

As an illustration of its efficiency the 202 Squadron

rescued more than 100 people during 1990 and it is no exaggeration to claim that many of those would not have survived without the helicopters.

The RAF crews are already provided with plenty of 'real-life' training in this part of Wales.

We understand that Search and Rescue operations might be based in North Wales and in Devon. That would be of little consolation for people struggling to survive in the cold waters round the Pembrokeshire coast when speed of rescue is vital.

JOHN PEASE

Secretary
Pembrokeshire Yacht Club,
Ottarwick Bay,
Hakin,
Milford Haven.

Slight exaggeration!

30 MAR 1991

Surfers found after sea search

AN RAF Sea King helicopter was called in yesterday to search the waters off a Gower beach for two missing teenage surfers who were later found safe and well.

A Coastguard rescue team combed the three miles of sands between Rhosili and Burry Holm after the father of one of the boys reported them missing from the camp site where they had been staying.

Their surf boards were gone from their tent on the Hill End, Llangennith, site and when they did not return after two hours Coastguards were alerted.

In driving rain the three-man rescue team scanned the beach while the RAF Brawdy rescue helicopter searched off-shore.

But an hour into the search operation the two 15-year-olds, Garan Jenkins, of Upper Killay, Swansea, and Jack Cotterill, of Waun Wen, Swansea, were found safe and well.

They had returned to their tent, stowed their surfing gear and gone to see a friend staying in a nearby caravan.

Paper fire led to sea rescue

TWO men adrift overnight in a 16 ft. boat set light to newspapers to guide rescuers to their position off the South Wales coast.

They had spent the morning fishing off Newport, Gwent, and were to spend another 12 hours adrift after the starting handle flew overboard when they tried to kick the engine into life.

Wind and tide took them along the coast to Cardiff and up into the mouth of the Severn where they crossed shipping lanes in darkness.

Barry Dock Lifeboat spotted their burning newspaper beacon at 1am today and the two men, Lyndon James and Christopher Howells, both aged 29, from Newport, were airlifted by an RAF Brawdy Sea King helicopter to Cardiff Royal Infirmary suffering from mild hypothermia.

Dr Jo all at sea

FLYING DOCTOR Jo Kingston, who flies on mercy missions with RAF Brawdy, found herself the object of a search at the weekend.

She and her husband "Bushey" were sailing their catamaran from Cornwall when the steering gear broke.

They radioed details to the Coastguard but then lost battery power in fog and a rising sea.

The Coastguard scrambled a helicopter from RAF Brawdy which found the couple were safe after they had carried out emergency repairs.

"When the boys knew it was me there were smiles and waves, and I've already had a little leg-pulling," said Dr Kingston.



JO KINGSTON . . . "I've had a little leg-pulling."

Further fuel was added to the burning question which everyone was asking around this time as to whether Brawdy was going to close as part of the Government's 'Options for Change' policy. The rumours started to fly and the predictable public outcry began as a series of articles appeared in all the local newspapers on topics ranging from the effects of the loss of money spent in the area to the loss of the search and rescue facilities.

Silk Cut Awards 1991.

Flt Lt Crosby, Fg Off Barnett, FS Dodsworth, FS Spain (absent), FltLt Hall (Doctor). The crew who carried out the "Hopscotch" long Range rescue in 1990 to rescue the trans-Atlantic yachtsman who was suffering from possible kidney problems, received their Gold Stars from the Prime Minister in London. Dave Spain was unable to attend as he was otherwise engaged in the Falklands.

Helicopter team honoured for rescuing yachtsman



An RAF Brawdy rescue helicopter crew met the former Prime Minister, Mrs Margaret Thatcher, recently at a star-studded ceremony in London when they received a 'Daily Star' gold award. The awards are presented for acts of achievement and courage and the RAF team was honoured for its mid-Atlantic airlift last year of Whitbread Round the World yachtsmen Andrew Dicksdall, who was believed to be suffering from kidney failure. In the group with Mrs Thatcher, after collecting their awards, are Flight Lieutenant Dave Crosby, Flight Lieutenant Stewart Hall MD, Flight Sergeant Vaughan Dodsworth and Flying Officer Jim Barnett. Also a member of the award-winning rescue crew was Flight Sergeant Dave Spain.

NEWS

IN BRIEF

Brawdy

Atlantic rescue crew honoured

An RAF Rescue crew from 202 Squadron were presented with the Daily Star Gold Award by Mrs Margaret Thatcher for their mid-Atlantic rescue of Whitbread Round the World sailor Andrew Dicksdall.

5 Apr 91

5 APR 1991

Sixty lifted to safety off battered ship

Sixty people were lifted to safety by helicopter today as seas battered a ship aground on rocks.

The captain of the French factory fishing ship Capitaine Plevin II and some of his crew wanted to remain on board to monitor salvage operations in Galway Bay, west Ireland.

But they were forced to leave as the vessel listed further in increasingly heavy seas.

Earlier, 49 of the crew were airlifted by three RAF and Irish Air Corps helicopters acting in relay and aided by local lifeboats with other shipping standing by.

High-powered pumping gear was taken to the scene and a tug was on its way to try to drag the ship clear of rocks three miles from the County Clare coast, near the fishing village of Ballyvaughan.

A spokesman for Ireland's Marine Rescue Co-ordination Centre at Shannon said the vessel was wedged and it would not be known until high tide later today whether she could be refloated.

A radio message stating that the ship's ballast tank had been holed in 60mph winds was monitored early this morning by the Lloyd's of London insurance market's casualty reporting service.

Cliff-top floodlights were set up to aid the airlift, described by Irish Air Corps Commandant Harvey O'Keefe as "a difficult but text-book exercise".

The ship, owned by the Compagnie Malouine de Peche SA, is registered in the port of St Malo in northern France.

RAF helicopter from Brawdy in Dyfed, and an Irish Air Corps helicopter have joined the Galway lifeboat in the rescue operation," he said.

"There are big swells coming in from the Atlantic, and there are squalls and fairly strong winds out there. It's quite a sea," he said.

Difficult

The rescue operation was being co-ordinated by Shannon coastguards.

The operation to evacuate the 2,600-ton Capitaine Plevin II was a difficult one.

Vessels in the area were helping to get the crew off the ship, lying a mile and a half from the County Clare shoreline, near the village of Ballyvaughan.

Cliff-top floodlights were positioned near the scene to aid the rescue.

The factory ship skipper told rescuers that his vessel was holed, in a serious condition and taking water.

5 APR 1991

Sea rescue drama as ship holed

A RESCUE operation was under way early today to evacuate the 60 crew of a French factory fishing vessel, holed and stranded on rocks off the west coast of the Irish Republic.

Coastguards said that three helicopters and a lifeboat were with the Capitaine Plevin II, two miles east of Black Head in Galway Bay.

A spokesman for Plymouth Marine Rescue and Co-ordination Centre said that the vessel ran aground in strong winds and rough seas.

"A coastguard helicopter from Plymouth, an

The French Factory Ship Capitaine Plevin II ran aground in Galway Bay in the early hours of 4 Apr 91. When R190 arrived the Irish Air Corps' Dauphin was already on scene. Between them the 2 helicopters lifted all non-essential personnel ashore and then dropped firemen with pumps on board to attempt to salvage the boat but to no avail. The remaining crew members and firemen were also lifted to Galway.

Crew

Flt Lt Boulding
Flt Lt Hooper
MAEOp Williams
Sgt Stevens
SAC Slater (observer)

Brawdy Sea King in biggest-ever rescue

BY NIGEL WATTS

A Sea King helicopter from RAF Brawdy took part in its biggest ever rescue of 43 seamen from the French factory fishing ship the Capitaine Plevin II in the early hours of Friday morning.

The four-man crew flew out to the Capitaine Plevin which was battered by strong winds and rough seas to discover it had been holed when it ran aground at Black Head.

In a joint operation with the Irish Army Air Corps, the 281 Squadron winched 17 men from the 2,600-ton French vessel and flew them to Galway airport.

A Dauphin helicopter of the Irish Air Corps also

By securing the Sea King returned to the airfield. The French factory fishing vessel was holed and was in danger of sinking.

When the situation deteriorated soon afterwards, the captain decided that all was lost and the remaining 16 crew and half dozen firemen were winched from the ship. The rescue team then landed at Black Head.

The crew were: Flight Lieutenant Mike Boulding, Pilot Officer Peter Hooper, Master Alfred, Master Peter Williams, (Witch) Superintendent Sergeant Mark Stevens (retiree).

AIRPORT

"The boat was placed on the rocks by its tow," said one air crew member. "When we returned after refuelling it was found to be holed and being

presented onto the rocks. That was when the captain decided that it could not be saved."

After returning the fishermen to Galway airport, the Sea King flew to Shannon for refuelling and returned back to Brawdy at 1pm, nearly 11 hours after it was dispatched, and after rescuing the largest number of people ever saved by a Brawdy crew.

Helicopter crew in sea rescue drama

A WELSH helicopter rescue crew yesterday played a vital role in the dramatic rescue of 60 crew members from a stricken vessel off the Irish coast.

In rough seas and with winds gusting at over 60 knots, the crew from RAF Brawdy in West Wales plucked 49 people from the decks of the stricken ship. An Irish Air Corps helicopter pulled the other 16 crew to safety.

The French factory fishing vessel, Capitaine Plevin, had run aground in Galway Bay shortly after 2am yesterday.

Flight Lieutenant Mike Bould-

By HOWARD JONES

ing, who was captain of the Brawdy aircraft, said that when they arrived at the scene, 16 of the ship's crew had already been taken off the ship by the Irish Air Corps.

"We then took 27 off, and took them to Galway. At Galway we picked up six firemen with pumps and flew them out to the vessel to try to salvage it."

But just 30 minutes after the firemen arrived, the ship's captain decided that the situation had deteriorated so much that the ship should be abandoned.

The Sea King which had been

hovering overhead then pulled the remaining 16 crew members and the six firemen to safety.

"We left the ship pinned by the bow on the rocks, being battered by the waves," said Flt Lt Boulding. "I imagine it will break up within a few days."

Winchman Mark Stevens, who was lowered onto the pitching deck, said the rescue was awkward because of the number involved in such a confined area.

"Everybody wanted to get off at the same time," he said.

"They all knew the situation, but once we managed to get them organised, it was a fairly well-controlled rescue."

5 APR 1991

Dramatic rescue off Irish coast

HELICOPTERS lifted 44 crew members to safety after a French factory fishing ship ran aground on rocks off the west of Ireland early today.

Sixteen seamen, including the captain, stayed aboard the 2,600-ton Capitaine Plevin II to wait for a tug which will try to drag it clear in Galway Bay later today.

High-powered pumping equipment is being flown out to try to keep the ship afloat.

RAF and Irish Air Corps helicopters, aided by local lifeboats and with other shipping standing by, successfully took off the 44.

The ship hit the rocks in 60mph winds less than three miles from the Clare coast, close to the fishing village of Ballyvaughan.

The airlift, carried out in relays, was described by Irish Air Corps Commandant Harvey O'Keefe as "a difficult but text-book exercise".

Rescue co-ordinators said the bad weather made the operation dangerous and praised the crews of the three helicopters.

Cliff-top floodlights were set up to aid the rescuers.

The Lloyd's of London insurance

market's casualty reporting service said it monitored a radio message from the ship stating that a ballast tank had been holed.

But the report said the engine room was functioning normally and pumps were able to keep incoming sea water at bay.

The ship, owned by the Compagnie Malouine de Peche SA, is registered in the port of St Malo.

19 MAR 1991

Rescue flight for injured Soviet seaman

A SOVIET seaman who had four fingers severed was flown to hospital in a rescue operation co-ordinated by Falmouth coastguard.

The Russian, a crewman aboard the cargo ship Nikolay Zarorin, was picked up by a Sea King rescue helicopter last night.

Fingers

Coastguards at Falmouth said they did not know how the man had severed his fingers.

The Sea King helicopter flew from its base at RAF Brawdy in South Wales to Shannon where it refuelled before flying on to the cargo ship in the Atlantic some 350 miles west of Land's End.

The injured man was airlifted to Shannon where he was admitted to hospital.

18 Mar 91

Crew

Flt Lt Crosby
Fg Off Barnett
FS Soundy
FS Preece

R 190 scrambled to assist Soviet sailor who had severed 4 fingers on a boat 200 nm SW of Eire. The sailor was recovered to Shannon Airport.

NEWSCLIP/APCUT

SOUTH WALES
ARGUS

Daily

41,017

19 APR 1991

Fishermen saved from icy death

TWO Newport fishermen who were rescued by an RAF helicopter team this morning could have frozen to death as their crippled boat drifted for 12 hours in the Bristol Channel.

The two men lit old newspapers to start rescue boats after being swept up from Cardiff towards the Severn bridge, then back down on the ebb tide before being found off Chevedon at low tide.

They were spotted by the Barry Dock RNLI lifeboat and airlifted to the Cardiff Royal Infirmary by a helicopter from RAF Brawdy.

The nightmare journey took 12 hours and saw fishermen Lyndon James and Christopher Howells, both 37, swept across a busy shipping lane on their 16-foot boat.

Swansea coastguards, who coordinated the rescue effort involving search teams and boats from Chepstow, warned that the duo could have frozen to death or been run down by a passing ship.

The fishermen weren't carrying lights or flares, and were only spotted by the lifeboat team when they lit a bonfire of old newspapers on deck.

The drama began at lunchtime yesterday when the pair hauled in their nets after a morning's fishing off Cardiff.

They tried to get their boat's engine going but the starting handle flew off and disappeared overboard.

The boat was then swept up past Newport and Denny Island towards the Severn Bridge, and back down the Channel again when the tide changed.

They were finally spotted by the Barry lifeboat near Chevedon Booy, and airlifted to hospital where they were treated for the effects of cold before being discharged.

10 May 91

Crew

Flt Lt Jones
Flt Lt Roversy
Sgt Phillips
FS Dodsworth

Shannon ATC received a Mayday from the pilot of a Piper Aztec single engine aircraft which was in the process of crossing the pond. He reported large fluctuations in oil pressure and abnormal engine noise. Fearing that he may have to ditch R190 was scrambled to intercept the aircraft and shepherd it as far as the pilot could get. A Nimrod acted as top cover while the Sea King met the Piper at approx 60 NM west of Shannon. The crew followed the plane which carried out a successful ILS to land at Shannon Airport.

Atlantic rescue alert

A HELICOPTER from Wales was involved in a rescue operation early this morning after fears that a light aircraft would crash into the Atlantic.

One man was believed to be in the two-engine Astec aircraft as it limped across the Atlantic from the United States, losing oil hundreds of miles from Ireland.

A rescue operation involving

Western Mail Reporter

the RAF, Royal Navy and coastguards swung into action.

The air-sea rescue helicopter based at RAF Brawdy in Pembrokeshire was scrambled to Shannon, where it waited to see if the aircraft ditched within its 250-mile range. If outside, the Sea King would step-back to

within range on a Naval vessel. Simultaneously a Nimrod reconnaissance plane from RAF Kinloss in Scotland was sent to locate the Astec.

Weather conditions were good over the Atlantic. The pilot of the six-seater Astec would have a life raft on board and could use empty fuel tanks to help buoyancy, a spokesman for RAF Brawdy said.

Sea King escorts aircraft to safety

A Sea King rescue helicopter from RAF Brawdy escorted a light aircraft, with engine trouble, into Shannon Airport on Friday night.

The two-engine Astec was one of a pair being flown from Newfoundland to Ireland when it suffered difficulties with oil pressure 350 miles out into the Atlantic.

With fears that the aircraft might have to ditch in the sea, the Sea King was flown to Shannon as a precaution.

The drama ended with the helicopter escorting the Astec for the final 150 miles of its flight.

202 squadron is honoured by Irish pilots' association

During the last nineteen years the bright yellow helicopters of RAF Brawdy have provided long-range search and rescue (SAR) cover for the Republic of Ireland.

They have even saved thirty sailors a year and saved over 300 lives. This outstanding contribution was recently acknowledged during the 19th Air Line Pilots Association's annual dinner held in Dublin.

The current president of the IALPA, Captain Ted Murphy, presented a special award to Brawdy's 202 squadron in recognition of its services to Irish aviation.

Irish award for 202 Squadron

During the last nineteen years the bright yellow helicopters of the Royal Air Force have provided a long-range search and rescue (SAR) cover to the Republic of Ireland, averaging thirty sailors a year and saving over three hundred lives.

This outstanding contribution was acknowledged on April 17 during the Irish Air Line Pilots Association (IALPA) annual dinner held in Dublin. The current president of the IALPA, Captain Ted Murphy presented a special award to 202 Squadron in recognition of their services to Irish aviation.

The involvement of the Royal Air Force SAR helicopters in rescue off the coast of Eire is now expected to be reduced, due to the recent commercial contracts issued by the Irish Government for a medium (200 miles) range service.

The Association of Irish Airline Pilots Presented the Fitzmaurice Award to Sqn Ldr Wright (OC 202 Sqn) and Flt Lt Boulding for services rendered to Irish Aviation.

In Brief

A rescue helicopter from RAF Brawdy flew 300 miles out into the Atlantic on Thursday to airlift a woman to hospital in Tunis. The 44-year-old woman was injured when the German cargo ship, *Romwind*, was hit by a bomb wave.

On Sunday, May 19th, over 400 cadets from South and West Wales will march through Swansea to celebrate 50 years of the Air Training Corps.

RAF Brawdy was alerted to a drifting yacht off the Smile lighthouse on Saturday. The men on board were unsure of their position and noticed Milford Haven Coastguards for assistance. After two hours of searching by RAF helicopter, the yacht was located by a bowler, the *Gilmer*, eight miles south-west of B Aze Head.

Tragedy of boy's death mars stunt boat event

A 10-year-old boy has died after falling from high cliffs at Ramsey Island on Sunday evening.

The boy, who was on holiday from Liverpool with his family, slipped and fell after the World Stunt Boat Championships in Ramsey Sound.

Championship runner-up Andy Middleton said that the boy had been watching the events before he fell.

A group of competitors went looking for the boy, but were given the wrong location and could not find him.

The safety boat *Atlantic*

BY MAGGIE
WILLIAMS

Eagle, carrying nurses, eventually found the boy and picked him up, but he was unconscious. A member of the public had made a distress call to coastguards at St Anne's Head and the air-sea rescue Sea King helicopter was scrambled from RAF Brawdy. The boy was taken to Withybush Hospital, but was dead on arrival.

WARNINGS

Andy Middleton, who is from St Davids, told the *Western Telegraph*: "It was a terrible tragedy be-

cause we did all we could, but it wasn't enough. The day had gone superbly until then, but it has put a cloud over the whole event and celebrations were obviously ruined."

Ironically, Milford Haven coastguards had issued several warnings about the danger of cliffs both prior to and during the Tall Ships event.

"This little boy was not part of the Tall Ships crowd and sadly it shows that those near the cliff edge have to be vigilant at all times," said coastguard station officer John Burns-Sweeney.

The dead boy's family have asked police not to name him.



