

Support your SAR helicopters
GET LOST !

22 & 202 Sqn. Royal Air Force

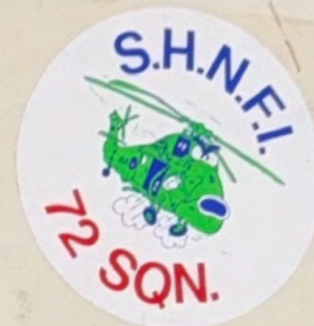


AIRCREW FUNERAL ROLL 30th OCTOBER 1979.

AIRCREW FUNERAL ROLL 30th OCTOBER 1979.

PLT LT	WALSH	CARLIS	PLT CH
PLT LT	JIM	MAGARTHE	DEP PLT CH
PLT LT	FUTS	WALLIS	
PLT LT	PAUL	CRITCHLEY	
PLT LT	JULIAN	D'AUNTY	
PLT LT	DICK	KENTON	
PO CHV	KAT	WILLIAMS	SPO(8) SW
PLT LT	TOMY	CARD (TC)	TRG OFFICER
MAJOF	STAN	JONES	
MAJOF	PETE	WILLIAMS	
PO	TED	LITTLE	
WALK	BILL	PATHE	
PO	IAN	KEMPA	
PO	ALLAN	POCK	
PO	D.B	GRIFFITHS	WISDOMAN LEADER
WBS 'B'			CLEANER

NOT QUN 3 PLT GREENGROVE	
PLT. SGT. BRESLAFF NOO 1/o PLT	
C/TECH PHASER DEP NOO 1/o PLT	A TECH F (WMO 1/o D SHIFT)
C/TECH KIRCHLEY NOO 1/o A SHIFT	A TECH A
SGT STEVENSON DEP NOO 1/o A SHIFT	L TECH F S
CPL FARMER	A TECH A
CPL POT	A TECH B
CPL BERRY	A TECH F
CPL JENKIN	L TECH A C
CPL FARMUTT	L TECH A R
C/TECH CHESTNARD NOO 1/o B SHIFT	A TECH A
SGT JENKS DEP 1/o B SHIFT	A TECH F
CPL HART	A TECH A
CPL MAUGHN	A TECH B
SGT WALSH	L TECH F S
CPL HAMMOND	L TECH A C
CPL ASHLAND	L TECH A R
C/TECH PROCTOR NOO 1/o C SHIFT	A TECH F
SGT LAFLEY DEP NOO 1/o C SHIFT	A TECH A
CPL TARKER	A TECH F
CPL JONES	A TECH B
CPL BOBBER	L TECH F S
CPL HENRY	L TECH A C
SGT PLANT	L TECH A R
SGT THURIFT DEP NOO 1/o D SHIFT	L TECH A R
CPL BERRY V	A TECH A
CPL SMITH	A TECH A
CPL ROSS	A TECH F
CPL HUNT	A TECH F
CPL ROBERTS	L TECH F S



Ben Jones

M.T. Dwyer



The first of Brawdy's mighty Sea King helicopters arrived on Thursday, escorted by the much smaller Whirlwind of 202 Squadron.

Brawdy's 'big birds' of rescue fly in

Brawdy's 'big birds' — three giant new Sea King helicopters — landed down at the Pembroke Dock air base on Thursday.

The Sea Kings will replace Brawdy's faithful Whirlwinds on rescue duties at the end of this month.

The first to arrive on Thursday carried commanding officer Group Captain 'Mac' McEwen, from Culbourn, and was escorted by two Whirlwinds.

In one of four included three men — Flight Lieutenant Jim Macpherson and Flight Sergeant Alan Park and two Whirlwinds with who Sea King helicopters with 22 Squadron at Brawdy.

before returning to fly Sea Kings with the station's new 202 Squadron.

The big new helicopter will mean a dramatic increase in Brawdy's rescue capability. It can carry 18 passengers, compared with five for its predecessor, and has an operational radius of 200 miles, compared to the Whirlwind's 80.

It can also fly at night and in fog, and its twin engines make it safer than the single-engined Whirlwind.

And rescue records by the Sea King is in for a more spectacular ride. Because of its powerful down-draught, it has to perform its rescue from a much greater height.

At 240 feet, its winch cable is more than three times as long as the Whirlwind's.

Picture by 'Telegraph' photographer Martin Carver.

Support your SAR helicopter. GET LOST! 22 & 202 Sqn. Royal Air Force

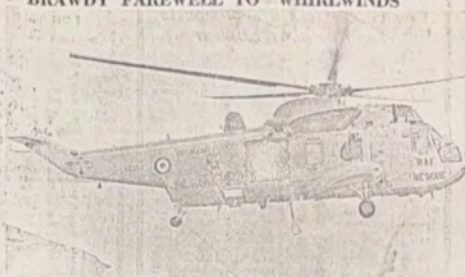
A Brawdy car sticker with a message from the station's Search and Rescue flight.



Brawdy's commanding officer, Group Captain Norman McEwen (right), chats to the crew after flying in from Culbourn in the station's first Sea King.

THE WEST WALES GUARDIAN, FRIDAY, NOVEMBER 2nd, 1979

BRAWDY FAREWELL TO WHIRLWINDS



On Monday RAF Brawdy said farewell to their faithful Whirlwinds, the helicopters which in nearly 8 years service converted 222 calls and rescued 218 people.

They are replaced by the larger Sea King helicopter, which can travel three times as far and remain airborne twice as long. The Sea King is better equipped for search and rescue operations. It can carry 18 passengers, whereas the Whirlwind was hard pushed to rescue three. With an extra 100 feet of cable the aircraft does not endanger lives by getting too close to the cliff face.

But where the aircraft, comes into its own is during night operations. Such operations, especially at sea, were almost impossible for the Whirlwind. The Sea King is equipped with a computer, the 'P' programme, the height, at which he wants to hover above the sea and the helicopter, auto-

matically hovers. The winchman, using a joy stick, is then able to guide the craft over its target.

Brawdy's three Whirlwinds are expected to be taken out of service, but at least one may make its way to RAF Valley's search and rescue training squadron.

As for their crews, most have been retrained to man the Sea Kings while the remainder have been posted to other camps that still use the Whirlwind.

(Photo: Malcolm Richards)

FIRST RESCUE FOR SEA-KING

ONE of RAF Brawdy's new Sea-King helicopters was assembled on Tuesday, the day after going into operation, and rescued two people.

The two, a 35-year-old Somerset man from Welford and one of his 12-year-old son, were lost on the Black Mountains, 10 miles from Aberystwyth, and had spent two nights out in the open.

The alarm was raised by the remainder of the Troop, who were on a Duke of Edinburgh Award project and had not seen the houndmaster for 48 hours.

The Sea-King took off from Aberystwyth after being briefed by police and within 17 minutes they found the couple. The boy was so weak that he probably would have lapsed another night on the mountainside.

After the rescue, the Aberystwyth police praised the speed of Brawdy's operation. "They saved the police many man-hours," said a spokesman.

The helicopter was manned by P/Lieut. Michael Carls and Paul Criswell, MA20 Brian Jones, winch operator, and MAL Bill Pyke (cooperator).

W W GUARDIAN 71

EVE POST 3/10/79

Maiden rescue for 'copter

ONE of Brawdy's new Sea King helicopters made its first emergency rescue yesterday when it found two lost hikers in the Black Mountains.

The hikers, Mr Paul Jones and 12-year-old Michael Walters, of Brookfield Avenue, Welford, were picked up unhurt from the top of the mountain near Aberystwyth after being lost for two nights.

A Brawdy spokesman said the hikers were found within an hour of the Sea King starting its search just before dusk.

"Low cloud delayed us slightly but we located the two hikers at just about the highest spot along the ridge and they both appeared in good health."

Flt Lt. MALCOLM CARLISLE,
Flt Lt. PAUL CRISWELL,
MA20 STAN JONES
MALB BILL PYKE

Sea Kings rule the waves off Wales

By MARK LATTY

THE WELSH coastal areas will be a safer place from today with the introduction of the RAF's new search-and-rescue helicopter, the Sea King, at RAF Brawdy in West Wales.