13 Jul 91

Crew

Fg Off Barnett
Flt Lt Johnson
Sqn Ldr Cass
MALM Davison

A boy fell from cliffs on Ramsey Island during the World Stunt Boat Championships. He was taken to Withybush Hosp with an attending nurse but pronounced DOA.

'Bends' rescue

A helicopter from RAF Brawdy last night airlifted a diver suffering from the bends off Skokholm Island, near Milford Haven, to Plymouth, for specialist treatment. In another rescue, an RAF Brawdy helicopter airlifted six people, including two children, off a boat grounded near Laugharne, Dyfed, late last night.

RAF Brawdy 'vital' says Shadow Secretary



Group Captain Dennis Willison (Station Commander, pictured left) is seen here with Martin O'Neill MP, Nick Ainger and Flight Lieutenant Mike Bouldin (Squadron Commander of B Flight 202 Squadron) at RAF Brawdy. (photo Al Mogridge, RAF Brawdy)

Shadow Defence Secretary, Martin O'Neill MP described RAF Brawdy as "vital" and RNAD Trecwn as "invaluable" following a visit to Pembrokehire last Thursday.

"The air base" Mr Neill said "as well as providing invaluable training experience for young pilots, carries out a vital humanitarian task in operating the air sea rescue service for some of the busiest waters and most dangerous coastline in the UK."

"The invaluable contribution made by RNAD Trecwn in the recent Gulf

crisis shows the significance of a remote base which can nevertheless respond quickly and efficiently in a time of crisis.

"While there will doubtless be competing claims from MoD establishments and bases in other parts of the country in the current defence review, there are few areas of Britain which are both so dependent on MoD related employment and which enjoy such a close relationship with the RAF Personnel."

"Only a most short-sighted and ungrateful government would deny Trecwn and Brawdy the MoD's resources, and will

chance of continuing to serve the nation and its defences."

Mr O'Neill's comments followed his tour of RAF Brawdy and RNAD Trecwn and his meeting with local councillors of both Dyfed and Preseli Pembrokehire Chief Executives together with Danny Fellows of the T & GWU.

Mr Neill assured councillors that RNAD Trecwn and RAF Brawdy should "receive favourable attention from the MoD in the Options for Change study" which is currently reviewing the status of all of the MoD's resources, and will

result in the closure of some bases.

Clr. Nick Ainger, Labour's prospective parliamentary candidate for Pembroke who had accompanied Mr O'Neill on his tour said, "Everyone in Pembrokehire knows the devastating effect that closure of either or both bases would have on the local economy. What has impressed Mr O'Neill is there are many positive reasons from the MoD's point of view for the continued operation and even expansion of the bases."

"From Trecwn's point of view, after 1993 all disposal of explosives at sea will end. Trecwn's trade unions are actively promoting

Trecwn as a national storage and disposal centre. The proximity of Brawdy which can take the heaviest transport planes opens the possibility of more NATO storage with rapid distribution through Brawdy."

"Brawdy's size and room for expansion gives it a distinct advantage over its rivals at Valley and Chivenor. We need to stress the positive aspects of both bases."

"Following our visit Martin O'Neill now understands the positive reasons for the MoD retaining both bases. The case for their retention is overwhelming."

At the meeting with a deputation from Dyfed

County Council and Preseli Pembrokehire District Council which was held in Cambria House, Haverfordwest, the Shadow Minister was told quite forcibly that the Armaments Depot at Trecwn was vital not only to the economic well being of Preseli Pembrokehire but the old County as a whole.

He was handed research documents that had been prepared in connection with the fight to retain not only Trecwn but the Brawdy Royal Air Force station.

Said the chairman of Preseli Pembrokehire District Council, Councillor Stanley Rees, "The closure of either of these bases would have a catastrophic

effect on the local economy, and my Council, well supported by Dyfed County Council, is doing everything in its power to protect and ensure these establishments do not close."

Those who met Mr O'Neill included Councillors G Cawood, L Raymond, D Pritchard and the Chairman of Dyfed County Council, the Rev G Ball. Also present were the Chief Executives of Dyfed County Council and Preseli Pembrokehire District Council, Messrs John Phillips and Islwyn David, and Preseli Pembrokehire District Council's Economic development and Tourism Officer Mr Richard Howells.

MP's visit 'B' Flight as part of their tour of Brawdy at the time when rumours of the base's imminent closure were on everybody's mind.

WESTERN TELEGRAPH, Wednesday, July 31st, 1991

Got a story? Telephone the Newsdesk on Haverfordwest 763133

Weather puts cloud over the Air Day spectacular

BY NIGEL

WATTS

This year's Brawdy Air Day had the potential to be one of the most extraordinary air displays ever seen in the county. So it was a great shame that the unpredictable Pembrokehire weather should have marred the programme and disappointed the huge crowd.

A solid bank of grey cloud hung desolately low over Brawdy for the whole day and save for a little brightness later there was no opportunity for the Red Arrows or the daring Italian formations of the Freccia Tricolore to show their paces.

TRADITION

But all was not gloom. The last remaining operational Avro Vulcan has survived another year to thrill the crowds. And although doubt still remains over this incredible aircraft's fate, it is to be hoped that the shadow of this fantastic jet will be cast over Brawdy again.

The show was stolen by the aircraft able to perform at low level, and among these were Brawdy's own 202 Squadron Sea King helicopter and RAF Hawk

The Red Arrows kept to tradition and were fearless, but their show was limited, as was that of Freccia Tricolore, by the cloud. With the Gulf War firmly behind us the simulated 'Desert Storm' display by RAF Jaguar and RAF Tornados was to be the highlight. But the cloud once again restricted the airfield snack, although there were 'explosions' as the Jaguars attacked mock tanks. There was much interest in the Russian-built Mig 29 flown by pilots of the Czechoslovakian Airforce - the first time that Czech aircraft had flown over Pembrokehire since the Second World War.

An estimated 20,000 people poured through the gates at RAF Brawdy this year and judging by the traffic tailback ten miles from the base, there were many thousands more who would have liked to have been present.

Despite the weather, there was spirited displays from RAF Harriers, the RAF Tornados, and the Team Toyota formation, among many others.

And with the threat of closure hanging over RAF Brawdy, an optimistic note was struck by the Air Day programme with the message - 'For another excellent air display come back to RAF Brawdy next year on Thursday, July 23rd, 1992'.



This Lockheed P-51 Mustang 104-X was one of the most impressive aircraft in the static display. (Telegraph picture by Norman Owen)



The RAF Sea King rescue helicopter display is always enjoyed by the enthusiastic Brawdy crowd. Here, the resident 202 Squadron carries out a mock air lift rescue. (Telegraph picture)



The F-16 is one of the most popular jets at the Air Day. Making a return visit was an F-16 of the Royal Netherlands Air Force. (Telegraph picture)



The Harrier GR5 was one of the few aircraft which was able to show a full manoeuvrability in the cloudy weather conditions. (Telegraph picture)



A Nimrod surveillance aircraft, which dwarfed most of the other jets at Air Day, flew low over the crowds at Brawdy. (Telegraph picture)

Snap that Air Day spirit

Brawdy Air Day gave amateur photographers a chance to demonstrate the place RAF Brawdy holds in the community.

As the base still awaits its fate under the 'Options for Change' defence cuts, Brawdy's annual air day attracted thousands of people

and raised huge sums of money for local and RAF charities.

So in this year's Western Telegraph/RAF Brawdy Air Day contest we are particularly looking for photographs which show the air day spirit and Brawdy's special place in the Pembrokehire community.

Photographs can be colour or black and white but

will only be returned if a suitably sized stamped addressed envelope is enclosed. Photographs should be marked on the back with the name and address of the sender.

The contest is open to all amateur photographers, including RAF personnel, and the prize includes a £40 voucher from Randall

Cox Photographic.

The winning photograph will hang on permanent display at RAF Brawdy. Closing date for the photographic contest is first post on Thursday, August 15th, and entries must be sent to: Air Day Contest, Western Telegraph, Marina Bridge, Haverfordwest, Pembrokehire SA61 1XJ.

RAF Brawdy Air Day 1991. As usual the weather was up to its usual standard and did it's best to dampen the spirits of those who attended the Air Day. However the 2nd standby crew did their best to show their fixed wing counterparts, most of whom were grounded, that weather is no problem for the brave boys of 2021

Air-Crash Exercise

All of Pembrokeshire's emergency services were involved in an air-craft crash exercise on Sunday.

An area of road between Haverfordwest and Trefgarne was set-up to simulate a major aircraft crash, with wreckage - including cock-

pit, fuselage and other parts of an aeroplane - sprawled across both sides of the A40 to provide authenticity. Volunteers from Haverfordwest Air Training Corp acted as casualties.

Within minutes of the exercise beginning a Haver-

fordwest quick response police vehicle was on the scene, closely followed by colleagues from other emergency services including Dyfed Fire Brigade, Ambulance service, Royal Air Force Helicopter and personnel from RAF Brawdy, Coast Guard and Saint John's Ambulance - all working simultaneously under the control of police Chief Superintendent Bill Kirke, stationed at a mobile Control Unit set-up near the incident.

'Casualties' were conveyed to hospital by a convey of ambulances or via Seaking helicopter which twice landed on the main road. The Dyfed Powys police helicopter, that was on hand as an aerial observation post searching for 'survivors,' also used the road for landing purposes.

Using their inflatable dinghy, Dyfed Fire Brigade's Marine Rescue were also in action dealing with 'survivors' that had ended up in water adjacent to the road.

Remarkably, with such a large exercise-taking place on such a busy stretch of road, through traffic was not totally interrupted. This allowed commuters from both Fishguard and Haverfordwest to pass the area without any long delays.

The 'crash' scene, with part of the aircraft fuselage in the foreground



Air-Crash Exercise



A Seaking helicopter from RAF Brawdy involved in a mock air-crash exercise

A disaster exercise was carried out near Brawdy involving the Police, Coast Guard, Ambulance Service, Fire Brigade, St John's Ambulance Service and 202 Sqn.

Atlantic mercy mission for RAF Sea King team

An RAF Brawdy Sea King helicopter flew out into the Atlantic early on Wednesday morning to airlift a man with suspected appendicitis to hospital.

The man was on board the 20,000 tons bulk carrier, *Sils*, which was on passage to America. The ship turned part of the way back and

rendezvoused with the helicopter 240 miles west of Ireland.

The helicopter was carrying a doctor and the man was flown to Shannon, where he was transferred to a hospital in Limerick.

An RAF Nimrod surveillance aircraft from St Mawgan in Cornwall backed the helicopter up with communication links.

9 Jul 91

Crew

Fg Off Barnett
Flt Lt Boulden
Sqn Ldr Cass
Sgt Taylor
Flt Lt Trudgill (Doc)

R190 deployed to Shannon to wait for bulk carrier "Sils" to get within 240 nm range in order to recover crew-member with suspected appendicitis.

THE GREEN PAGE

RAF to rescue seal at wildlife show

The rich diversity of the complex and beautiful structure of the honeycomb. The Association is well known for its experimental hive work and produces high quality honey with a distinct flavour.

The show focuses on British wildlife and the countryside and takes a close look at the work of the Welsh Wildlife Trusts in the field of conservation.

Pembrokeshire will be making a major contribution to the event and among the wildlife on view will be a Pembrokeshire Puffin which participates with keeper Clive Young in wildlife education programmes in local schools.

The Pembrokeshire Bird Hospital will take along some of the patients which have taken up permanent residence at the Hospital, which is reliant upon donations to

provide a rare glimpse of the complex and beautiful structure of the honeycomb. The Association is well known for its experimental hive work and produces high quality honey with a distinct flavour.

INSIGHT

The St David's Orangeries and Cilmerch, Trefly, offer an exclusive insight into salt water and fresh water life.

The Orangeries, housing Wales' largest all glass water tanks, brings along a selection of fascinating salt-water creatures while Cilmerch provides a detailed look at freshwater pondlife as part of its specialist role in fresh and salt water environmental science.

The Pembrokeshire Bird Hospital will take along some of the patients which have taken up permanent residence at the Hospital, which is reliant upon donations to

provide a rare glimpse of the complex and beautiful structure of the honeycomb. The Association is well known for its experimental hive work and produces high quality honey with a distinct flavour.

INSIGHT

The St David's Orangeries and Cilmerch, Trefly, offer an exclusive insight into salt water and fresh water life.

The Orangeries, housing Wales' largest all glass water tanks, brings along a selection of fascinating salt-water creatures while Cilmerch provides a detailed look at freshwater pondlife as part of its specialist role in fresh and salt water environmental science.

The Pembrokeshire Bird Hospital will take along some of the patients which have taken up permanent residence at the Hospital, which is reliant upon donations to

provide a rare glimpse of the complex and beautiful structure of the honeycomb. The Association is well known for its experimental hive work and produces high quality honey with a distinct flavour.

INSIGHT

The St David's Orangeries and Cilmerch, Trefly, offer an exclusive insight into salt water and fresh water life.

The Orangeries, housing Wales' largest all glass water tanks, brings along a selection of fascinating salt-water creatures while Cilmerch provides a detailed look at freshwater pondlife as part of its specialist role in fresh and salt water environmental science.

The Pembrokeshire Bird Hospital will take along some of the patients which have taken up permanent residence at the Hospital, which is reliant upon donations to

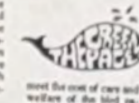
provide a rare glimpse of the complex and beautiful structure of the honeycomb. The Association is well known for its experimental hive work and produces high quality honey with a distinct flavour.

INSIGHT

The St David's Orangeries and Cilmerch, Trefly, offer an exclusive insight into salt water and fresh water life.

The Orangeries, housing Wales' largest all glass water tanks, brings along a selection of fascinating salt-water creatures while Cilmerch provides a detailed look at freshwater pondlife as part of its specialist role in fresh and salt water environmental science.

The Pembrokeshire Bird Hospital will take along some of the patients which have taken up permanent residence at the Hospital, which is reliant upon donations to



time, ideas must be put on the back of the show every day and scheduled to Trust Sales Officer Brenda (shown) who is Mr Seal's personal assistant in the Wildlife on Wildlife. The show will be given a top seal pup to care for.

Official sponsor of the Wildlife on Wildlife is British Coal South Wales Opencast.

DOUBT

On show for the first time will be the Dolphin Bus, at the beginning of its tour of the United Kingdom to help save the British Bottlenose Dolphin. The bus is specially fitted with interactive machine display, sound and marine films which can be purchased. Starting at Bristol on August 1st, the bus will travel throughout England returning to Devon and then Cardiff on August 14th. Hardly an endangered species but much in-



Signing up for active service at the Great British Wildlife Outdoor Show will be Mr Seal - pictured here with Show secretary Margaret Brooks and friends - who will be 'rescued' by a Sea King from RAF Brawdy. (Picture: David Stewart Howell)

A busy time for rescue services

RESCUE services in Pembrokeshire and south Ceredigion had a busy weekend responding to emergency calls.

On Saturday afternoon New Quay inshore lifeboat and a Sea King helicopter from RAF Brawdy spent several hours searching for two young boys.

They were called out following a report that the children were drifting in an inflatable dinghy south of Aberystwyth.

After an extensive search the operation was called off. The coastguard said they believed the call was a hoax.

On Friday New Quay ILB was called out for two people in trouble after their 16-foot dinghy capsized 30 yards off the beach.

Drifting

The two Tenby lifeboats were launched to a number of incidents in the area.

On Saturday afternoon the lifeboat and inshore lifeboat were called to help a motor yacht with engine trouble drifting between Caddy Island and Gutter Point. It was towed to a safe mooring in the harbour.

The lifeboat also teamed up with a rescue helicopter from RAF Brawdy on Friday to search for a man overboard from a Belgian coaster off South Pembrokeshire. He was picked up and taken to North Devon hospital.

The inshore lifeboat rescued one person drifting in a toy inflatable half a mile off South Beach.

There was one false alarm when a dinghy was reported in trouble off Broadhaven. However the call was made with good intent, a coastguard said.

Trawlerman's death fall

A BELOIAN fisherman fell overboard to his death in the Bristol Channel yesterday.

An air-sea rescue operation was launched after a Belgian trawler close to Lundy Island alerted Devonshire coastguard. An RAF helicopter lifted the man from the water but he was pronounced dead on arrival at

North Devon District Hospital. Also involved in the search at 12.30pm were lifeboats from Tenby and Appledore and several other craft.

Two men were rescued from the sea off New Quay in Dyfed yesterday afternoon after their dinghy capsized.

One was rescued by a local

vessel and the other was picked up by the New Quay lifeboat at 13.00pm.

Tenby inshore lifeboat was also launched at 2.12pm yesterday to rescue a couple in a dinghy who were washed half-a-mile out to sea.

And a drifting dinghy off Barmouth was found to be empty.

Sea King's beach landing

Bad weather prevented an RAF Brawdy Sea King helicopter returning to base from a rescue mission last week.

The helicopter had taken a teenage girl to Morriston Hospital after she injured herself while walking in the Vale of Neath.

The Sea King landed on Newgale beach and returned to base when the weather improved four hours later.

Helicopter rescues divers

A RAF Brawdy rescue helicopter from Brawdy ty.

was called out to assist two divers in distress off North Beachy rock near Ramsey Island on Saturday. The divers were located in a inflatable three miles further out to sea, they were then airlifted to safety.

Helicopter in search

An RAF Brawdy helicopter was called out to search for two fishermen overdue from a fishing trip to Ebnall Bay off the Gower Coast.

After a 40 minute search of the area, the helicopter failed to locate the men and it was assumed they had made their own way back to shore.

Cliffs body

THE body of a woman was winched from the foot of cliffs at St David's, West Wales, last night by a helicopter from RAF Brawdy.

Woman in sea

A woman suffering from multiple injuries was airlifted by an RAF Brawdy helicopter to Worthybush Hospital last night. The helicopter was scrambled after coastguards reported a body floating in the sea off St David's.

19 Jul 91

Crew

Flt Lt Coy
Flt Lt Hooper
Sgt Phillips
Sgt Taylor

Search carried out to look for missing woman whose clothes were found on a clifftop near Caerffi Bay ended up with the crew finding her body at the bottom of the cliffs.

Air search for motorcyclist

A rescue helicopter from RAF Brawdy was called into to search for a motorcyclist rider who went missing after falling off the 1000cc Yamaha he was riding round the Old Fort car park corner, last Sunday.

The motorcyclist's pillion passenger was found at the scene of the accident, shortly after 10am Sunday morning, but the rider could not be located so the coastguard was alerted.

The coastguard feared that the man had been catapulted over the nearby cliffs and into the Fishguard Harbour below so a rescue helicopter from RAF Brawdy was called to search the area.

The coastguard located the motorcyclist on the far side of a nearby hedge by the time the helicopter arrived.

The two men were then airlifted to Worthybush General Hospital for treatment, where they were later released.

4 Aug 91

Crew

Fg Off Barnett
Flt Lt Hooper
FS Soundy
Sgt Taylor

R190 scrambled after receiving reports of a motorcyclist driving over a cliff near Fishguard Harbour. The report said that the car had driven straight through a sharp bend in the road and then a splash was heard! With Police, Coastguards and Lifeboat in attendance the motorbiker was eventually located in a field alongside the road.