Three Sea Kings are replacing the Whirlwinds, which have equipped 21st Flight of 202 Squadron for the last five years.

During that time the Whirlwinds have been called out more than 600 times and rescued 248 people.

With their far greater range, load-carrying capacity and ability to operate in appalling weather, the Sea King will transform the RAF's search-and-rescue operations in Wales.

One of the pilots flying the new helicopter, Flight Lieutenant Paul Criswell, said, "Compared with the Whirlwind it's just done far more and better."

The Sea King has an endurance of seven hours, with a range of 600 nautical miles compared to the Whirlwind's range of less than three hours and a range of 100 nautical miles.

The Sea King can also carry up to 18 people, while the Whirlwind struggled to carry more than three.

While the Whirlwind has only a radio and simple navigation system, the Sea King can call upon a wide variety of instruments to operate efficiently in virtually any weather.

Another pilot, Flying Officer Matt Williams, said, "The Whirlwind is fun to move like a snail, but it is perfect for the job."

**NOW SEA KING RULES
FOR THE RAF RESCUERS**

BY HUGH
TURNBULL

In that time, they have answered 400 emergency calls and rescued 242 people.

DISASTER

As well as dealing with the routine problems of everyday motorists, the club's volunteers have taken part in several major incidents. In 1981, the Christmas Isles disaster operation and the search for survivors of the Fastnet Yacht race disaster.

They had been hoping to end their time at live duty with their last day's work on a long, hot summer night.

"We've not had a call since October," says Phil L. "I think it must be a first month ever that we haven't had anything to do."

The D'Almeida name has now been allocated to flight at night and the club has

Some have re-trained on the Kings and will stay at RAF Leconfield. Others will be sent to RAF Brawdy with 202. Flt. Lt. Roberts is going to Manston in Kent, which flies the RAF's first rescue helicopter, the Wessex.

Brawdy's three Whirlwinds have reached the end of their flying careers. Two are going into roadblocks, and the airframe of the third will be used by the search and rescue training squadron at RAF Valley, North Wales.



The Sea King crew. In the foreground is the pilot, Flying Officer Matt Williams, flanked by Mosfer Air Electronics Officer Peter Williams and second pilot Flt. Lt. Paul Critchley. In the background are the ground crew, Corporals Brian Arpland, Chris Hammond, Stephen Rogers and Ron Maupey.

CREW SCRAMLED FOR JAGUAR WITH HYDRAULIC PROBLEMS.

Ft. Lt. PATE WALLIS.
Ft. Lt. JULES D'AUBYN.
Ft. Lt. TONY CASS.
MAJ. BILL PAYNE.

June 14/16/1979

Search for 7 minute Search in Balcony Parcours.

MR. LT. PAUL CRITCHLEY.
 MR. LT. DICK NEWTON.
 P. SGT. TEO LITTLE.
 P. SGT. IAN MCINNIS.

9th November 1979

Life man with APPENDICITIS off pt. TACINE No. LUNDY Island

Sgt. Lt. Jim MacArthur.
Fg. Off. Mat Williams.
Maj. Gen. Stan Jones.
S. Sgt. Al Pook.

15th November 1979

CAGEVAE From USNS. "AEGEUS" - ST. BERTH'S BAY

Sgt. Lt. MALCOLM CARLYLE
Sgt. Lt. JIM MACARNEY
MAJ. DR. PETE WILLIAMS
F. Sgt. BOB GRIFFITHS

17A. NOVEMBER 1979.

CASEVAC From USNS "Aeolus" - St. Beides Bay

FLY. LT. PAUL CRITCHLEY.
FG. OFF. MAT WILLIAMS.
MAJ. OF. PETE WILLIAMS.
F. SGT. BOB GRIFFITHS.



Pete Ball 'Doc'
Williams, Georgia

Notes!

IRISH PRESS

(Dublin)

Daily

22 NOV 1979

RAF ^{A312} our

agent in

OCEAN RESCUE

THE LONDON TIMES in a story yesterday on the rescue of two injured lifeboat men by a British Navy helicopter crew at the weekend, says that more British co-operation with the Irish Republic in air sea rescue is likely.

Two Sea King helicopters were moved to the Royal Airforce base at Brawdy, near Pembroke, last month, marking the completion of a £20 million re-equipment programme in the RAF's rescue service.

It says the Sea Kings at Brawdy have a range of up to 250 miles. A number of meetings have been held this year to ensure the smooth running of any rescue operations in the Atlantic that might involve the helicopters refuelling on Irish territory.

Under arrangements made by the 1947 Chicago convention of the International Civil Aviation Organisation, the British accepted responsibility for aircraft in distress in an area stretching halfway across the Atlantic to 30 degrees west.

This includes the Shannon "flight information region", funnel for most trans-Atlantic flights approaching Britain. The Irish Government appointed the RAF as its "agent" in that matter, the Times says.

'Impossible' rescue by helicopter

BUT for the sophisticated radar and automatic pilot equipment of the RAF's new Sea King helicopter, the rescue of an injured seaman in thick fog off an one carrier in Swansea Bay last night would have been "impossible."

The helicopter was able to find the 177,000-tonne ore carrier Appleby off Port Talbot by radar and landed on automatic pilot while the injured man, Surgeon Peter Hansen, was winched safely aboard.

The helicopter was called in by Cardiff after the Appleby, with 100,000 tonnes of ore aboard, reported that Mr. Hansen had injured his back in a fall down a hatchway.

The vessel was at anchor one and a half miles off Port Talbot when the helicopter made the tricky rescue. The Deputy medical officer, Flight Lieutenant R. Hughes, travelled with the machine to examine the injured man who was unconscious when he

was winched aboard. The low cloud and thick fog made it impossible for the injured man to be taken to Singleton Hospital as it was decided to divert to the RAF Station at Valley in Anglesey, more than 100 miles away.

The injured man was landed at Bangor.

A Bangor spokesman said: "The brand new Port Talbot from Canada has very sophisticated radar and also some automatic pilot equipment which allows it to hover in poor conditions. However, it was felt it would be dangerous to try and land at Singleton in that fog and the Sea King's range made it unable to fly the 100 miles to Bangor. Without the radar and the automatic transmission equipment this rescue would have been impossible."

FLT. PETE WAHLS.
FLT. LT. DICK NEWTON.
FLT. LT. HUGHES (DOCTOR).
F. SER. TED LITTLE.
F. SER. IAN MEDINA.

AS I SEE IT... by Eris

JUST ANOTHER MISSION

In the early hours of one day last week a Sea King helicopter from Brandy took off in dense mist to try to the aid of an injured man on board a ship a few miles off Port Talbot.

With visibility at zero level contact was made through radar, a crew member was lowered and the injured man was winched into the helicopter.

By this time fog had blanketed the whole of South Wales so the location of a nearby hospital was impossible. So the helicopter pilot decided to head north where conditions were somewhat better.

To avoid the possibility of an accident in the mountainous countryside of North Wales the Sea King flew much higher than usual. The injured man was finally admitted to the C and A hospital in Bangor.

To the helicopter crew it was just another mission. But think of this. Had a dramatic rescue taken place in the middle of a mist shrouded night it is highly likely that more than one or two communication certificates would be subsequently handed out.

N. HAIL
MY, NOVEMBER 22, 1979 3

IN BRIEF Search for seaman called off

THE SEARCH for a Dutch trawlerman who fell overboard 12 miles off Swansea was called off last night, because of falling light.

The man, from the Dutch trawler Monica, was missed at 11.25 yesterday morning. A rescue party spokesman said he was unable to receive the sea temperature at about 13 degrees Celsius.

The search party used a Sea King helicopter from RAF Brandy, a Dutch hospital vessel, an Irish fishing boat and various other craft.

AMBULANCE DETOUR: An injured seaman, Surgeon Peter Hansen, was flown to a ship in Swansea Bay by RAF helicopter early yesterday and taken to a Bangor hospital because fog made a landing impossible at Singleton Hospital, SWANSEA.

1st. CREW.