Woman in fall from clifftop

A woman was taken to hospital in the early hours of Wednesday after she fell from cliffs at Broad Haven.

Forty-two-year-old Jennifer Davey was walking on the north side of the cliffs at Broad Haven beach when she stumbled and fell.

Millford Haven Coastguards alerted a helicopter from RAF Brawdy and auxiliary coastguards from Broad Haven to assist the ambulance service.

Mr Davey who is on holiday from Newport, Gwent, sustained cuts and bruising to her head and leg, a broken arm and a dislocated shoulder.

14 Aug 91

Crew

Flt Lt Boulding
Flt Lt Johnson
Sqn Ldr Cass
FS Bonthron

R190 scrambled to cliff faller at the Northern end of Broadhaven beach casualty, who was suffering from dislocated elbow and head injuries, recovered to aircraft which had landed on the beach and taken to Worthybush Hosp.

Sea King assists at crash site

RAF Brawdy took part in the operation to locate survivors following the crash involving a Jaguar and civilian Cessna aircraft at Carno, Mid Wales, on Thursday afternoon.

A Sea King helicopter from the station assisted military, civilian and police helicopters but, as those injured had already been recovered, the Brawdy team's main task was to turn off the RAF Jaguar's distress beacon.

Action men swoop in cliff rescue

John Mullin on a climber's lucky break in hands of Sea King crew

IT WAS, in so many ways, Alison Bamfborough's lucky day. The 27-year-old climber from Ulverston had chosen a fine day to be hurt and stranded at the foot of precipitous 200-foot cliffs on the Pembrokeshire coast.

And, when the alarm went up, she was only 19 miles from RAF Brawdy, one of the air force's five Sea King search and rescue centres around Britain.

Ms Bamfborough had been hit by a dislodged rock as she waited for her boyfriend, Malcolm Hasley, to abseil down. It had battered her on the left arm.

Her life was not in danger, but B Flight 202 Squadron knew worse might still be in store: Mark Stevens, the 27-year-old winchman who would be going down to lift the schoolteacher, sometimes takes out his false teeth to effect a rescue.

"I've known people to run a mile when they've seen me with my teeth out," said Sergeant Stevens.

But Ms Bamfborough had no need to worry. With his reputation for collecting the telephone numbers of grateful women he has saved, the winchman preferred to take the chance of swallowing his dental plate rather than display unsightly gaps, the consequence of an overzealous rugby fracas.

It was bank holiday Saturday, and the new shift was less than two hours into its 24-hour stint when the red "batphone" at their control centre signalled the first emergency. Sometimes, a crew deals with four serious incidents each day over the bank holiday period. This was to be RAF Brawdy's 112th incident of the year, making the centre — which is threatened with closure — the second busiest behind RAF Lossiemouth, Scotland.

Within six minutes of alert from rescue centre control in Plymouth, pilot Rocky Boulden and co-pilot Rick Hooper had 130 mph Sea King was airborne. The £5 million aircraft was on its way to Skrinkle Haven, a notorious grave of over-ambitious climbers, and the team was juggling with information from four radios.

By 12.06, the Sea King was arriving at the scene after a minor hitch on grid references. But the happy waves of onlookers, oblivious to the emergency call, delayed the team in pinpointing the casualty. Sight-seers with cameras were proving a nuisance.

"Read my lips: Fuck Off," sighed winch operator Tony Cass, as one would-be snapper strayed close to the cliff edge where he was in danger of being sucked off by the mighty rotor blades.

Sgt Stevens, equipped with the first aid tools of his trade, was off down the winch, swinging wildly because of the swirling effect in the narrow bay caused by the downdraft from the helicopter's blades. As he tended to the injured woman, and it became clear there was no great urgency to lift her right away, Flt Lt Boulden circled the helicopter in safety until he got the message to return.

Ms Bamfborough was at Withybush hospital within an hour of the call being received, at a cost to the taxpayer of something like £8,000. It would have been sooner had her condition been serious, the crew said. But in her one slice of misfortune of the day, she arrived when Withybush had a power failure, and was taken later by road to Carmarthen, where a plate was inserted in her arm.

At the debriefing session back at base, Flt Lt Boulden, aged 42, said he had feared the worst as they arrived. "Although we were being told it was a broken arm, when I saw her orange bag there I thought she was splattered over the rocks. She is very lucky. There's nothing we can do for about one-third of the callouts we get to those cliffs."

While jokes are off limits when a rescue is in progress, there is a black humour about the place with the crew injured to blood and gore. Sgt Stevens said: "Sometimes you have to take a bucket down to put the bits in. You have to hold on to the bloke's watch or his hand will fall off."

"There's not much that worries me now. Kids are always sad. They stay with you for a couple of days. But adults, well, they've usually only got themselves to blame."



Mission accomplished... Alison Bamfborough is brought to safety aboard the Sea King by winchman Mark Stevens while winch operator Tony Cass prepares to lend a hand PHOTOGRAPH BY JEFF MORGAN

24 Aug 91

Crew

Flt Lt Boulden
Flt Lt Hooper
Sqn Ldr Cass
Sgt Stevens

A cliff faller at Skrinkle Haven was located at the base of the cliff having been struck by a falling rock. Cas suffered a broken arm and was taken to Withybush. It happened that a reporter and photographer from the Guardian (or was it the Sunday Sport?) were visiting the Flight and were able to document the rescue for the Nation to read.

woman in wales

76

By MARK BROWN

AN ULVERSTON teacher was airlifted from peril by brave Barrow winchman Mark Stevens at the weekend — 250 miles from home.

Sgt Stevens was part of the RAF crew which rescued 27-year-old Alison Bamfborough on Saturday.

Ms Bamfborough, of the Gill, had been stranded at the foot of sheer 200ft cliffs on the Pembrokeshire coast in South West Wales.

ARM

She had been hit by a dislodged rock as she waited for her friend Malcolm Hasley to abseil down.

Luckily she was only 19 miles from RAF Brawdy,

where Sgt Stevens, 27, and fellow crew members of the Sea King search and rescue helicopter are based.

Sgt Stevens, the son of Barrow borough councillor Stan Stevens, carefully lifted the injured climber into the safety of the £5 million aircraft.

She was taken to Carmarthen Hospital where a plate was fitted in her injured arm.

At the debriefing session, helicopter pilot Flt Lt Rocky Boulden said: "Although we were being told it was a broken arm, when I saw her orange bag there I thought she was splattered over the rocks."

"She is very lucky. There's nothing we can do for about a third of the call-outs we get to those cliffs."

The RAF estimates that a call-out such as Ms Bamfborough's will cost the taxpayer about £8,000.



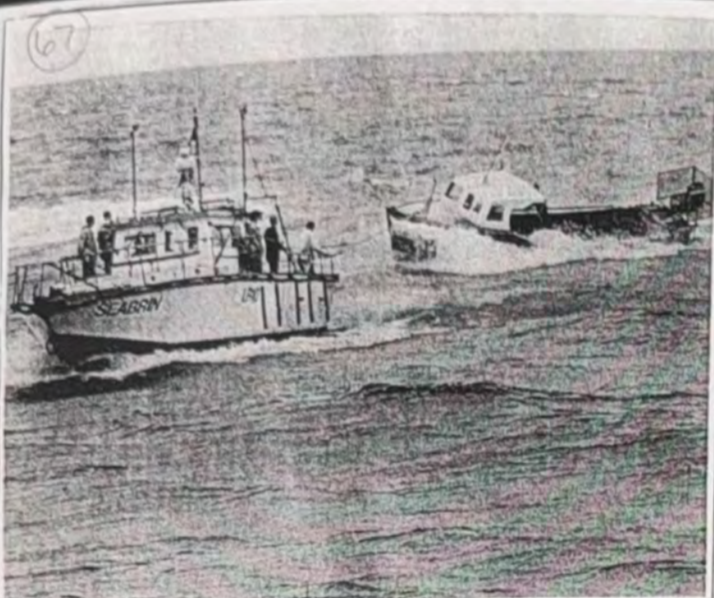
FRANK & BRATH Jnr

20 Aug 91

Crew

Flt Lt Crosby
Flt Lt Rovey
FS Soundy
Sgt Stevens

Search for an overdue yacht centred around an area near Hook Head was being carried out by the Irish SAR helicopter with fixed wing top cover when the crew arrived on scene. The yacht was eventually found submerged in fairly shallow water approx 100 yards from the coast and was clearly visible from the air. An Irish Naval vessel arrived on scene and sent down a team of divers who were able to locate 2 bodies.



ABERYSTWYTH fisherman Gwilym Williams and his boat Silver Wake were towed to safety on Monday in a dramatic rescue off Llanrhystud beach.
Emergency services were alerted after his stricken vessel was spotted by an RAF Brawdy helicopter 500 yards offshore with a broken drive shaft.
Aberystwyth's inshore lifeboat arrived at the scene at about 4pm but the crew were unable to bring the

stranded boat into shore.

Rescue services then contacted the fishing boat Seabrin which was able to attach a rope to Mr Williams' craft and tow it into Aberystwyth harbour pictured above escorted by the lifeboat.

Coastguards say no-one was injured in the incident.

19 Aug 91

Crew
Flt Lt Crosby
Flt Lt Roversy
FS Soundy
Sgt Stevens

Investigating reports of red flares off the coast near Llanrhystud the crew discovered the FV Silverwake which had lost its prop shaft and whose radio was not functioning. The winchman was lowered to investigate and then having ensured all was well left the vessel to be towed in by local lifeboat.



H 201 RAF 0719 221822Z AUG 91 300mm 500FT SAR 5012N 01053W RFDGN
F.V. MONTE SAN ADRIAN RESTRICTED



22 Aug 91

Crew
Flt Lt Boulding
Flt Lt Hooper
FS Spain
Sgt Taylor
Wg Cdr Kingston (Doc)

After initial heads up R190 scrambled to pick up Rumanian sailor with renal colic from bulk carrier 210 nms SSW of Cork. Having refuelled at Cork proceeded to the cas who was subsequently taken to Cork Hosp. While taking advantage of the hospitality at Cork Airport the crew were scrambled a second time to pick up a Spanish fisherman with head injuries 140 nms SSW of Cork. This time the return to Cork was followed by an uninterrupted nights "sleep".

Doctor flying high as a granny

FLYING DOCTOR Jo Kingston was on cloud nine when she heard she had become a grandmother.

In fact, the RAF Brawdy doctor was on board one of the base's Sea King helicopters 250 miles south-west of Ireland with an injured seaman aboard when she heard the good news shortly after 2pm on Thursday.

It was to be the first of three missions for Jo and the Sea King crew as the helicopter spent 24 hours in Ireland carrying out missions hundreds of miles out over the Atlantic.

"We were on our first job and had just got a man aboard who was suffering from appendicitis when a radio message came through to say that my daughter had given birth to an 8 lb 12 oz baby boy — it was great news," said Dr Kingston when she returned to the West Wales base yesterday morning.

Soon after the helicopter touched down the flying doctor was in her car and off to Basingstoke General Hospital to see daughter Mary Daborn and grandson Dale.

"I was delighted to hear the news, even though it was a bit of an unusual place to be told," she said.

Flying doctor becomes a grandmother

Flying doctor Jo Kingston heard she had become a grandmother on Thursday last week while she was on board one of RAF Brawdy's Sea King rescue helicopters.

Doctor Kingston was on a 24 hour trip to Ireland and had just taken a man on board suffering from appendicitis when a radio message came through saying that her daughter had just given birth to an 8 lb 12 oz baby boy.

As soon as she returned to base Doctor Kingston went straight to Basingstoke General Hospital to see her daughter, Mary Daborn, and grandson Dale.

"I was delighted to hear the news even though it was an unusual place to be told," she laughed.

Rescued skipper warns of 'junk'

THE skipper of an Ilfracombe fishing boat which sank off the coast of Wales last week has warned ships are in danger from objects dumped in the Bristol Channel.

The Sharlene ran into trouble off the Pembrokeshire coast after a net caught around her propeller.

Her two man crew were airlifted to safety by a helicopter from RAF Brawdy.

Skipper Paul Stanley from Slade Valley Road, Ilfracombe, who was rescued with Martin Previtt, said he was unable to say for sure why the 32 ft boat sank, but believed a large piece of rope which caught around the propeller may have been to blame.

"I don't know how it got there. There's a lot of junk going into the Bristol Channel and ships are at risk," he said.

"My livelihood has gone. Without the boat I can't do anything."

He said both he and Mr Previtt went into the water on a number of occasions to try to remove the net.

During a long range job in Ireland the SMO who was on board received news that she had become a Grandmother over the HF radio passed from the flight to R190 via Plymouth.

Two escape mystery sinking

A WESTCOUNTRY trawler has mysteriously sunk off the Welsh coast.

by DAVID MACAULAY

The two man crew of the Ilfracombe-based Sharlene were airlifted to safety by an RAF Brawdy helicopter after their vessel went down four miles off Pembrokeshire.

Paul Stanley and Martin Previtt from Ilfracombe spent last night in Withybush Hospital, Haverfordwest for observation. They escaped injury in the incident.

Swansea coastguards received

a distress call from the 32 foot fishing boat at 10.15am yesterday.

The crew said a rope was caught around the propeller and the vessel was taking in water but they did not require assistance.

But when coastguards lost radio contact with the vessel a helicopter was scrambled.

The pair were found safe in a dinghy at 10.34am.

Ilfracombe's harbour master Roy Harris said he had no idea why the fishing boat went down.

"She was a newish boat which had no structural problems I know of. She was a very substantial vessel," he said.

The skipper, Mr Stanley lives in Slade Valley Road, Ilfracombe and Mr Previtt lives in Portland Street.

The stricken vessel was last night lying 45 feet below the seabed but coastguards said it was not posing a danger to ships.

Shark trip ends in disaster

A SHARK FISHING trip ended in disaster for two men yesterday morning when their boat sank off the South Pembrokeshire coast.

Milford Haven coastguards were in touch with the two-man crew of the trawler Sharlene by radio until just before it sank. "They said that they were taking on water and had a rope around the propeller."

The coastguards immediately sent out the Tenby offshore lifeboat and a Sea King rescue helicopter from RAF Brawdy to the boat's last reported position.

Brawdy arrived on the scene to find the crew drifting in a dinghy.

The two men, Paul Stanley and Martin Previtt, both from Ilfracombe, Devon, were flown to Withybush Hospital at Haverfordwest.

Shark fishermen saved after their boat sinks

Two Ilfracombe men, who were shark fishing off the South Pembrokeshire coast, were rescued by a helicopter from RAF Brawdy on Thursday evening, after their boat sank.

Twenty-eight year old Martin Previtt was with 30-year-old Paul Stanley, the boat's owner, when the stern trawler Sharlene started to take in water and a rope became entangled around the propeller.

At the time, the 32 foot boat was four miles from St Govan's Lightship.

The men radioed Milford Haven Coastguard for assistance and a Brawdy Sea King helicopter, carrying

ing a water pump, was scrambled.

Tenby Lifeboat was alerted and the Coastguard put out a broadcast to all shipping in the area.

When the helicopter reached the scene, the men were in the water. They were taken on board the Sea King and were flown to Withybush Hospital to be treated for shock and the effects of swallowing oil.

Trawler sinks

TWO DEVON men escaped from their trawler after it sank off Wales. The crew of the Ilfracombe-based Sharlene were airlifted to safety by an RAF Brawdy helicopter after their vessel went down four miles off Pembrokeshire.

AIRLIFTED FROM BOAT

A family from Petersfield, Hampshire, were airlifted to safety by a rescue helicopter on Saturday evening, after their open boat ran aground on mud banks.

Mr Nigel Brookes and his two sons, aged 11 and seven, had gone up the Eastern Cloddau to Landshipping in their 20-foot-long Orascombe Lagger when a concerned Mrs Brookes phoned Milford Haven Coastguard to say they were three hours overdue.

The coastguard alerted a helicopter from RAF Brawdy and they were airlifted to safety.

29 Aug 91

Crew

Flt Lt Boulding
Flt Lt Hooper
FS Soundy
Sgt Stevens

The crew were tasked by MHCg to take a pump to a vessel taking on water 2 nms SW of St Govan's lightship. When they arrived on scene the sea two man crew were in a liferaft surrounded by large amounts of flotsam, they were strop-lifted and taken to Withybush.

Man died despite air sea rescue

A 66-year-old former Milford Haven tugman who was on a fishing trip with a friend was found to be dead on arrival at Withybush Hospital on Saturday after being airlifted off the fishing vessel by an RAF helicopter from Brandy.

Mr Garveys Coombs, of 46, Croft Avenue, Hakin, had been fishing with his friend Dennis Morgan of Neyland, a tug skipper, when he was taken ill on the boat Roseanne off Freshwater Bay.

He had only recently retired after many years working with the Carty Ship Towing company in Milford Haven. It is believed he died of a heart attack.

CLIFF FALLER SERIOUSLY INJURED

A young man on his way to work was killed early on Sunday evening after he fell from a steep cliff at Saddle Head, near St Govans Head. One Ford, aged 22, had been climbing up Saddle Head, known locally as the 'steep, pebble and rock climb', with a party from the University College of London, when he slipped and fell from 60 feet up the jagged cliff.

Milford Haven coastguard responded to a 999 call from the Coastguard range and dispatched an ambulance, St Govans auxiliary coastguard and a police officer from South Pembrokeshire District Council to the area.

A Sea King air and sea rescue helicopter from RAF Brandy was also involved in the rescue operation.

The coastguard and fishermen were able to give some treatment to the unconscious man, but he was airlifted to Withybush Hospital, Haverfordwest, where he is receiving further treatment for multiple injuries to his spine, head, chest, left arm and two broken legs.

Other members in the party were abseiled by the helicopter to the top of the cliff.

A spokesman for RAF Brandy said that his Ford had broken virtually every bone and yesterday (Tuesday) his condition in hospital was described as 'very grave'.

31 Aug 91

Crew Flt Lt Boulden
Flt Lt Hooper
FS Spain
Sgt Stevens

A member of the crew of the FV Roseanne collapsed on board. Upon arrival the cas was app dead and was taken to Withybush.

24 Sep 91

Crew Flt Lt Boulding
Fg Off Barnett
FS Spain
MALM Griffiths

The crew were diverted from training when they received a report of a cliff faller at Oxwich Bay. R190 landed on the beach to embark cas in stretcher suffering rope burns and a broken ankle. Cas then taken to Morriston Hosp.

15 Sep 91

Crew Flt Lt Coy
Flt Lt Lee
Sgt Phillips
Sgt Stevens

Cliff Faller near St Govans was suffering severe head injuries, internal injuries and a broken femur. R190 stretcher lifted the cas who was then taken to Withybush hosp.

In Brief

A Sea King helicopter from RAF Brandy rescued a woman abseiler who fell and broke her ankle at Oxwich Bay, Gower, on Wednesday. The woman, who also suffered burns to her hands as she tried to save herself, was flown to Haverfordwest Hospital.

Student defies death

A TEENAGER defied death twice yesterday after rolling 50 feet over a seaside cliff on to sharp rocks where he lay until almost being drowned.

Darren Creese was spotted at the cliff base by passing fishermen. An hour later he would have been covered by the incoming tide.