FLT. LT. PETE WAHLS.
FLT. LT. DICK NEWTON.
F. SER. TED LITTLE.
F. SER. IAN MEDINA.
FLT. LT. HUGHES (DOCTOR).

(CREW REMAINING IN SWANSEA AFTER PATIENTS TOLD)

2nd CREW.

(SEARCHED FROM BRANDY).

FLT. LT. JIM MACARTHUR.
FLT. OFF. MIKE WILLIAMS.
FLT. LT. TONY CASS.
MAJ. BILL PAVING.

Went on
to 14 GOLF.

U.S. seaman in difficulty

An American seaman was reported to be in difficulty off the coast of Swansea Bay yesterday. The man, who was King's College, was reported to be in the American ship's company at St. James Bay.

The seaman, Lt. Peter Lee, was reported to be in the hospital at St. James Bay. He was reported to be in the hospital at St. James Bay.

26th November 1979.

FLT. LT. PMA. O'BRIEN.
FLT. LT. DICK NEWTON.
F. SER. TED LITTLE.
MAJ. BILL PAVING.

1st. DECEMBER 1979.

THE DUTY CREW WERE SCRAMBLED AT 12.15 TO RESCUE A LUXEMBOURG PATIENT FROM ABERTYDWHY TO CARDIFF HOSPITAL, ARRIVING BACK AT BRANDY AT 1730.

CREW:-

F/L. PAUL CRITCHLEY
F/L. DICK NEWTON
F/L. TONY CASS
F/S. AL FOCK

2nd. DECEMBER 1979

AT 1140 THE STANDBY CREW SCRAMBLED TO SEARCH FOR A BOAT REPORTED DRIFTING OFF CARDIFF INLAND. THEY FOUND THE BOAT WHICH TURNED OUT TO BE A FISHING VESSEL, NOT REQUIRING ASSISTANCE.

CREW:-

F/L. MALCOLM CARLBY
F/L. JULES D'AUBIN
F/L. TONY CASS
MAJ. BILL PAVING

Prisoners for delivery to the British authorities, which arrived at the ship at 10.30pm. The ship was then taken to the British base and the prisoners were taken to the base. The ship was then taken to the base.



The ship was then taken to the base. The ship was then taken to the base.

The ship was then taken to the base. The ship was then taken to the base.

The ship was then taken to the base. The ship was then taken to the base.

The ship was then taken to the base. The ship was then taken to the base.

The ship was then taken to the base. The ship was then taken to the base.

The ship was then taken to the base. The ship was then taken to the base.

The ship was then taken to the base. The ship was then taken to the base.

The ship was then taken to the base. The ship was then taken to the base.

The ship was then taken to the base. The ship was then taken to the base.

The ship was then taken to the base. The ship was then taken to the base.

The ship was then taken to the base. The ship was then taken to the base.

The ship was then taken to the base. The ship was then taken to the base.

The ship was then taken to the base. The ship was then taken to the base.

The ship was then taken to the base. The ship was then taken to the base.



Prince Charles gets the low-down on the ground Sea King helicopter from Chief Technician George Proctor.



The Skopelos Sky, a Greek-owned tanker carrying oil, breaking up after being flung on to rocks off Cornwall yesterday.

Ship breaks apart in Cornish cove

A ship broke in two yesterday after being flung by huge seas on to rocks in the Cornish cove where the BBC filmed the wreck scene for *Falder's*.

Hundreds of people flocked to the hamlet of Perquito to see the wrecked ship, the 2,774-ton Skopelos Sky. The Greek-owned vessel hit rocks at the base of 100ft cliffs. She was the biggest victim of the waves which wrought its worst havoc over Devon and Cornwall. In her cargo were

2,000 drums of industrial oil, which companies hoped could be removed before more bad weather spilled them into the sea.

Maritime experts warned the crew to ditch and drove the Skopelos Sky, with a 20 degree list, into Perquito Bay, which at its widest is two miles across. None of her crew were winched off by helicopters and then the skipper and five others fought for seven hours in a vain attempt to save her.

They were taken off, also by helicopter, less than 10 minutes before the vessel was flung on to the rocks.