The 19-year-old student from Tenby went to sleep on the cliff

edge at Gŵyl Point, Penarth, after a Saturday night out.

He turned over in his sleep and rolled over the cliff, falling 50 feet on to jagged rocks.

He was found by four Aberfan fishermen crossing South Beach early yesterday morning for a day's fishing.

Coastguards were called out and the RAF rescue helicopter from Brandy flew him to Withybush Hospital.

Senior Officer David Miller, who led the coastguard team, said: 'Darren had been lucky twice.'

'If he had not been so relaxed he would perhaps have injured himself more,' he said.

Darren suffered a fractured skull, fractured lumbar spine and a broken right ankle. Last night his condition was described as stable.



RESCUE UNDER WAY... the lifeboat heads for shore as the RAF helicopter hovers nearby.

COASTGUARDS and RAF helicopters yesterday rescued 113 passengers after an explosion and fire aboard the Swansea to Cork ferry Cable Pride — but the drama was just a realistic exercise.

The maritime "worst scenario" exercise was carried out two miles off Mumbles Head, Swansea.

Lifeboat crews from Mumbles and Port Talbot Island, Swansea and Sea King helicopter rescue teams in taking the voluntary fire "victim" off the deck of the 600-ton ferry.

At the same time, West Glamorgan firemen with special equipment were flown by helicopter on to the ship.

There was a real-life alert during the exercise when a Sea King helicopter was forced to put down at Fairwood Airport because of technical problems. However no-one was hurt.

The volunteer passengers, who

Ferry 'disaster' rescue exercise has real-life alert

were recruited from West Glamorgan Health Authority, local councils and from the coastguard service, were taken to Mumbles and to Morriston Hospital's helicopter pad where fully equipped emergency staff were waiting.

The full scale accident practice was coordinated by coastguards based at the Maritime Rescue Centre in Swansea.

Deputy regional controller Mr

Ian Pattison said yesterday, "All things considered I think the exercise went well."

"We had a number of real life emergencies and calls to consider at the same time — but that would happen in the event of a real ferry fire."

"I think we can now consider ourselves as prepared as we can be for the worst — let's just hope nothing like this happens in reality."



SAFELY ASHORE... the rescued passengers are set down on shore by Mumbles lifeboat.

Abseil woman falls 60ft

A WOMAN abseiler suffered serious burns to her hands as she clung to a rope, lifeline in a 60ft plunge down Gower cliffs yesterday.

Alison Caton, aged 28,

of Llewellyn Street, Llanelli, held on despite tearing pain as she fell at Penmaen.

She was rescued at the Little-Tor, Oxwich, and a rescue helicopter from

RAF Brandy which had been on exercises, flew her to Morriston Hospital.

'At first it was feared she had suffered spinal injuries — but she was comfortable.'

A hospital spokesman described her condition as

Ravine fall rally man is airlifted to hospital

A Shropshire man was airlifted to hospital after his rally car plunged 250 feet down a ravine. Farmer Mr David Brick (29) was badly injured in the crash.

It happened during the ATS Coracle Rally near Carmarthen, west Wales.

The car somersaulted through trees as he navigated a course through the Brecha Forest.

The vehicle ended up on its roof, leaving Mr Brick, of Stanton Lacy, near Ludlow, trapped at the bottom of a steep slope with a broken leg and internal injuries.

Driver Mr Clive Rees from Hereford was taken away by ambulance but Mr Brick was too badly injured to be moved.

An RAF helicopter was called in and a winchman with stretcher lowered to the crash scene.

Pilot Flight Lieutenant Steve Johnston, from RAF Brawdy, said they arrived on Saturday afternoon to find the car at the bottom of a very steep slope.

"It was upside down and a complete write off. There were two injured people. One left by ambulance but the second wasn't in a good enough condition to be carried away so we had to move in and lift him up along with one of the doctors and two paramedics.

Lowered

"We lowered our winchman along with one of our stretchers and they were able to put the injured man into the stretcher."

Mr Brick, who has been rallying for three years, was airlifted to hospital in Swansea, where his condition was today described as satisfactory. His wife, Paddy, is at his bedside.

He usually navigates for Shaun Gardener who had to miss the weekend's trip because of ill health.

Mr Brick financed his own rallying, usually in a Ford Escort, for sheer fun and greatly enjoyed the sport, said Mr Gardener, of Clee Hill, near Ludlow, who has partnered Mr Brick since he started rallying.

Mr Rees is recovering in Carmarthen Hospital.

Badly injured victim airlifted to hospital after rally car crash

TWO SURVIVE 250ft PLUNGE

A SHROPSHIRE man was airlifted to hospital after his rally car plunged 250 feet down a ravine.

Farmer Mr David Brick (29) was badly injured in the crash, which happened during the ATS Coracle Rally near Carmarthen, west Wales.

The car somersaulted through trees as he navigated a course through the Brecha Forest.

The vehicle ended up on its roof, leaving Mr Brick, of Stanton Lacy, near Ludlow, trapped at the bottom of a steep slope with a broken leg and internal injuries.

Driver Mr Clive Rees from Hereford was taken away by ambulance but Mr Brick was too badly injured to be moved.

An RAF helicopter was called in and a winchman with stretcher lowered to the crash scene.

Pilot Flight Lieutenant Steve Johnston, from RAF Brawdy, said they arrived on Saturday afternoon to find the car at the bottom of a very steep slope.

"It was upside down and a complete write off. There were two injured people. One left by ambulance but the second wasn't in a good enough condition to be carried away so we had to move in and lift him up along with one of the doctors and two paramedics.

LOWERED

"We lowered our winchman along with one of our stretchers and they were able to put the injured man into the stretcher."

Mr Brick, who has been rallying for three years, was airlifted to hospital in Swansea, where his condition was today described as satisfactory. His wife, Paddy, is at his bedside.

He usually navigates for Shaun Gardener who had to miss the weekend's trip because of ill health.

"I have been sick and couldn't go, fortunately," said Mr Gardener who has partnered Mr Brick since he started rallying.

"We've had a few spills before but nothing like this, it has really shocked me."

Mr Brick financed his own rallying, usually in a Ford Escort, for sheer fun and greatly enjoyed the sport, said Mr Gardener, of Clee Hill, near Ludlow.

Mr Rees is recovering in Carmarthen Hospital.



7 Sep 91

Crew

Flt Lt Coy
Flt Lt Johnson
FS Spain
FS Dodsworth

These dramatic photos were taken by a spectator who had been watching the rally car in action when it plunged over the edge of the ravine and rolled to the bottom where it remained inverted. The driver was probably lucky in that he only suffered a fractured leg and had some internal bleeding; he was subsequently taken to Morriston Hosp in Swansea.

RAF crew saves six in dramatic sea rescue

A Sea King helicopter from RAF Brawdy was involved in a dramatic rescue off the coast of Ireland in the early hours of Thursday morning.

Six men were winched off a ship which ran onto rocks in heavy seas and gale force winds.

The helicopter had been scrambled just before midnight to go to the assistance of a fishing vessel north-west of Shannon. But before they could reach the ship the helicopter crew realised that it had been taken in tow.

As the helicopter made for Shannon, a Mayday was received from the vessel, *Matrisah*, which was in difficulties off Dunbritton Head 40 miles from Cork.

The helicopter went to investigate but an offer of help was declined by the ship's captain, who said he was heading for the nearest port for shelter.

The Sea King's crew then decided to head back to Brawdy but five minutes into their return another Mayday was received from the *Matrisah* which had run onto rocks.

Because of headwinds, the helicopter took 15 minutes to reach the ship which was right up against cliffs. Despite huge waves and 60 knot winds, the skill of the crew enabled the rescue of all six men to be completed in 20 minutes.

The men were flown to Cork where the helicopter crew rested before returning to Brawdy.

The *Matrisah*, Flight Lieutenant Steve Johnson, said: "The conditions made it difficult to control the aircraft, and the winchman got rather frustrated."

The other crew members were the pilot, Flying Officer Jim Bennett; winch operator, Flight Sergeant David Spain; and winchman, Flight Sergeant Trevor Preece.

30/31 Oct 91

Crew

Fg Off Barnett
Flt Lt Johnson
FS Spain
FS Preece

The crew received a late night call to proceed to FV Sundancer in Clew Bay which had lost its steering, while en-route R190 was told that the vessel was now under tow and to route directly to Shannon. During transit to Shannon the crew were then diverted once more to MV *Matrisah* which was in difficulty near Dunbritton Head. Having established comms with the MV whose Capt said they were not in need of assistance R190 turned towards Brawdy only to turn around again when the *Matrisah* put out a Mayday to say they had hit the cliffs! Conditions on scene were difficult with winds 60-70 kts and high sea states which constantly rolled the vessel against the cliffs. All 6 crew members were lifted to safety by a somewhat battered and bruised winchman and were then taken to Cork where the crew of R190 spent a well deserved night-stop.

RAF Brawdy Rescue

Air Sea rescue at RAF Brawdy were again in action this week as they air-lifted six people to safety off the coast of Ireland.

Early on Thursday morning the Irish fishing vessel

Matrisah ran into trouble during high winds and 60ft waves. The six men were winched away from danger in 20 minutes thanks to the efficiency of the 202 squadron.



STRANDED . . . The Irish ship Kilkenny on a sandbank outside Dublin harbour yesterday.

Helicopter from threatened base rescues seamen

A HELICOPTER crew from a base in Wales which faces possible closure because of defence cuts was involved in the rescue of 11 seamen yesterday.

Two ships collided in Dublin Bay off the Irish coast. One man died and two were still missing last night despite a massive search by helicopters, a lifeboat and a ferry.

Eleven men were pulled from the water alive and one body was recovered from the water.

The two missing men are still believed to be on the *Kilkenny*, which is lying on its side on a sandbank in the entrance to Dublin's harbour. It was carrying a cargo of chemicals but preliminary

checks revealed that there was no risk of pollution.

With the future of RAF Brawdy and its Sea King rescue helicopters expected to be known in the near future, the top-flight rescue team proved their value once again early yesterday.

Helicopter pilot Flight Lieutenant Al Coy said, "We spent four hours searching the water using our new night-vision glasses. Unfortunately, we did not manage to find everyone."

The other vessel, *Haselverder*, was not badly damaged. Since their arrival at Brawdy 12 years ago the bright yellow Sea Kings have been scrambled almost 1,500 times and have rescued more than 1,400 people.

21 Nov 91

Crew

Flt Lt Coy
Flt Lt Rovery
FS Spain
MALM Bragg
Cpl Cahill

The duty crew were enjoying a quiet night in front of the telly when a reporter from the BBC in Cardiff rang to see if they were involved in the rescue operation following the collision of 2 ships in Dublin Harbour. Being somewhat embarrassed in not knowing anything about it the subsequent phone call to RCCP resulted in R190 being scrambled to assist the Irish Helicopters S61 which was already on scene. The search for missing passengers among the dozens of containers which were drifting loose in the bay was greatly assisted by the relatively new Night Vision Goggle capability of the Brawdy aircraft and crews. The search carried on through the night until dawn when the tired crew returned to Brawdy.

Autistic man found after search

AN AUTISTIC man from Neath whose disappearance from home sparked a major search has been found after being spotted by an RAF Sea King helicopter.

Martin Sharkey, 29, who had been reported missing from the Longford area of Neath, was found

a short distance from Longford in a densely wooded area.

He had previously been sighted on the forestry road at the rear of Duffryn Road, Bryncoch, Neath.

When he was found at around 10am yesterday he was suffering from hypothermia and was last night recovering in Neath General Hospital.

A full-scale search was launched after Mr Sharkey was reported missing on Sunday.

South Wales Police officers yesterday paid tribute to all who joined in the search and added that the massive response to their appeal for help resulted in Mr Sharkey being found so quickly.

In November of this Year the crew of R190 on the night of 5 Apr 91 were presented the Edward & Maisie Lewis Award together with the crew of the IAAC Dauphin who also took part in the rescue of the Capitaine Plevin II. The Award was donated some years ago by the son of Sir Edward and Lady Lewis in their memory to be presented to the crew that carried out the outstanding rescue mission of that year. 'B' Flt are no strangers to the Award having been previous recipients for the Cecil of Japan Rescue in 1989.

Rescue award

CREWS from two rescue helicopters - one RAF and one Irish Air Corps - were jointly presented with the Edward & Maisie Lewis award at Fishmongers Hall in London on Wednesday last week for "outstanding skill, courage and professionalism" in rescuing 66 people from the French factory trawler *Capitaine Plevin II* in April this year. The crews deserved "the highest commendation" said the citation.

Lord Lewin, president of the Shipwrecked Mariners' Society, presented the award.

The vessel had run aground on rocks in Galway Bay, on the west coast of Ireland, and the rescue took place in storm force conditions with the wind gusting up to 50 knots.

A Dauphin helicopter of the Irish Air Corps arrived first, and evacuated 11 of the 60 survivors.

Rescue 190, a Sea King



Joint winners of the Edward & Maisie Lewis Award - Standing: Members of RAF 202 Sqn B Flight, RAF Brawdy and Lord Lewin (President, Shipwrecked Mariners' Society). Kneeling (with trophy) Irish Air Corps winners.

HAR3 helicopter from 202 Squadron RAF Brawdy flew from Wales to winch 16 seamen on board from the vessel - a difficult and dangerous

operation in the severe turbulence caused by strong winds passing over the ship.

Both helicopters then completed a further lift so

that 44 of the non-essential crew had been taken to safety in the hours of darkness.

Turn to page 11

Sea King crew wins premier bravery award

A helicopter crew from RAF Brawdy who faced atrocious weather conditions to help save 66 lives in a dramatic rescue have been commended for their outstanding bravery.

They share the prestigious award - presented annually by the Shipwrecked Mariners Society for outstanding air sea rescue - with the crew of an Irish Air Corps Dauphin helicopter who also took part in the mission to airlift survivors from the stricken French factory ship *Capitaine Plevin II*.

The ship ran onto rocks in Galway Bay in April and to reach the scene the RAF Sea King with five men on board had to fly at low levels in storm force conditions, buffeted by heavy showers and a head-wind gusting up to 50 knots.

Despite severe turbulence the crew managed to winch 27 men to safety. And after taking the survivors to Galway airport, they returned with six firemen and salvage pumps in an attempt to save the ship, which was still being pounded by heavy seas.

But the situation soon deteriorated and the captain made the decision to abandon ship. The RAF helicopter then airlifted all the remaining crew and firemen from the sinking vessel.

Six saved in dramatic rescue - see Page Four.

At the final count, 60 survivors and six firemen had been rescued, 43 of them by the RAF Sea King - the largest number of lives ever saved by a Brawdy crew.

The helicopter was piloted by Flight Lieutenant Mike Boulding, commander of B-Flight 202 Squadron, who has served in the unit for five years. His co-pilot was Flight Lieutenant Richard Hooper who joined the RAF after leaving school and now lives in Haverfordwest.

FALKLANDS

Falklands War medal recipient Master Air Electronics Operator Peter Williams acted as radar and winch operator during the rescue. Married with three children, he lives at Broad Haven. The winchman was Sergeant Mark Stevens who has been with 202 Squadron for the last three years.

The final member of the crew was Junior Technician Dennis Slater, who joined the RAF a year ago as a mechanic.

This is the second time in three years that a crew from the base has won this award. It was last given in 1989 for the daring rescue of Korean seamen from a trawler which ran aground off the Cornish Coast.

Six saved in dramatic rescue - see Page Four.

CREW'S BRAVERY RECOGNISED



A prestigious award for outstanding courage and professionalism was last week jointly awarded to the crew of a Sea King helicopter based RAF Brawdy, and an Irish Air Corps Helicopter Crew.

The award follows a major incident last April, when 66 people were rescued from a ship driven aground in the storm-lashed Galway Bay.

In recognition of the outstanding air sea rescue, the Shipwrecked Mariners' Society on Wednesday of last week presented the 1991 Edward and Maisie Lewis Award to the Brawdy helicopter crew in Fishmongers' Hall in London.

The long range day and night rescue began at night, when a French factory ship ran on to rocks on the southern side of Galway Bay, on the west coast of Ireland.

A Sea King helicopter from 202 Squadron RAF Brawdy was scrambled, crewed by Flight Lieutenant Michael Boulding (Captain), Flight Lieutenant Richard Hooper (Co-Pilot), M Ae Op Peter Williams (Winch Operator) and JT Dennis Slater (Observer).

In storm-force conditions, the Sea King arrived at the scene to find the ship aground on the rocks, pinned by the bow. A Dauphin

helicopter of the Irish Air Corps was already evacuating survivors.

The Sea King helicopter winched sixteen seamen on board from a low hover over the vessel - a difficult and dangerous operation in the severe turbulence caused by strong winds passing over the ship. These survivors were then flown to Galway Airport some fifteen miles away. Both helicopters then returned to the scene to complete a further lift so that forty-four of the non-essential crew had been taken to safety in the hours of darkness.

As daylight broke, and heavy seas continued to pound the vessel, the Captain made the decision to abandon ship. The Sea King then winched all the remaining crew to the safety of Galway Airport.

At the final count, sixty six people had been rescued. All owe their lives to the outstanding skill, courage and professionalism of the two helicopter crews, who deserve the highest commendation.

Brawdy's award winning crew were:

Flight Lieutenant Michael Boulding: Mike 31 is Officer Commanding B Flight, 202 Sqn and was duty pilot and aircraft captain on the day of the shipwreck. Has served 5 years in unit and lives locally with his wife

Gillian and their 2 years old son Thomas.

Flight Lieutenant Richard Hooper: Co-pilot on the day of the incident Richard 29 comes from Fareham, Hants. Richard has active outdoor interests (wind-surfing, golf, squash) and a home in Haverfordwest near to antique furniture and clocks.

Master Air Electronics Operator Peter Williams: Born in Rhonda, Peter 49 acted as the radar and winch operator during the rescue. He lives in Broadhaven with his wife Irene whose maiden name was Thomas when they met 10 years ago in the same home town. They have a family of 3 - Mack now serving abroad with the RAF, Guy 20, Michelle 19. Peter, who has a Falklands medal, is taking an Open University course.

Sergeant Mark Stevens: Mack winchman during this incident, been with 202 Sqn B Flight 6 years. He now lives Haverfordwest but was formerly of Barrow in Furness where parents live.

Junior Technician Slater: Dennis 27 joined the RAF a year ago as a mechanic. He enjoys the variety and comradeship of service and hopes to qualify as a pilot.

Brawdy's Award Winners



The crew from RAF Brawdy's air sea rescue squadron received a prestigious award in London this week for their part in the rescue of 66 people in dramatic conditions off the coast of Ireland in April. In the crew are Commanding Officer Flight Lieutenant Mike Boulding (left), Flight Lieutenant Richard Hooper (right), Sergeant Mark Stevens (middle), Electronics operator Peter Williams (bottom left) and Junior Technician Dennis Slater. Full story inside. (John S.J. Rees)

EXPLOSION ON MILFORD TRAWLER

RAF Brawdy's 202 Squadron were involved in a tricky rescue operation last Saturday night when they airlifted two injured crewmen from a Milford-based trawler after an explosion in the engine room had rocked the 90 foot vessel.