11th DECEMBER 1972

A NAVY VESSEL FORCES LANDED AT GIBET POINT AND THE FIRST CREW SCRAMBLED AT 1315 TO "GO TO THEIR AID". THE CREW TOOK OFF. FORWARDED WITH THEM AS HE IS WINGER QUALIFIED. THE VESSEL HAD LANDED IN A MUDFLAT FIELD AND BOTH THE WINGMAN AND CREW. FORWARDED OUT LIBERALLY COVERED IN MUD RESCUING THE MEN IN THE NET IT TRANSPIRED THAT THE DARK BLUE HAD BEEN FORCED TO CAPITULATE BY A BROADCASTING WINDSCREEN WINDSHIELD

CREW:-
P/L. PETER WALLIS
P/L. JULES D'ARBYN
MARKS. STAN JONES
P/S. AL FOCK
CPL. FORWARDED

12th DECEMBER 1972

AT 1327 A SPANISH FISHING VESSEL THE "SOMORA DE ZIANBOTE" TRANSMITTED A MAYDAY CALL TO VALEN CIA RADIO STATING SHE HAD A BADLY INJURED SEAMAN WHO REQUIRED IMMEDIATE LIFT BY HELICOPTER.

VALENCIA PASSED THE REQUEST TO ROC BRANWYN, WHO IN TURN CONTACTED THE ROC AT PLYMOUTH. RESCUE 90 LIFTED FROM BRANWYN AT 1430 WITH AN ETA AT THE VESSEL OF 1645.

THE SPANISH VESSEL WAS LOCATED BY A KIMROD AT 1613, AND THE UPDATED POSITION PASSED TO ROC, WHO ARRIVED AT THE VESSEL AT 1640. USING THE HELICOPTER THE WINGMAN WAS PUT ON THE BOAT AT 1710. THE WEATHER WAS BAD, WITH THE WIND SQUALLY AND GUSTING TO 50 KTS, AND A SEA STATE 7.

DUE TO THE WEATHER AND THE FACT THAT THE VESSEL WOULD ONLY STEER INTO WIND, IT TOOK THE WINGMAN 30 MINUTES TO REACH THE SURVIVOR FOR THE LIFT.

JUST AS THE WINGMAN HAD REACHED, THE BOAT DROPPED INTO A TROUGH AND THE WINGMAN AND STRETCHER WERE DRAGGED ACROSS THE DECK; THE WINGMAN FINISHING OVER THE SIDE OF THE BOAT, AND IN THE PROCESS THE WINGMAN'S HELMET WAS DRAGGED OFF HIS HEAD, AND THE WINGMAN RECEIVED SEVERE RUINING ON HIS RIGHT FACE. THE SURVIVOR HAD SEVERE HEAD INJURIES AND WAS TAKEN TO OOK HOSPITAL, BUT UNFORTUNATELY WAS DEAD ON ARRIVAL. THE CREW ARRIVED BACK AT BRANWYN AT 2000.

CREW:-
P/L. JIM MACARTNEY
P/O. MAT WILLIAMS
MARKS. PETER WILLIAMS
P/S. BOB GRIFFITHS

12th DECEMBER 1972

FIVE MINUTES BEFORE HANDING OVER SHIFT THE FIRST CREW WERE SCRAMBLED BY THE ROC TO AID THE 15 MAN CREW OF GREEK FREIGHTER SKOPELOS SKY IN DIFFICULTIES NORTH OF PADSTOW, CORNWALL. THE SHIPS CARGO HAD SHIFTED AND ONE HAD DEVELOPED A LIST TO STARBOARD.

ARRIVING AT THE SHIP THE CREW WISHED TO OF THE REAGIN OFF AND TOOK THEM TO ST. MARWAN. FIVE MEN, INCLUDING THE CAPTAIN WERE LEFT ONBOARD AND DECIDED TO REMAIN ONBOARD FOR THE TIME BEING, SO ROC RETURNED TO BRANWYN AND LANDED AT 1440.

AT 1615 THE CREW THAT HAD COME ON SHIFT AT 1000 AFTER CONSULTING THE ROC SCRAMBLED TO THE VESSEL.