The Morning Sun, owned by C'Maine, was 64 miles south of Lands End when the accident occurred. Three people suffered burns, and the two seriously injured casualties, both Spanish fishermen, were airlifted to a Plymouth hospital.

A Brawdy spokesman said the rescue operation was difficult, with the stricken trawler drifting in a 40 knot wind.

Later, Welsh crewman Kevin Street severely injured his hand in the heavy swell as he transferred to the lifeboat. It is hoped the trawler will back in Milford by the weekend. The cause of the explosion is being investigated.

23 Nov 91

Crew
Flt Lt Coy
Flt Lee
FS Spain
MALM Griffiths
Wg Cdr Kingston(Doc)

R190 scrambled to FV Morning Sun which had an engine room explosion 40 nms SSW of the Scilly Isles. The two man crew suffering 25 to 30% burns were recovered to the aircraft and taken to Derriford Hosp in Plymouth.

Victim airlifted

A victim of carbon monoxide poisoning was airlifted by a Sea King from RAF Brawdy from Glangwili Hospital, Carmarthen, to Plymouth, on Sunday for treatment in a decompression chamber.

1 Dec 91

Crew
Flt Lt Coy
Flt Lt Johnson
Sqn Ldr Cass
Sgt Stevens
Doc Middleton

The crew were training when they were requested to take a man suffering from carbon monoxide poisoning from Carmarthen to the decompression chamber at Fort Bovisand in Plymouth.

7 Dec 91

Crew
Flt Lt Barnett
Flt Lt Lee
FS Spain
FS Preece

A 20 month old baby was transferred from Aberystwyth to Chepstow suffering from 30% burns. While the crew were en-route they were informed of a crash which had occurred in the Severn Tunnel. Two trains had collided on the single track and there were several casualties. R190 was told to stand by to medevac but in the event they were not needed and so returned to base.

Emergency trip

On Saturday 7th December the rescue team from RAF Brawdy were called out to convey a 21 month old baby who had fallen in a hot bath to a specialist burns unit in Chepstow.

The baby was from Aberystwyth and due to prompt action will be alright. The helicopter stopped on the way back to see if they could assist at the Severn Tunnel train crash but were not needed.

15 Dec 91

Crew
Flt Lt Coy
Flt Lt Roversy
Sgt Phillips
FS Preece

The crew were in the Brecon Beacons exercising with the Brecon MRT when they received a call from MHCG via RCCP that the yacht Cassidy which was unsure of its position had a cas on board who had suffered head injuries following a fall. After a quick refuel the crew started the search based on the fact that the yacht's inexperienced crew could see a lighthouse and so headed initially towards North Bishop light. The yacht was located in that area and the crew member lifted to safety.

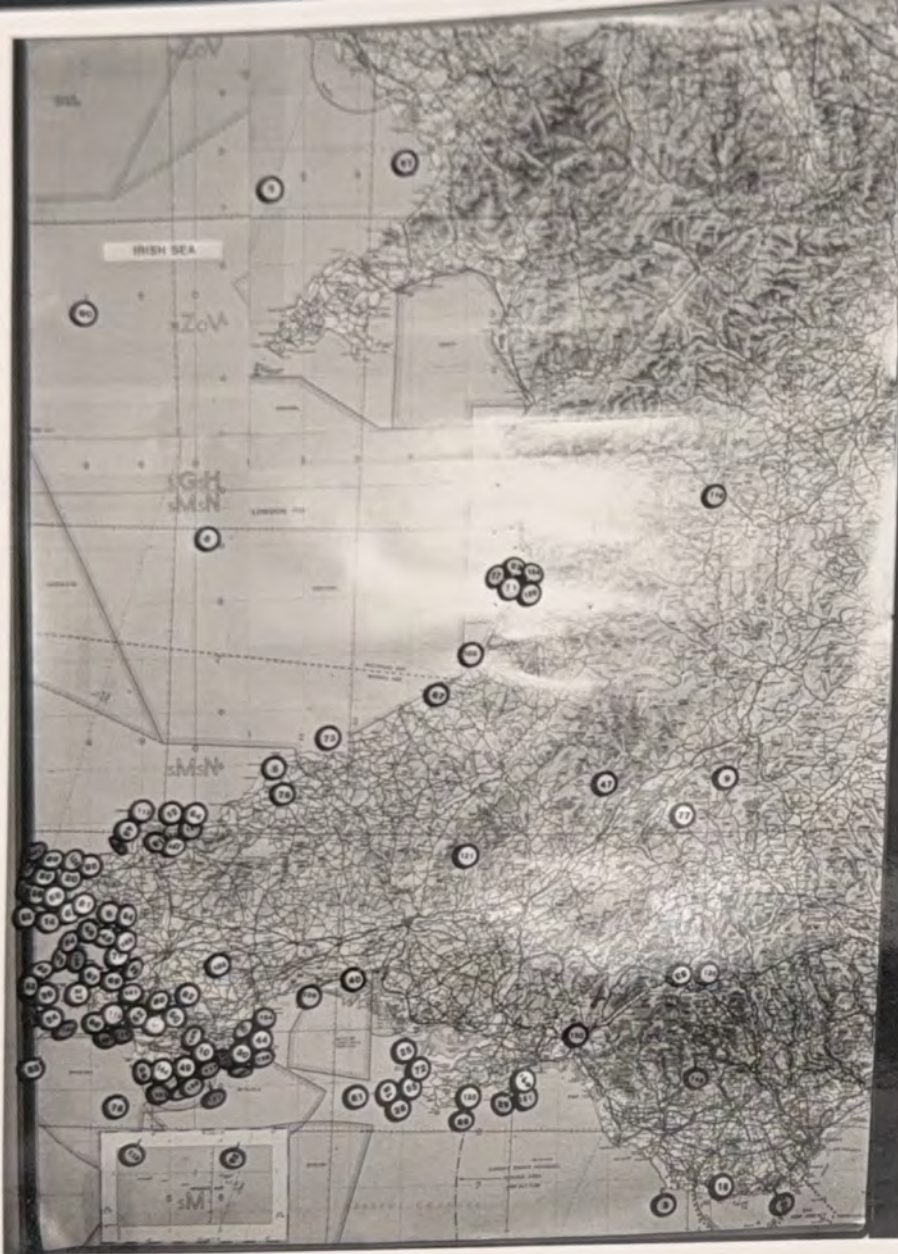
NEWS IN BRIEF

Lifeboat tows vessel to safety

The St David's lifeboat towed the 36-foot ketch Cassaday to safety last night following a major search for the vessel which involved two lifeboats and a Sea King helicopter from RAF Brawdy.

The Cassaday, which was being delivered from Anglesey to the South Coast, reported that it had engine trouble and had broken its sails.

One crew member with facial injuries had to be airlifted off the Cassaday to Withybush Hospital at Haverfordwest. His condition was not immediately known.



NUMBER	DATE	CALL OUT DESCRIPTION	STATUS	NUMBER
1	6 JAN	RED FLAG - MURDER OF FINESTAND - ROGER RABBIT	HOAY	89
2	6 JAN	THUNDER "KING" SINKING 17 FEB - 10 LOST	2	90
3	8 JAN	2000 YOUNG MV "AL THUNDER" SINKING MURDER WITH PAINT	1	91
4	15 JAN	1 MURDERED MAN SINKING 10 FEB - 10 LOST	1	92
5	15 JAN	CHARTER 22 OXLEY FOR CARRIAGE	1	93
6	22 JAN	PLA TX ON 245-0 AT BEASTY	1	94
7	23 JAN	SEARCH FOR MAN SINKING 10 FEB - 10 LOST	1	95
8	23 JAN	SEARCH FOR MAN SINKING 10 FEB - 10 LOST	1	96
9	23 JAN	SEARCH FOR MAN SINKING 10 FEB - 10 LOST	1	97
10	23 JAN	SEARCH FOR MAN SINKING 10 FEB - 10 LOST	1	98
11	23 JAN	SEARCH FOR MAN SINKING 10 FEB - 10 LOST	1	99
12	15 FEB	SEARCH FOR MAN SINKING 10 FEB - 10 LOST	1	100
13	15 FEB	SEARCH FOR MAN SINKING 10 FEB - 10 LOST	1	101
14	15 FEB	SEARCH FOR MAN SINKING 10 FEB - 10 LOST	1	102
15	15 FEB	SEARCH FOR MAN SINKING 10 FEB - 10 LOST	1	103
16	15 FEB	SEARCH FOR MAN SINKING 10 FEB - 10 LOST	1	104
17	15 FEB	SEARCH FOR MAN SINKING 10 FEB - 10 LOST	1	105
18	15 FEB	SEARCH FOR MAN SINKING 10 FEB - 10 LOST	1	106
19	15 FEB	SEARCH FOR MAN SINKING 10 FEB - 10 LOST	1	107
20	15 FEB	SEARCH FOR MAN SINKING 10 FEB - 10 LOST	1	108
21	15 FEB	SEARCH FOR MAN SINKING 10 FEB - 10 LOST	1	109
22	15 FEB	SEARCH FOR MAN SINKING 10 FEB - 10 LOST	1	110
23	15 FEB	SEARCH FOR MAN SINKING 10 FEB - 10 LOST	1	111
24	15 FEB	SEARCH FOR MAN SINKING 10 FEB - 10 LOST	1	112
25	15 FEB	SEARCH FOR MAN SINKING 10 FEB - 10 LOST	1	113
26	15 FEB	SEARCH FOR MAN SINKING 10 FEB - 10 LOST	1	114
27	15 FEB	SEARCH FOR MAN SINKING 10 FEB - 10 LOST	1	115
28	15 FEB	SEARCH FOR MAN SINKING 10 FEB - 10 LOST	1	116
29	15 FEB	SEARCH FOR MAN SINKING 10 FEB - 10 LOST	1	117
30	15 FEB	SEARCH FOR MAN SINKING 10 FEB - 10 LOST	1	118
31	15 FEB	SEARCH FOR MAN SINKING 10 FEB - 10 LOST	1	119
32	15 FEB	SEARCH FOR MAN SINKING 10 FEB - 10 LOST	1	120
33	15 FEB	SEARCH FOR MAN SINKING 10 FEB - 10 LOST	1	121
34	15 FEB	SEARCH FOR MAN SINKING 10 FEB - 10 LOST	1	122
35	15 FEB	SEARCH FOR MAN SINKING 10 FEB - 10 LOST	1	123
36	15 FEB	SEARCH FOR MAN SINKING 10 FEB - 10 LOST	1	124
37	15 FEB	SEARCH FOR MAN SINKING 10 FEB - 10 LOST	1	125
38	15 FEB	SEARCH FOR MAN SINKING 10 FEB - 10 LOST	1	126
39	15 FEB	SEARCH FOR MAN SINKING 10 FEB - 10 LOST	1	127
40	15 FEB	SEARCH FOR MAN SINKING 10 FEB - 10 LOST	1	128
41	15 FEB	SEARCH FOR MAN SINKING 10 FEB - 10 LOST	1	129
42	15 FEB	SEARCH FOR MAN SINKING 10 FEB - 10 LOST	1	130
43	15 FEB	SEARCH FOR MAN SINKING 10 FEB - 10 LOST	1	131
44	15 FEB	SEARCH FOR MAN SINKING 10 FEB - 10 LOST	1	132
45	15 FEB	SEARCH FOR MAN SINKING 10 FEB - 10 LOST	1	133
46	15 FEB	SEARCH FOR MAN SINKING 10 FEB - 10 LOST	1	134
47	15 FEB	SEARCH FOR MAN SINKING 10 FEB - 10 LOST	1	135

47	29 MAY	MORRIS AND TWO SWISSMEN DISAPPEAR - LATER TO BE FOUND	3
48	30 MAY	WOMAN BELIEVED STRUCK BY CAR - WITHY	1
49	03 JUN	FV BEN HUR TACKLED ON WATER 1/2 MI SOUTH OF STAKEPOLE BRAY	1 FURTHER BELIEVED
50	05 JUN	MAN FALLEN FROM CLEVEDON BRIDGE D.O.A.	NAR
51	07 JUN	2 MEN IN TIGHT INFLATABLE STRUCK ON CLIFF ON EAST COAST BAY	2
52	07 JUN	ELT LOCATED IN HAVEN	0
53	11 JUN	1 YR OLD GIRL WITH #149 AND BRASSER SWIMMER - PLEASANTON	1
54	15 JUN	ALSO CLIMB OFF NEWCASTLE 1 FOR SWIMMING ASSISTANCE	NAR
55	16 JUN	2 MISSING SWIMMERS RETURNED KILNISHLY & BODILY FOUND SAFE	NAR
56	21 JUN	PLB ON 121.5 TRACED TO INFLATABLE IN HAVEN	1
57	23 JUN	YACHT SINKING .5 LIFTED BY VALLEY	NAR
58	24 JUN	1 MISSING 16 YR OLD WHITESANDS BAY - FOUND AS BEACH	NAR
59	26 JUN	SWIMMER IN DIFF WHITESANDS - ACTUALLY SICK GASTR ON BEACH 11	FALSE
60	27 JUN	SWIMMER IN DIFF WHITESANDS	NAR
61	29 JUN	SEARCH FOR FV KELLY ANN. FOUND IN ONE OF THE 250 IN HAVEN	0
62	29 JUN	POINT ATTACK VICTIM ON FV PHEENING, SENT SW BAY TO GARDENHURST	1
63	30 JUN	DIVER WITH LOT, INJURED @ SKEMMER -> W BUSH	1
64	02 JUL	2 CANOEISTS ON ROCKS DINIA POINT - 1 WOUNDED, 1 BOAT LHS TO GARDENHURST	2
65	05 JUL	SEARCH FOR MISSING BOAT IN HAVEN. BOAT FOUND SAFELY MOORED	NAR
66	6 JUL	2 DIVERS MISSING. NORTH BISHOP. FOUND SAFE BY BOAT	NAR
67	6 JUL	2 CHILDREN ON INFLATABLE OFF ABERMAYON.	FALSE MISSING
68	6 JUL	MEDICAL 5 YR OLD WITH BRUISES PROB. BARNSTABLE - LEXINGTON	1
69	8 JUL	WINDSURFER IN DIFFICULTY LITTLE HAVEN - SAFE	NAR
70	9 JUL	INJ WOMAN YACHT 'CARIAD ANNA' TO WITHYBUSH	1
71	9 JUL	MEDICAL APPENDICITIS VICTIM 240 MI ID OF SHANNON SWISS SALER	1
72	10 JUL	SEARCH FOR MAN OVERBOARD BROUGHTON BAY - SAFE	NAR
73	11 JUL	RED FLARES - YACHT 'WAMBLE' FOUND - STAYED ON SCENE TILL HELICOPTER ASSIST.	1
74	13 JUL	POORER 8 YR BOY IN RIVER 1 SOUND FALLEN FROM CLIFF. THEN FROM BOAT TO HAVEN	1 D.O.A.
75	14 JUL	SEARCH AT FIRST LIGHT FOR BRIDGE JUMPER AT CARONAN	HOAR
76	16 JUL	MAN WITH ABDOMINAL PAIN ON YACHT 6 NM SW LINNEY HEAD	1
77	17 JUL	2 SOLDIERS IN SHOOTING ACCIDENT TAKEN FROM SENEYBRIDGE	2
78	17 JUL	GIRL WITH SUSPECTED MENINGITIS FROM SKORHOLM -> WITHYBUSH	1
79	18 JUL	YACHT CAPSIZED BROAD HAVEN - 1 ON ROCKS TO CH BAY	1
80	19 JUL	SABAT 243-0 "MY BARBARA" 30 NM W ORANBY	NAR.
81	19 JUL	WOMAN AT BOTTOM OF CLIFF AT CROFT BAY	1 D.O.A.
82	19 JUL	SEARCH FOR DORY FROM LLANGYNN - NOLTON HAVEN FOUND SAFE	NAR
83	23 JUL	BOY WITH BROKEN LEG - EXMOOR. BY PRELIMINARY RESCUE	NOT ABLE TO REPLY
84	24 JUL	SABAT HIT IN MILFORD AREA - HOOKS ON U/VF - DUMPED ON SAND AFTER	NOTHING FOUND
85	24 JUL	SEARCH FOR WINDSURFER OFF OWICH POINT	NOTHING FOUND
86	29 JUL	YACHT SHANTI APPROX AT DORR - SEARCH FOR SURVIVORS: 1 D.O.A BY BOAT	NOTHING FOUND
87	29 JUL	SMALL DINGHY WHITE MUST IN DIFFICULTY OFF LITTLE HAVEN - 2 OK; BOAT FOUND	NAR
88	31 JUL	SEARCH FOR MISSING BOAT IN HAVEN. BOAT FOUND SAFELY MOORED	NOTHING FOUND

[illegible]

134	10 OCT	(MS 268) MEDICINE - LAYMAN SEARCHED WITH WIFE	
135	23 OCT	WOMAN CLIFF FALLER - DEATH HAND & GROUND RACE - ORIGIN TO INVESTIGATION	
136	25 OCT	CLIFF FALLER MORTIMER TVDC - IN CHARGE HOSPITAL	
137	26 OCT	MEDICAL STATION P.M. 134	
138	26 OCT	SARAT HT 121-5 SINGS IN RM. F.	
139	30 OCT	ASSIST FU With Last Staying In Room - Other Guy Around Fan	FANAE N/A OFF TO ME GROSSLY SICK
140	31 OCT	IN ARCADE AT CURR ABOUT 5 TO 6 PM. At Churchyard Head	1 DOA
141	4 NOV	MEDICAL FM GREEN COASTER LYDIA 2	N.A.R.
142	10 NOV	DIVING 4 POB BEING BRANN OUT TO 300 YARD ANGLE	Faded Area
143	12 NOV	SARAT 121-5 BEANS UNB BRANDY	
144	16 NOV	CLIFF FALLER 37 GOVINS (CHINA) - TO WITH VESSEL	1 4 KIDS 1 FLEET
145	17 NOV	SEARCH FOR MISSING CHILDREN NE. TONY PANDY.	FIND BY ST. MARK
146	19 NOV	SEARCH FOR WOMAN FREMINGTON DIST WHO UNIT FOR NAME INTERVIEW	1 TO IN BLEN RIGHT SEARCH
147	19 NOV	CLIFF FALLER DWAS HEAD - BROKEN ARM	2
148	21 NOV	MY KILKERRY + GERMAN VESSEL COLLIDE IN DUBLIN HARBOUR	1 FLEET N/A Found 1 To Aboard
149	23 NOV	2 INJ SEAMEN - PROCEED IN EVANGELISM FROM MORNING SUN 1 270 PLYMOUTH	
150	25 NOV	1 FISHING BOAT 1 TIME NORTH OF HEATH 1 FALLO AFTER 2ND SEARCH	1 FLEET
151	25 NOV	SEARCH FOR CHURCH AREA FENCES CRASHED	N/A Found
152	01 DEC	ISO EVA C CARPENTRY → DRIFT CHURCH @ PLYMOUTH	1 To Aboard
153	04 DEC	HAWK FLAME OUT O'HEAD CHINESE	RECALLED
154	07 DEC	MEDICAL - SOUTH GIRL 30%. OVERSIGHT ACCIDENTALITY → CHURCH	1
155	07 DEC	MAN IN WATER, FISHERMAN HARBOUR. - SEVERAL NOTICES FOUND	HOAX.
156	15 DEC	YACHT WISKE OP POSITION WITH MAN SUFFERING HEAD INJURIES	1
157	17 DEC	MAN WITH CHEST PAINS COMM SW BOARDING - FU AN DRYDOCK	1 TO WOOD
158	21 DEC	HEAVY CARGO FU SINKING IN HAVEN @ LONDON BRIDGE	HOAX
159	23 DEC	MEDICAL 1 VSANOR AVOC LE BROKEN LEG - 'SOMFORT' STRIDES BAY	1 TO WOOD
160	24 DEC	SEARCH FOR MENTALLY DISTURBED PATIENT - MUMBLERS	NOTHING FOUND
161	26 DEC	DIABETIC MISSING NR ZUDE - FOUND OK BY CE.	FOUND
162	27 DEC	SINKING FU BRANTYANE 8 mi SW HARTLAND PT. 1 HAD SCUFFED BY ID. 1 BY US	1 GOING
163			
164			
165			

4 Jan 92

Crew
Flt Lt Boulding
Flt Lt Hooper
MALM Griffiths
Sgt Taylor

The first job of the year turned out to be a search for a missing Mountain biker in the Brecon Beacons. The unfortunate man was eventually located in a stream apparently already dead.



BEACONS SEARCH The covered body of cyclist Clive Whittle being removed from an RAF helicopter at the weekend.

Post mortem to be held on cyclist's body

A POST-MORTEM examination will be made today on the body of a cyclist found on a mountainside.

Mr Clive Whittle, 56, of Blackwood, Gwent, took his mountain bike to the Brecon Beacons on Friday morning but failed to return at 6pm to pick up his wife from work.

His family searched areas where he usually went cycling and found his car in a lay-by on the Merthyr-Brecon Road at the Cantref reservoir at 12.50am.

An intensive search was launched with a helicopter from RAF Brawdy and a team of 120 mountain rescuers and 40 policemen with tracker dogs.

The body was found at 9.30 on Saturday morning.

Police said that the death was not being treated as suspicious.

6 Feb 92

Crew
Flt Lt Coy
Flt Lt Johnson
MAEOp Williams
Sgt Harrison

The duty crew were recalled from night training to transfer a 10 yr old boy, who needed a heart and lung transplant, from Aberystwyth to Newcastle.

9 Feb 92

Crew
Flt Lt Boulden
Flt Lt Rovery
FS Penman
FS Preece

R190 was involved in a mountain rescue exercise near Cader Idris when a call came to transfer a young boy, suffering from one of the worst forms of meningitis, from Aberystwyth to Morriston in Swansea. Unfortunately even though he made it to the hospital the boy died a short time later.



PETE 'COURGETTE' SOUNDY
MPA
AFTER A HEAVY
NIGHT!

CAPTION COMP.

"Ouch!"
"WHAT'S THIS I'VE FOUND?". ERF, IT'S A 'COURGETTE'.
"DAMN, THAT AINT THE BLUES!"

"And this is my Tony Cars impersonation!"
There were two there yesterday.

PETE SOUNDY AFTER CYCLING TO THE FARCLANDS
LIGHTS ON BUT NO ONES HOME
"LET US PRAY"!

On ~~xxxx~~ here's Harry maybe it's pretend to be
asleep hill

"YOU LIGHTWEIGHT"
Pete S receiving his latest GSH debrief, alert as ever!



SGT Mark Stevens: 'IT was a nice little achievement.'

AIR-SEA BRAVERY AWARD FOR LOCAL HERO MARK

This man saved sixty lives

113421P

By MAIL REPORTERS

BARROW helicopter winchman Mark Stevens has been presented with a major bravery award for his part in the biggest ever air-sea rescue in Britain in which 60 people were saved from a stricken ship off Ireland.

The Edward and Maisie Lewis Award is presented by the Shipwrecked Fishermen and Mariners' Royal Benevolent Society for outstanding air-sea rescue work.

Sgt Stevens, 27, son of Barrow councillor Stan Stevens, is a winchman.

CONT' *

• See Pa

Dog saved on winchman's farewell rescue mission

Flight Sergeant Mark Stevens ended his last shift as winchman at RAF Brawdy last week by rescuing a pet dog.

Mark, who is 27, rescued the Lurcher puppy from Stack-

pole Quay, after the animal became marooned on a pinnacle of rock.

The alarm was raised at 11 pm last Tuesday after owner Mr Jones, of The Green, Penbroke, found the dog missing and phoned Milford Haven Coastguards.

Tenby lifeboat was alerted, but because of poor weather conditions was unable to berth at the Quay. The next morning, however, a Sea King helicopter from Brawdy was able to winch the dog to safety by net. Lancashire-born Mark was based at RAF Lyneham as an air loadmaster, before transfer-

ring to RAF Brawdy in 1989 when he became winchman with 202 Squadron's 'B' Flight.

He was a member of the helicopter crew which braved atrocious weather conditions to help save 66 lives when the French ship, *Capitaine Plevin II*, ran aground in Galway Bay last April. And in recognition of their bravery, the Brawdy crew was later awarded the prestigious Edward and Malise Lewis award by the Shipwrecked Marines Society.

Mark, a keen rugby player, left Brawdy on Wednesday for a new posting as winchman on Wessex helicopters in Cyprus.

Hunt for boys

A Sea King helicopter from RAF Brawdy was involved in a search for two boys who went missing in the Llanelli area on Sunday evening.

The boys were out in a dinghy at Loughor Bridge, near the M4 motorway, and were reported missing when they failed to return home at 7.30pm. They were later found safe and well and the search was called off.

25 Mar 92

Crew

Flt Lt Crosby
Flt Lt Roversy
FS Soundy
Sgt Harrison

The duty crew were on a morning training sortie when they were scrambled to the assistance of a French fishing vessel, *L'Elfe des Mers*. After some initial confusion in locating one boat among what seemed to be the whole of the French fleet, and with the boats crew not able to speak English, R190 eventually arrived on scene. The winchman was lowered to assist the fishermen use the pump and when the situation was under control RTB.

Bravery award

From Page One

with a Royal Air Force helicopter rescue team based at RAF Brawdy in North Wales.

The award was made to the crew following the rescue in April.

Sgt Stevens said: The rescue was an all-night affair in Galway Bay when the French factory ship *Capitaine Plaur II* had run aground.

The ship was wedged on rocks and being battered by huge waves and had a crew of 60 on board.

AIRLIFTED

'My helicopter took 17 people on our first run to Galway airport. I remained with the ship to organise the order of rescue.'

Working in relays with an Irish Air Corps helicopter all non-essential crew were flown ashore.

Sgt Stevens stayed aboard until it was realised the ship could not be saved and the last of the crew were airlifted to safety.

'In total we saved 43 people and were airborne for around 12 hours. Normally we only spend a few minutes at the scene of a rescue,' said Sgt Stevens.

PROUD

'We returned to RAF Brawdy from the biggest ever air-sea rescue in this country. It was a nice little achievement and it is great to be recognised in this way.'

Cdr Stevens said: I am delighted for him and his crew - Mark loves doing the job and I am very proud of him.'

The Irish rescue crew were also given the award.

Presentation of Certificates to the crew who participated in the rescue of the French ship "Capitaine Plevin II" at the French Embassy. Among those shown with the Chief of the Air Staff and the French Ambassador are Flt Lt Boulding, Flt Lt Hooper, Sgt Mark Stevens, MAEOP Peter Williams and J/T Dennis Slater.





Young Collin is a high-flier

CHRONICALLY sick youngster Collin Priest had the trip of a lifetime yesterday when he was given a helicopter ride over his home courtesy of RAF Brawdy.

Five-year-old Collin, who suffers from acute lymphatic leukaemia, told the Starlight Foundation — a group which makes the dreams of sick children come true — that he would love to fly over his home in Whitchurch, Cardiff, in a helicopter.

Yesterday his wish came true when a helicopter from RAF Brawdy in West Wales picked Collin up from the

landing pad at RAF Caerwent, near Newport, Gwent, and whisked him into his dreams.

During his short lifetime Collin has spent many months undergoing chemotherapy to counter his disease. After much painful treatment he is now in a stable condition.

He has recently spent time at Llandough Hospital, near Cardiff, while doctors carried out a bone marrow investigation, and it was Mrs Audrey Jenkins — senior social worker at Llandough — that brought Collin's plight to the Starlight Foundation's attention.

16 Apr 92

Crew

Flt Lt Barnett
Flt Lt Johnson
FS Soundy
Sgt Harrison

In the early hours of the morning the crew were woken to assist the Youth training ship Greater Manchester Challenge who had an unconscious crew-member on board. With a very low cloud base (100 ft) and in very heavy rain, the Sea King was used to its full potential. Once the yacht had been located there was the problem of getting the winchman on board, the winchman made it unfortunately the rest of his equipment didn't (see Harry about standard deck boom arrival). The casualty who by now had regained consciousness was flown to Aberystwyth, where the crew spent a very comfortable night in the Ambulance Station.

Tall Ship crew member is airlifted to hospital

A Sea King helicopter from RAF Brawdy airlifted a member of the crew off the Greater Manchester Challenge in the early hours of Friday and flew her to Bronglais Hospital, Aberystwyth.

The Ocean Youth Club's gaff ketch, which took part in the Cuddy Sark Tall Ships' Race from Milford Haven last year, was about 20 miles west of Aberystwyth when a report was received by Milford Haven Coastguards that a person on board was seriously ill.

A doctor, who had been contacted on shore, had advised that she should be evacuated.

The casualty, 16-year-old Kerry Todd, of Church Stretton, Shropshire, had been suffering from sickness for several days and had become badly dehydrated.

Walker airlifted to safety after cliff fall

A RESCUE helicopter winched a man to safety after he had fallen 40 feet down rocks near a Devil's Bridge beautyspot on Sunday afternoon.

William John Stephens, 42, of Stroud, Gloucestershire, had been walking with three friends when he slipped down the rocks at Gwarllwyd about 400 yards from the Devil's

Bridge falls.

The alarm was raised at about 3.15 p.m. when one of the friends ran to the Woodlands to get help.

The emergency services arrived at the scene but they needed the help of the helicopter from RAF Brawdy to hoist the man to safety.

Mr Stephens suffered cuts to the

head and a chest injury in the fall. He was taken to Bronglais Hospital, Aberystwyth where on Tuesday his condition was described as "stable".

It is believed Mr Stephens had parked his car in the Rhedol Valley and the party had walked along a footpath before scrambling on the rocks.

TRAWLER TOWED TO SAFETY AFTER MAJOR RESCUE ALERT

A trawler which began taking in water off the Smalls was towed back to a French port on Wednesday morning.

The *Elfedamer* was part of a French trawler fleet fishing in the area, when the skipper sent out a Mayday call that she was sinking.

Milford Haven Coastguards and French Coastguards worked together in a rescue operation.

Another trawler, the *Jean Francois Veronique*, stood by the stricken vessel — which had five men on board — and a helicopter from RAF Brawdy and Angle lifeboat were alerted.

A pump was later winched on board the trawler and another French fishing vessel, *The Alpha* towed her back to France.

SCOUTS FOUND

Four Scouts who went missing in the Black Mountains, near Brecon on Saturday evening, were returned safe and well to their camp by a helicopter from RAF Brawdy.

The boys had been walking the mountain range when they became lost.

They were found on Sunday afternoon, following an extensive rescue operation.

Cliff faller

A 23-year-old holidaymaker was airlifted to hospital on Monday afternoon after falling 30 feet from cliffs while out walking near Aberaeron.

N. J. Suffolk of Staffordshire was flown by a helicopter from RAF Brawdy to Bronglais Hospital, Aberystwyth, suffering from head injuries and a broken right ankle.

ROCK CLIMBERS LUCKY ESCAPE

A father and son had a lucky escape on Monday, after they fell fifty feet from a sheer cliff at Mewsford Point, near Botherston, into the sea.

Holidaymaker Dave Thomson and his 17 year old son Mark, had abseiled down the near 200ft. cliff and were on their way back up when a piton hammered into a crevice worked loose.

Rock climber Dave Thomson slipped and fell past his teenage son. Mark grabbed their life line, but they both bounced off the rocks before plunging into the water, suffering rope burns and other injuries.

The pair then swam a quarter of a mile to Bullslaughter Bay, where they were airlifted to Withybush Hospital for treatment for hypothermia. Mark was also treated for severe rope burns to his hands.

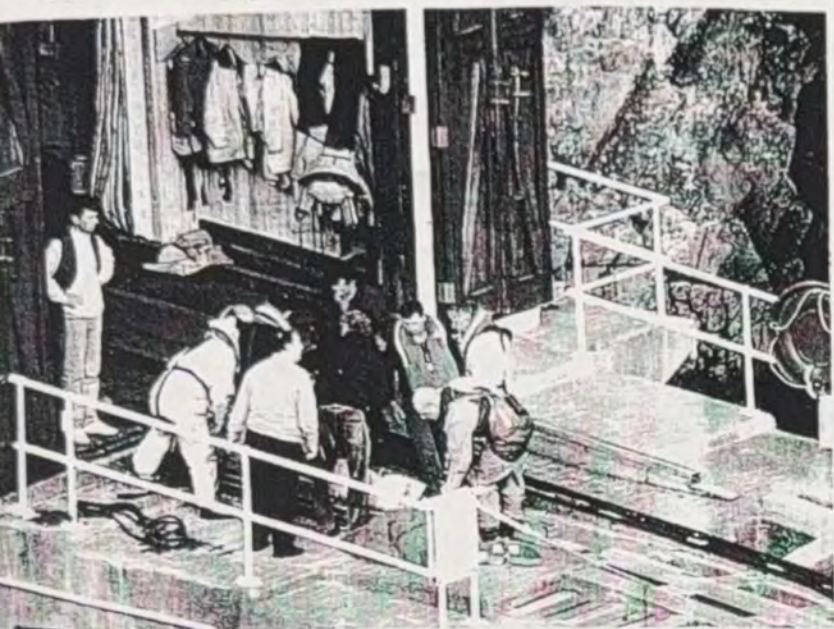
They were not detained and travelled back to their home in Birmingham later that day.

RAF crew save goat from cliff

A GOAT had to be rescued by an RAF helicopter crew after it got trapped halfway down a 120 ft cliff.

RSPCA officers were unable to abseil down the cliff in West Wales to save the animal, which had been stuck for two days, because the rocks were too unstable.

A helicopter crew member, tied to a line, grabbed the goat and it was reunited with its mate.



ON THE SLIPWAY . . . the emergency crew with lifeboatman Byron Bateman.

Lifeboatman is injured

LIFEBOATMAN Byron Bateman was recovering in hospital last night after being dramatically airlifted to safety after being injured during a rescue mission.

Byron, aged 51, the oldest crew member of the St David's lifeboat, suffered a fractured pelvis when the vessel was struck by a freak wave.

Mr Bateman of Flynnon Wen, St David's, was hurried into the air and crashed onto the lifeboat deck.

Local doctor George Middleton — who regularly helps the rescue services — was called in and winched aboard the RAF rescue helicopter.

Mr Bateman was lifted off the lifeboat and on to the rescue helicopter which was involved in the search for a canoeist thought to be missing during a bank holiday weekend canoe rodeo on Saturday afternoon.

The emergency later proved to be a false alarm.

"We were with other vessels and a rescue helicopter searching for a canoeist who was believed missing," said Mr Chant.

"We just hit a rogue wave and Byron took a flier.

"He was thrown into the air and came down heavily on deck."

Mr Chant said the lifeboat was mobilised after the canoeist disappeared from view during a race.

"When we had the call they were not 100 per cent clear he had made it out of the over-falls but it turned out that he had," said Mr Chant.

"We don't regret the alarm call because it's always better to be sure than sorry."

Mr Bateman was taken to Withybush Hospital, Haverfordwest, and detained for treatment.

St David's Lifeboat secretary Geoff Davies described him as the oldest crew member with more than 30 years service on the lifeboat.



WINCH DOCTOR: Dr Middleton is winched aboard.

2 May 92

Crew
Flt Lt Hooper
Flt Lt Uren
Sgt Phillips
Sgt Harrison

The crew, who had been involved in a search, were called to the assistance of a member of the St David's lifeboat crew. The lifeboat had been exercising in the area in a fairly large sea, the lifeboat went up on a wave and came down heavily, the crewman who had been standing at the bow shattered part of his upper leg and pelvis.

22 May 92

Crew
Flt Lt Crosby
Flt Lt Uren
Sgt Phillips
Sgt Harrison

The crew were called to investigate reports of a car driven over the cliff at Hooper's Point. The red cavalier was a little bit the worse for wear and rumours that the winchman acquired a new car radio were strongly denied.

Plunge walker recovers

A FORTY-TWO year-old man who fell 40 feet from rocks at the Devil's Bridge beauty spot in Dyfed on Sunday was recovering in hospital yesterday from head injuries.

Mr Williams Stephens from Stroud in Gloucestershire, was walking with three friends at Gwallwyd Falls when he slipped and fell to the rocks below.

A rescue helicopter from RAF Brawdy winched Mr Stephens to safety with the assistance of Dyfed Fire Service before he was taken to Bronglais Hospital.

Cliff faller rescued

A Sea King helicopter from RAF Brawdy airlifted a faller to Bronglais Hospital, Aberystwyth, on Sunday. The helicopter was scrambled after ambulancemen and

firemen failed to rescue the man who had fallen at Devil's Bridge. He was winched up by helicopter and flown to the hospital.

24 May 92

Crew
Flt Lt Crosby
Flt Lt Lee
Sgt Phillips
Sgt Harrison

A cliff faller at the notorious Devil's bridge suffered chest and back injuries. The steep sided nature of the wooded hill side meant that Harry ended up having to carry out a 150ft space walk followed by a stretcher lift the same height.

Father and son safe after rescue alert

A major air and sea search for a missing father and son, who were on a voyage to Ireland, ended on Thursday morning when they were located off the Pembrokeshire coast.

David and Steven Howlet were en route from Plymouth to Baltimore in a 36-feet fishing boat, the *Glyndwr*, when they realised she was running out of fuel. They thought she was also beginning to take in water.

Both were exhausted and initially thought they were heading towards the St Govans lighthouse.

Coastguards alerted an

RAF Brawdy Sea King helicopter, which located the boat 25 miles south-west of St Ann's Head. The helicopter stood by until the arrival of Angle lifeboat, which escorted the *Glyndwr* to safety at Milford Docks.

Later, both men were said to be recovering from their ordeal and re-fuelling for their voyage.

Search and Rescue team launch charity cycle ride

Members of RAF Brawdy's Search and Rescue team are taking part in a 1,500-mile sponsored charity cycle ride.

Some of the money raised will go to the Withybush Hospital special care baby unit.

Flight Sergeant Peter Soundy and Corporal Ian Woods began the 180-mile

ride yesterday from RAF Valley on Anglesey to Brawdy. Wednesday's second leg will take Flight Sergeant Soundy to RAF Chivenor in Devon — a distance of 250 miles — but he will be helped out from Brawdy to Carmarthen by a group of six other members of 202 Squadron, who will take it in turns so that he can have a break.

Flight Sergeant Soundy's

challenge to complete just over 700 miles of the marathon continues tomorrow from Chivenor with a 164-mile stint to RAF Odiham in Hampshire. The last leg on Friday covers 115 miles to RAF Manston in Kent.

All ten RAF Search and Rescue units in the UK are taking part in the charity ride. Main beneficiary is the Imperial Cancer Research Fund.

Shock for Chopper the squadron cat



Chopper, leg still in plaster, with, from left: Front, Flight Lieutenant Dane Crosby, Senior Aircraftsman Vikki Ford, Corporal Mark Wainwright. Back: Senior Aircraftsman Matt Fryer, Corporal Tony Wilkinson, Senior Aircraftsman Matt Martin and Sergeant Dave Barker.

RAF Brawdy's 202 Squadron came to the rescue when curiosity cost Chopper the cat one of his nine lives.

The charismatic tabby who has chosen the Search and Rescue squadron as his adopted home almost came to grief when he decided to have a snooze in the engine of an RAF Landrover.

Flight Lieutenant Steve Johnson explained Chopper had managed to crawl into the engine and was lying on top of the radiator fan when the unsuspecting driver keyed the ignition.

He said: "Suddenly a smouldering ball of fur was seen scrambling out of the engine and running off into the hangar. The lads chased after him and used

their first aid training, although it's not often they get a four-legged patient to exercise on!"

They put a splint on the leg, which was broken in two places, and rushed Chopper to the vets where the injured limb was put in a cast. Since the accident last month, Chopper is gradually regaining his fitness.

Flight Lieutenant Johnson told the Western Telegraph: "Humans would get physiotherapy but cats aren't so co-operative. He is gradually putting more and more weight on the leg but he still limps depending on how much sympathy he wants or if he knows people are watching him!"

The cat adopted the squadron two years ago and although rela-

tively tame is known for having a wild streak. As a kitten he played with a fox cub which used to venture into the crew room.

He has been found several times sleeping in the helicopters although he has always been turned out before he has become airborne. It is said he likes to sleep on the rotor blades because they catch the heat of the sun.

Flight Lieutenant Johnson added: "The main thing we have to look out for is closing the windows of the crew room at night because he has a habit of jumping on your head at 3 o'clock in the morning, which is a shock, especially when he's soaking wet!"

Chopper the cat came off second best when he tried to mix it with a land-rover. He had climbed inside the engine compartment in search of the warmth and was hit by the fan when the engine was subsequently started!

Speedboat pals missing at sea

FROM PAGE ONE

with their parents but they are not at home.

Steven's parents are understood to have spent the day waiting and watching at Pendine, where hundreds of holiday-makers lazed in the sun unaware of the feverish activity a few miles offshore.

Neighbours said the families were too distressed to talk about the incident.

A spokesman for Milford Haven coastguard said last night that rescuers still hoped to find the three pals alive.

"We are asking shipping in the Bristol Channel to be on the alert for the vessel," he said. "Conditions have been fairly rough, with wind speeds over 20 knots, but we are still optimistic that the men will be found alive."

The search is still very much active despite the standing down of the aircraft.

Meanwhile, lifeboatmen had their busiest day of the year so far yesterday as midsummer madness gripped tourists and day-trippers.

Windsurfers, yacht sailors, waterskiers and divers had to be saved by emergency services.

Mr Charlie Payne, senior watch officer for Swansea coastguard — the main Welsh air and sea rescue response centre — said, "It's the same situation every



TRAWLER FIRE . . . The Sibon in the Irish Sea yesterday.

year. The people who call us fall to take adequate precautions, and fail to check the tides and weather or carry emergency equipment. Those who take these precautions never contact us."

Milford Haven coastguards worked 12 hours without a break after being inundated with calls and false alarms ranging from Barmouth to Carmarthen bar.

At Abersoch, the inshore lifeboat was launched to bring in two windsurfers who got into difficulties off Aberdaron.

Four divers in an inflatable dinghy were rescued unharmed after the boat's engine failed four

miles off Rhoscolyn. Holyhead lifeboat launched and towed the boat into Trearddur Bay, where it was handed to the inshore boat to be towed ashore.

In the Irish Sea, four trawler crewmen suffering from burns were plucked from liferafts yesterday and flown to hospital.

The 15-man crew of the Sibon, a Spanish fishing trawler, had been forced to abandon ship after it caught fire 120 miles off Cork, Ireland.

The four injured men, a Portuguese and three Spaniards, were flown to Cork General Hospital, where two were treated for burns and a third had tissue injury. The fourth man was later released.

Sea teenagers survive ordeal

BY DEBBIE JAMES

Rough sea conditions are being blamed for the failure to find two teenagers missing for two days, despite a massive search operation.

Steven Evans, aged 15, and Gareth Smith, aged 18, went missing after launching a speedboat from Pendine on Saturday afternoon.

And they are now recovering at North Devon Hospital after raising the alarm themselves at midday on Monday. Their friend, Simon Roberts, aged 19, is still missing.

The three, all from the Ammanford area, were only a few miles off Pendine when the engine of their 12 foot speedboat broke down. Simon and Gareth jumped into the sea and attempted to tow the boat to the shore, but the rope they were using snapped.

Gareth climbed back into the boat, but Simon attempted to swim ashore and has not been seen since. A search involving four Sea King helicopters, two Nimrod aircraft, several lifeboats — including Tenby — and Coastguards units from Tenby.

Pembrey and Rhossili, was launched and co-ordinated by Milford Haven Coastguards. The search failed to find the young men, but in the meantime the speedboat had

drifted towards Lundy. Gareth swam to the island, broke into the lighthouse and then phoned his family, who contacted the police.

Both were suffering from hypothermia and were taken by helicopter to North Devon Hospital. The search is continuing for Simon.

A spokesman for Mumbles Coastguard said that the sea had been very choppy, which would have made it difficult to see a small boat in the water.

"Force six conditions made the sea very rough and a 12 foot speedboat would have been very difficult to see in the peaks and troughs. There were also 2,500 square miles to search," he said.

WARN

There were no lifejackets, flares or a radio on board the speedboat and this has prompted Coastguards to once again warn sailors to make sure they are properly equipped before putting to sea.

□ During the search, cruel hoaxers made a call to RAF Brawdy on Sunday evening claiming they had seen three persons clinging to an upturned dinghy at Ferryside. A Coastguard unit was dispatched and a helicopter was diverted to the area, but no-one was found.

AIR AID

A helicopter from RAF Brawdy helped in a search for a missing adult and child in the Pembrey area, near Llanelli, late on Friday evening. They were eventually found safe and well by police at around midnight.

Cliff faller airlifted

A helicopter from RAF Brawdy airlifted a 17-year-old youth to hospital after he fell from cliffs at St Govan's Head, Pembroke, on Sunday afternoon.

The boy suffered a broken ankle after falling whilst climbing the rock face.

He was treated by the St Govan's Auxiliary Coastguard team, before the arrival of the helicopter, which was diverted from training to the accident.

Beach rescue

An RAF helicopter on a routine training flight was diverted to Barantud Bay near Stackpole to rescue a man who collapsed while playing football on the beach, suffering from temporary paralysis. He was taken to Withybush Hospital.

21 JUN 92

CREW

Flt Lt Boulden
Flt Lt Lee
Sqn Ldr Cass
Sgt Harrison

3 boys went missing in a speedboat having set out from Pendine. The search that followed involved all agencies available including a second crew from Brawdy. It turned out that the boat's engine had failed and the boys ended up drifting for about 2 days. One of them tried to swim and tow the speedboat but eventually tired and was lost. The other two drifted towards Lundy until they were close enough for one of them to swim ashore, climb the cliff and raise help. He and the other boy who was suffering from hypothermia were taken off Lundy by Wessex.



CAPTIONS PLEASE

Down in one
my dad's always looking at helicopters - he never talks to me!

HEY DO YOU THINK MY DADS PREGNANT?

THESE NEW NVG'S ARE GREAT - IT'S LIKE DAYLIGHT!

It's my birthday, it's my present, give it to me

Dad or ill cry!

SPOTIA!!

DON'T JUST STAND THERE. GET HIM ANOTHER BOTTLE

Tim Porter!

Our position is 32° 50' North and 116° 17' East.

"HAS ANYONE SEEN 593!!"

SEARCH CALL

A Sea King helicopter from RAF Brawdy joined in the search for a man seen walking into the water at Loughor Railway Bridge, Llanelli, on Wednesday evening. The helicopter remained at the scene until 12.45am before returning to base. A man's body was later found.

Death of canoeist remains a mystery

The death of an experienced canoeist in Ramsey Sound in April would remain one of the mysteries of the sea, an inquest at Haverfordwest heard on Thursday.

Nicholas John May, aged 22, of Paignton, Devon, drowned on April 3rd after canoeing on waves near the reef of rocks known as 'The Bitches'.

He had arranged to spend the weekend at the Twryfelin Outdoor Centre, St Davids, meeting other canoeists and practising for an expedition to Chile.

Peter Orton, a canoeist from Crewe, told the inquest that Nick May appeared to be happy. He was wearing a wetsuit, dry top, buoyancy aid and his canoe was in very good condition with full buoyancy. "He seemed a very competent paddler," he said.

At 6.15pm, after paddling around The Bitches,

Nick, Peter and another canoeist, Steve Block, decided it was time to return - avoiding the treacherous currents and waves around the partially submerged Horse Rock.

Peter led the way followed by Steve, then Nick. When Nick did not appear they assumed he had taken the alternative route back to shore and would land at Whitesands Beach.

HELICOPTER

Twryfelin Outdoor Centre proprietor, Andy Middleton, said that bearing in mind Nick's expertise, a small error of judgement could have caused him to go around the other side of Horse Rock.

"The only thing I can imagine is that he got capsized by a wave and as he rolled up got hit by another and separated from his canoe," he said. "He may

have decided to swim back to land."

His body was found face down in the water, three miles offshore, just after nine the following morning by a Sea King helicopter from RAF Brawdy.

A post mortem examination gave the cause of death as drowning.

Pembrokeshire Coroner Michael Howells said he was impressed by the expertise shown by Nick May. "He seemed to know what he was doing and was well equipped for the expedition. We shall never know what happened," he said.

"In the circumstances I must stress that there can be no blame attached to anybody, least of all Nick himself. The only verdict is one of accidental death."

*Chris Hance's
first job*

Canoe scout in sea drama

FIVE coastal rescue units were involved in the rescue of a Banbury scout after his canoe capsized in choppy seas.

Stuart Brown, aged 14, from Twyford Gardens in Twyford, was airlifted to a Swansea hospital after the incident at 5pm on Monday off the Gower coast in South Wales.

He was allowed to rejoin his friends on their annual camp of the 1st Adderbury troop after doctors checked him for hypothermia.

Speaking from home his mother, Crystal Brown, said Stuart had enjoyed his helicopter ride and had regarded the incident as more of an adventure than a drama. "He didn't realise it could have been a tragedy," she said after speaking to him on Monday night.

Coastguards at the Swansea rescue base would have advised the scout leaders not to take first-time sea canoeists like Stuart out in the force six winds. "They hadn't checked with us beforehand," said a spokesman from the base. "If they had, we would have told them to stay at home."

Andrew had been taken ashore by the time a Sea King helicopter from RAF Brawdy reached the scene, followed by offshore and inshore lifeboats. Mrs Brown said she had every confidence in the scout leaders. Stuart will return with the troop on Saturday.

Fishing boat is towed to safety

A fishing boat with four men on board was towed to safety by Angle lifeboat last week after developing a leak near the entrance to the Milford Haven Waterway.

The four were Peter Jones, of Broad Haven, skipper of the 18 foot fishing boat, *Mako*; Charles and Ben Swindlehurst, of Herbrandston, Milford Haven, and Joel Cater, of Broad Haven.

The boat, on a chartered

fishing trip, developed a leak off Watwick Bay at 3.10 pm and began taking in water. Another vessel in the area, *Sunnymore*, alerted Milford Haven Coastguard.

Angle lifeboat was launched and a Sea King helicopter from RAF Brawdy was diverted from a training exercise. The helicopter winched a pump on board the boat, and Angle lifeboat subsequently towed the *Mako* to Milford.

Two rescued from stricken yacht

Two sailors were rescued yesterday after their yacht ran aground on rocks off the West Wales coast.

The two, aboard the *Mabwe* were towed to the Ferryside Yacht Club off Carmarthen, after the rudder broke on their vessel when they became stuck on the Carmarthen bar. Tenby inshore lifeboat made the rescue after alerting RAF Brawdy and local lifeboats.

Meanwhile in another incident, a capsized dinghy with two people on board was towed into port by Dyfed Fire Brigade rescue boat yesterday after getting into trouble in Milford Haven dock.

Helicopter saves boys from cliff

Two boys were rescued by helicopter from a 200 foot cliff at Penycwm, near Newgaile, late on Wednesday evening and taken to Withybush Hospital.

The pair, aged 19 and ten, became trapped on cliffs west of Penycwm at 10.15 pm. Two other boys made it to the top of the cliff and telephoned the emergency services.

ALERTED

Coastguards at Milford Haven alerted St Davids Auxiliary Coastguards and a Sea King helicopter from RAF Brawdy. The boys were flown to hospital, but were allowed home after a check-up.

All four are believed to be from the Penycwm area.

Llandoverly

'Copter rescue

A helicopter was called in to rescue a woman who suffered slight injuries in a fall near Llyn y Fan Fawr.

Scouts rescued by coastguards

Coastguards rescued six boy scouts and their leader from the sea off Three Cliffs, Gower, last night. The scouts, from Banbury, Oxfordshire, were canoeing from Pennard to Oxwich, when one of the party got into difficulty and capsized off Shire Combe.

Four of the scouts managed to raise the alarm and a helicopter joined coastguards to rescue one canoeist from the sea and take him to Morriston Hospital, where he was said to be suffering from hypothermia.

Father and son swept out to sea

By GREG SWIFT
and HOWARD JONES

A MASSIVE rescue operation was under way last night after a father and his son were swept out to sea.

The father's brave effort to rescue his drowning son ended with both being swept out to sea as other members of the family watched helplessly at a West Wales beauty spot.

A major air and sea rescue operation, which included an Irish helicopter equipped with infra-red heat-seeking equipment, began after the two holiday-makers went missing from Traethllyn Bay, near Fishguard.

The 18-year-old son and his 45-year-old father were swept out by the vicious currents off the headland.

Another son, aged 14, was a strong swimmer and was able



to make his way back to the shore.

Lifeguard and coastguard teams from St David's and Fishguard began a search around the bay but no bodies were discovered.

As the search area was

extended to cover the coastline from Porthgain to Strumble Head, near Fishguard, the 14-year-old and his mother were being comforted by friends and police.

A rescue helicopter from RAF Brawdy was called in to assist in the search as coastguards searched cliffs and beaches looking for the two men.

A spokesman for Milford Haven Coastguard said last night that the infra-red equipment worked by picking up any heat emissions which showed up as a contrasting colour on a monitor.

He added that as the night progressed the lifeboat and coastguard teams were called back to land as their use in a night search was limited.

He said the rescue services were pessimistic about the swimmers' chances.

"With every hour that passes their chances of survival diminish," he said.

"We have winds up to force

five and six, and the sea conditions can best be described as choppy.

"These are far from ideal conditions for searching for a head in the water.

"Our advice in a situation like this is for people not to complicate matters by putting further lives at risk — however brave that action may be.

Drifted

"We are now looking for two bodies instead of one."

● A rescue helicopter from RAF Valley and Holyhead lifeboat saved four people yesterday after they lost the sails on their yacht.

The boat looked in danger of capsizing at one point as it drifted 20 miles off the Holyhead coast.

The crew had set off on a pleasure trip from Holyhead to Howth in Dublin Bay before the accident happened.

Man's body found on beach

The body of a man was found on the beach at Traeth Llyn, near Porthgain, on Saturday.

The body, which according to the police had been in the water for some time, has not yet been identified, although it is likely to be one of two holidaymakers presumed drowned after a swimming accident near the beach on July 17th.

Martin Horsley, aged 45, of West Yorkshire, went

missing after trying to rescue his 18-year-old son, Benjamin, who had got into difficulties while swimming. An extensive air sea search failed to find either of them.

The body was discovered at about 6.15 pm and was taken to the cliff top from where it was airlifted by an RAF Sea King helicopter to Withybush Hospital. It is anticipated that identification will be possible through the use of dental records.

Helicopter airlift

A Sea King helicopter from RAF Brawdy airlifted an elderly woman to safety on Friday afternoon, after she got stuck walking in marshy ground near Three Cliffs Bay, Gower.

The woman was taken to Morriston Hospital with a suspected fractured ankle.

Second body recovered

A second body was recovered from Traeth Llyn, near Porthgain, yesterday morning (Tuesday).

The body of a man was retrieved from the beach on Saturday afternoon and has still not been identified.

It is likely that they are the two holidaymakers, Martin Horsley, aged 45, and his 18-year-old son Benjamin, who got into difficulties while swimming recently.

The second body was found by a member of the public, who reported the matter to the police. HM Coastguard was alerted and a Sea King helicopter from RAF Brawdy was called in to recover the body.

17Jul 92

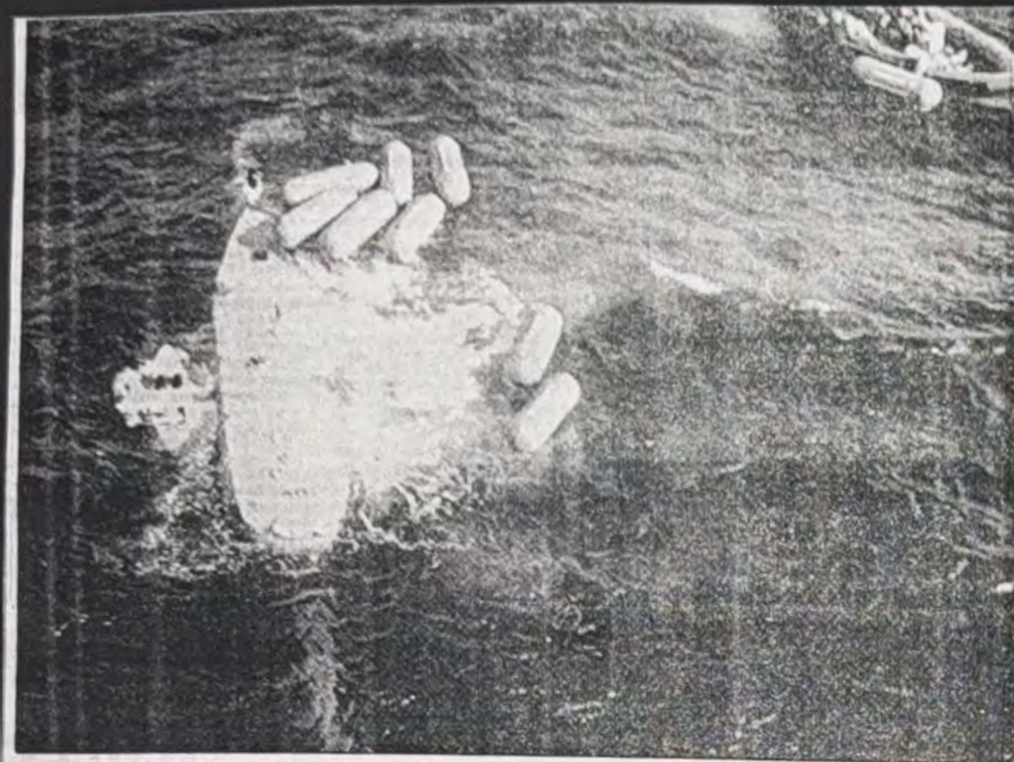
Crew

Flt Lt Hooper
Flt Lt Rovers
FS Soundy
MALM Griffiths

Shortly after returning from a training sortie the call came for the crew to investigate reports of two people in difficulties in the water near Porthgain. Upon arrival the two swimmers were reported to have been swept out. Despite an extensive search by the Sea King and an S 61 from the Irish Helicopters the Father and son were not seen. The pair were eventually found a few days later very close to where they were washed out.

Woman flown to hospital

A Sea King helicopter from RAF Brawdy airlifted a woman with a broken ankle to Morriston Hospital, Swansea, on Sunday afternoon. The woman had been walking at Rhosili on the Gower Coast when she tripped and fell.



KEPT AFLOAT: The ditched £5.8 million Sea King helicopter being kept on the surface by flotation bags

Four rescuers rescued as helicopter ditches

by DAVID MACAULAY

A MASSIVE air sea rescue operation off the South West coast, which saw one RAF helicopter ditch in the sea and five men saved, was called off last night with two Irish fishermen still missing.

The rescue, 70 miles off North Devon, took an unexpected and potentially disastrous twist when a Sea King helicopter from RAF Brawdy in Wales suffered engine failure 200 ft above the waves.

But the crew managed to make a controlled landing and all four were rescued unharmed. Two of the men were plucked from the sea by a Cornish crewed helicopter from the Devonport based type 22 frigate HMS Cumberland.

Cumberland co-ordinated the rescue operation involving eight vessels and seven aircraft.

Last night five flotation bags were secured to the ditched helicopter. It was floating upside down about 400 yards from the warship and a salvage ship was on the way from Scotland to bring her from the water.

The incident began when the 50 foot Irish prawn fishing vessel, the Orchidee sank after a

OUR TRAINING SAVED US

RAF helicopter pilot Flt Dane Crosby told last night how he saved his crewmen from death when he ditched his £5.8 million Sea King into the sea.

He said: "We were just climbing away up from the wreckage when some of the cockpit warning alarms went off.

"I thought it best to make a controlled landing on the water while we still had power.

"As we descended we ejected all the emergency hatches and windows and prepared the life rafts."

The descent took just 60 seconds while he steered the chopper up wind into force five gusts and then into the 12-foot waves.

Flt Lt Crosby added: "There are some very good warning systems on our chopper and the whole procedure which followed went like clockwork. When I realised we had to ditch I told the crew and our training took over."

collision with the larger 100 foot French vessel the Agens around 4am yesterday morning, 70 miles west of Hartland Point.

The vessel's skipper James Power, 28 and 19-year-old crewman Robert Doran from Dunmore East, Waterford are still missing in the Irish Sea.

"We are extremely concerned about their safety," said a spokesman from Swansea coastguards last night. The two were understood to be below decks asleep in jeans and sweaters

when the boat went down.

A third crewman, 28-year-old Kenneth Pearce from County Wexford is unhurt after being picked up by the French boat. He was at the helm when the collision took place.

The 40 square mile sea search for the missing men was called off at darkness, around 9pm last night. The air search was called off late yesterday afternoon.

At 6.50am yesterday morning the rescuers became the rescued

when the helicopter from 202 squadron, RAF Brawdy ditched from 200 feet into the sea.

The crew acted quickly and were able to control their landing, keeping the helicopter buoyant.

"It was a very hurried landing," said the coastguard spokesman.

"The rotor gearbox seems to have gone which is a very fundamental piece of equipment."

Crew members Flight Lieutenant Dane Crosby, Flt Lt Steve Johnson, Flt Lt Glen Holmes and Flt Sgt Paul Trethewey were rescued from life rafts 10 minutes later by a Sea King from the RNAS Culdrose based 826 squadron stationed on HMS Cumberland and an Irish helicopter from Waterford.

They were taken to HMS Cumberland and later airlifted back to Brawdy.

HMS Cumberland's commanding officer, Capt Derek Anthony said: "When we arrived on scene there were a number of fishing vessels carrying out a rather unco-ordinated search and we had two helicopters airborne - an Irish helicopter and our own aircraft.

"In fact the priority at that particular time was rescuing the crew of the RAF helicopter."

Helicopter crew rescued from sea

BY DORIS GODDARD

The four-man crew of an RAF helicopter on a rescue mission were rescued yesterday (Tuesday) after they were forced to ditch into the sea.

The Sea King from 202 Squadron at RAF Brawdy had been summoned to help search for missing fishermen after a collision between two fishing vessels - the French vessel Agens and the Irish fishing boat Orcaid from Dunmore East, County Wexford.

But just over two hours after taking off from Brawdy, the helicopter appeared to have suffered a mechanical problem and the crew ditched the aircraft about 15 miles south-west of Millport in the region of the Gascogne.

The four men were quickly picked up and taken aboard the Royal Navy warship HMS Cumberland which responded to the search area as "search commander".

Angie Liffman passed the operation as did other rescuers including a Dutch fishing boat. RAF Brawdy's second helicopter was also in action and a rescue helicopter from Brawdy was on standby.

The Agens reported that it had picked up one person from the Orcaid but two crewmen were still missing.

MAYDAY

Coordination of the rescue operation was carried out by HM Coastguard in Swansea, following information received from the vessel Orcaid which had picked up a Mayday call from a then unknown source at 4.25 am.

The Sea King from 202 Squadron left Brawdy at 4.35 am and a Mayday call was received at 4.35 am.

The rescue commander at RAF Brawdy, Group Captain Dennis Williams, said the warship was "not too far" at the time. The helicopter was being kept afloat and a sal-

vage operation would be organised by the Royal Navy, he said.

There was no indication yet what had caused the problem but there was concern that it could have been engine or fuel trouble. There will be a full inquiry, he added.

DRAMATIC

Captain Williams said that the crewmen were all fit and well and were last seen injured. The Ministry of Defence had ordered that the names of the crew should not be released until the inquiry.

The four men were expected to be flown back to RAF Brawdy by one of the helicopters involved in the search.

The incident comes only days after a Sea King was ditched in a dramatic

crash in the Atlantic, when the crew suffered a sick man from the submarine HMS Okeanos. It was one of the British crew flying a Sea King without refuelling and the aircraft only had enough fuel left for 15 minutes flying when it landed at Brawdy Airport.

The inquiry into the ditching of the helicopter is likely to be held at a critical point when the future of the 202 Squadron and Rescue Squadron at RAF Brawdy will hang in the balance.

An announcement on whether the 202 Squadron would remain in Devonshire was expected earlier this year but it was put back in the autumn.

Previously, MP Nick Adams had said the recent incidents had reinforced the need for Search and Rescue at RAF Brawdy.

See story on front of main section.

Brawdy crew back safe

The four-man crew who had to ditch in the Irish Sea after their Sea King helicopter developed a mechanical fault during a rescue arrived back at RAF Brawdy safe and well yesterday morning (Tuesday).

The crew were brought back to base by Brawdy's second RAF Search and Rescue helicopter and arrived home at about 11 am.

The pilot, Flight Lieutenant Dane Crosby, co-pilot Flight Lieutenant Steve Johnson, radar operator Flight Lieutenant Glen Holmes and winchman Flight Sergeant Paul Trethewey were all in good spirits following their ordeal, according to an RAF spokesman.

See story on front of main section.

22 Sep 92

Crew

Flt Lt Crosby
Flt Lt Johnson
Flt Lt Holmes
FS Trethewey

This day will no doubt remain etched in the memories of the crew who set off in the early hours of the morning on what was looking like being another fairly straight forward search for any survivors of a collision between two fishing boats in conjunction with an S-61 from Ireland and another Sea King from HMS Cumberland. During the search the crew of R190 experienced a sudden loss of gear box oil pressure and were forced to ditch. The aircraft was landed safely on the water after the rear crew had made their escape through the rear escape hatches from the hover. Luckily the Sea King stayed upright allowing the two pilots to escape through their respective hatches without too much difficulty. The situation was eased somewhat by the fact that so many rescue facilities were on scene at the time and the crew were picked by the other helicopters within a matter of minutes. The Sea King was kept afloat by salvage equipment and lifted aboard a salvage vessel and brought ashore for investigation.

Brawdy team repeat long-range success

ONE OF Brawdy's Sea King rescue helicopters has succeeded in another long-range rescue.

The helicopter crew had to land on a bulk carrier 300 miles out to the Atlantic shortly after 1am to rescue a Moldovan sailor with an eye injury.

Flight Lieutenant Al Coy, the helicopter's captain, and his crew left Wales shortly after 7.00pm on Tuesday evening. Following refuelling stops at Cork and Cardigan, the Sea King headed 300 miles out into the Atlantic to meet the bulk carrier Ocean Star.

"The sea was very rough but the ship was very big and had all its lights on so we landed on the deck, got the injured man on board and got him back to Cork where he went to hospital. It was just after 3am when we landed back in Ireland."

"How he got his injury we don't know, there was too much of a language problem," said Flt Lt Coy.

By HOWARD JONES

The helicopter crew slept overnight in Ireland before returning back to Brawdy yesterday afternoon.

The rescue was the 1300th time that a Brawdy helicopter has been scrambled this year. Since 1970 they have carried out 1,580 emergency missions.

Sacrifice

This latest rescue comes just two weeks after a crew from Brawdy flew the longest ever rescue mission without refuelling, when it picked up a sailing vessel from a people's ship on the submarine 1060. Oracle, 212 miles off the Irish coast.

A decision is also expected shortly on the future of the West Wales base.

"The Ministry of Defence was to have announced the results of its review of Search and Rescue services in the early summer but

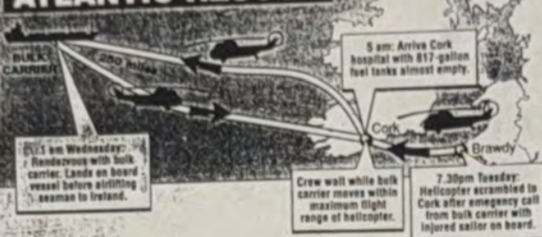
then delayed it until the autumn. It is now believed the decision will be delayed further as the Ministry of Defence hold talks to try to fill the gap with civil helicopters.

Pembrokeshire MP Nick Alinger believes that Brawdy's Search and Rescue unit is under very serious threat.

"I fear that because the usual support facilities of an operational base will no longer be available at Brawdy now that the Hawks have gone, then cash may well come before safety and the Brawdy Sea Kings may be transferred elsewhere. We must fight that possibility tooth and nail. The safety of our tourists, climbers, walkers, yachtsmen, pleasure boaters and ferry passengers is paramount."

"We have one of the busiest ports in the UK here. The sea cliffs are now one of the most popular venues for climbers. More marinas for yachting are being developed, the coastal path is now being used all year by walkers. The fire on the ferry

ATLANTIC RESCUE



Norfolk highlighted the vital part played by Brawdy in getting Dyfed firemen on board the burning vessel.

"Brawdy at the end of the Pembrokeshire peninsula is ideally positioned to cover an enormous area of sea, coast and mountains. It would be criminally stupid if the Government was prepared to sacrifice safety to save a relatively small

amount of money. In emergencies seconds count and if Pembrokeshire and the surrounding area was only covered by Chulivnor or Valley then lives will be lost," he said.

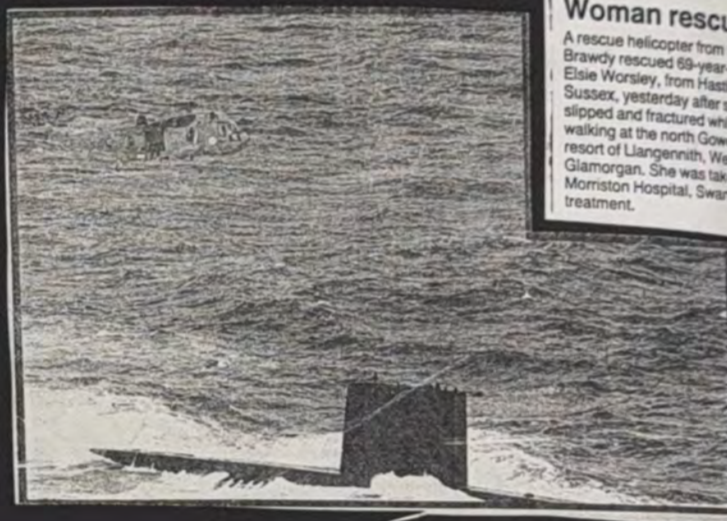
ATLANTIC DRAMA



HIGH-SEA DRAMA . . . How the rescue in the Atlantic took place

Woman rescued

A rescue helicopter from RAF Brawdy rescued 69-year-old Elsie Worsley, from Hastings, Sussex, yesterday after she slipped and fractured while walking at the north Gower resort of Llanneth, West Glamorgan. She was taken to Morriston Hospital, Swansea, for treatment.



16 Sep 92

Crew Sqn Ldr English
Flt Lt Uren
Sqn Ldr Cass
FS Preece

R 190 was scrambled to the aid of a sub-mariner who was suffering from a bleeding peptic ulcer. At the time the Submarine (HMS Oracle) was 300 nms west of Ireland. The helicopter was flown to Black Sod fuelled to the gunnels and stripped of all non-essential equipment in order to make the flight to the edge of the aircraft's radius of action. Top cover provided by a Nimrod directed the crew straight to the casualty who was lifted aboard and taken to Shannon.

12 Oct 92

Crew Sqn Ldr English
Flt Lt Rovery
Sqn Ldr Cass
Sgt Taylor

The report of a man failing to turn up at his destination at Fishguard led the authorities to believe that he had fallen off the ferry somewhere between Fishguard and Rosslare. A search was commenced starting from the destination port over to South East Ireland. Due to the size of the search area and the length of time for which the man could have been missing the search area was difficult to predict and the crew were unable to find any trace of the missing man.

Man missing from ferry

Police in Ireland and Wales were co-ordinating a search yesterday for a man missing from the Rosslare to Fishguard ferry.

The man, believed to be Walter James Dornay, 56, of Craig Mawr, County Kilkenny, was reported missing after he failed to claim his red Ford Fiesta car when the ferry docked in Wales, and police became concerned after discovering a note in the car. A helicopter search of the ferry route proved negative, said a spokesman.

AIRLIFT TO HOSPITAL

A woman was airlifted from Skomer Island to Withybush Hospital on Friday morning after suffering a serious asthma attack.

Sherry Wilson, aged 32 from Sheffield, was given oxygen treatment in hospital and was discharged on Sunday.

Simon Bressley, assistant warden on Skomer Island, had alerted Milford Haven Coastguard and a Sea King helicopter from RAF Brawdy was scrambled.

Ms Wilson had been spending a week on the island undertaking research into magpies.

B Flight 202 Squadron-
Motto: 'Semper Vigilante'
- 'Be always vigilant'

R190 scrambled to report of a man in the water at Mwnt nr Cardigan. A police helo had been involved in a search for a missing person who they eventually found about 200 yds from the coast treading water. When 190 turned up the man was winched from the water and taken to Witybush for treatment. It turned out that he had been a little depressed and had actually jumped off the cliff. The initial response to the police was one of disinterest refusing to cling to the life jacket they threw him but he obviously decided he wanted to be rescued by the time the Sea King arrived.

The sons of the Armada were taking on water 320 nms to the SW, so the boys launched as far as Cork where they were stood down. There being no excuse to stay any longer, they reluctantly came home again.

Flt Lt Hooper
Flt Lt Johnson
Sqn Ldr Cass
FS Preece

21 Dec 92
R857

Bristol Channel search after brief outburst on #16. Day into night search made good NVG practice, if nothing else.

Flt Lt Hooper
Flt Lt Johnson
Sqn Ldr Cass
FS Preece
Doc Middleton

21 Dec 92
R858

2 Dec 92
R840

Flt Lt Lee
Flt Lt Coy
MAeOp Cox
FS Preece

A beacon hunt, aided by a passing Nimrod starting from Foreland Point and working east. The culprit - a Russian vessel - was located in Barry Dock and the offending beacon silenced. They'll do anything to get a bit of Western aid.

30 Nov 92
R836

Flt Lt Coy
Flt Lt Johnson
Sqn Ldr Cass
FS Preece
(+ Cox and Chadwick)

Two and a half hours of NVG and white light searching of Tenby South Beach after reports of a body. Nothing found. Port beam spot light would have been useful. Hold on boys, it may be on its way!

Flt Lt Rovey
Flt Lt Hooper
FS Soundy
Sgt Taylor
SAC Ford (obs)

30 Nov 92
R831

A fishing vessel missing out of Padstow with three on board saw our brave boys out at crack of dawn with the duty coffee maker. Cunningly assigned a search well away from all the interest, our heroes dropped into Chivenor for lunch and a chance to assess the comfy chair situation in advance of the move. All came home once the fog had cleared.

Flt Lt Boulden
Flt Lt Lee
MALM Williams

13 Dec 92
R849

The chaps were out on a GH (general hoolie) adventure when a Mayday came over - man fallen off a boat. Always keen to make any operation that little bit more special, our steely captain set off straight away. Two minutes later, on scene, our plucky co-pilot volunteered to lift the casualty, now hauled out of the drink. CPR administered throughout and a requirement for more regular first aid for pilots is born. Cameraman, reporter and supply of hair gel would have been useful.

Flt Lt Rovey
Flt Lt Rumsey
Sgt Phillips
MALM Dowell
Sgt Slater (obs)

6 Dec 92
R843

Boys! Sir, it's a burning ship - the original flaming datum - two believed injured. All were taken to Withybush, though one sailor with burns was taken on to Chertsey for specialist attention.



CAPTIONS PLEASE!

- 1) 'OH GOD WHY ME'!!
- 2) SEP!
- 3) "Um... of course I'll respect you in the morning!"
- 4) "Oh shit" John wants my co-pilot again!
- 5) "I'm sorry Al, I did touch a TANS Button"
- 6) "Yeah I know all that FS but if you don't do something about it I feel almost tempted to dump 543 at sea!"
- 7) "Hey guys I think we've got a MASON Problem here"
- 8) YES I KNOW IT'S IN THE SEA, BUT I SAY THERE'S STILL A PROBLEM WITH THE FCS BOB!
- 9) All together now "we all live in a yellow submarine..."
- 10) "God bless her and all who sail in her"
- 11) Boulocks!
- 12) 'I'm H.A.P.P.Y.'



"Well, I find the Velcro helps to prevent the sheep running off..."