ON ARRIVAL THEY FOUND THAT THE NAVY ANXIOUS TO DO SOMETHING WHILE THERE WAS ENOUGH LIGHT FOR PHOTOGRAPHY, HAD TAKEN OFF FOUR OFF THE REMAINING CREW, LEAVING ROC TO RESCUE THE CAPTAIN IN THE DARK.

BY THIS TIME THE VESSEL HADNOT ITS RUINES AND WAS GETTING DANGEROUSLY CLOSE TO THE CLIFFS IN PORT QUIN BAY. THE WEATHER WAS A NORTH WINTERLY WIND GUSTING TO 50KTS WITH THE SEA STATE 7 TO 8.

WHILE attempting to place the WINGMAN ON THE REAR OF THE SHIP HE HIT THE SHIP'S SIDE AND INJURED HIS LEFT THIGH. IN VIEW OF THE INJURIES AND THE PROXIMITY OF THE SHIP TO THE CLIFFS THE WINGMAN HIGH LINE WAS LOWERED TO THE CAPTAIN WHO WAS WISHED CLEAR JUST AS THE SHIP HIT THE ROCKS.

ALL THE SURVIVORS WERE LANDED AT ST. MARWAN MUCH TO CHILDRENS DISGUST.
CREW:-

1 st
P/L. MALCOLM CARLYLE
P/L. JULES D'ARBYN
P/L. TONY CASS
MARKS. IAN MEDINA

2 nd
P/L. PETER WALLIS
P/L. PAUL CRITCHLEY
P/S. TED LITTLE
P/S. AL FOCK



Sunday Times 16/12/72 Rescues and deaths as great gale hits south

TEN men had to be winched to safety in heavy seas yesterday and the pilot of a light plane died after being blown off course as storm force winds left a trail of death and destruction all over southern England.

Another man is missing after being swept off the deck of a Danish cargo ship in the English Channel. In Plymouth, damage amounting to thousands of pounds was done to two naval frigates, Minerva and Ambuscade, when a giant crane collapsed in the Royal Navy's Devonport dockyard.

In the most dramatic rescue of the day, the 10 men were hoisted from the stricken Greek freighter Skopelos Sky off the Cornish coast by RAF Sea King helicopters. After the ship sent a Mayday call, the Padstow lifeboat was launched but, later, listing dangerously to starboard, was forced to ask for helicopter aid.

A member of the Hebeos's crew said they faced 50ft waves and winds gusting up to force 11. He described conditions as "much worse" than those that played havoc with the Fastnet yacht race earlier in the year. The Greek freighter, with five men still on board, was reported later to be rolling dangerously in heavy seas.



IN peril: Helicopters circle the stricken freighter Skopelos Sky Ocean battle to save sailors

FIVE seamen were winched from death last night as their stricken ship drifted towards the rocks. Hours earlier, ten of their shipmates were winched to safety by R.A.F. Sea King helicopters after the ship, the 3,770-ton Greek freighter Skopelos Sky, sent out a Mayday call. But the other five men, including

the captain, were trapped aboard the heavily-listing vessel when the driving wind increased to near-hurricane force. As they watched, the five exhausted seamen fought to

keep their disabled ship off the rocks in Port Quin Bay on the rugged North Cornish coast.

A lookout said the ship is in an increasingly dangerous position.

An RAF helicopter crewman said later: "The captain and chief engineer were among those who remained on board. They were trying to clear the ship and to its, fear of the coast."

But later from everything else she appeared to have no

problems as yet. The storm, with winds reaching 105 m.p.h. at times, caused widespread damage in the West Country yesterday.

17th. DECEMBER 1972

TWO JUNK FOR THE DUTY CREW TODAY.
THE FIRST WAS AT THE REQUEST OF THE ONDRAH POLICE, TO LOOK FOR A WOMAN WHO HAD BEEN MISSING SINCE THE PREVIOUS DAY. NOTHING WAS FOUND AND SHE WAS RETURNING/STAY FOUND IN THE LOCAL KENNELBY BY POLICE PROMPT.
THE SECOND JOB WAS A MESSAGE OF A WOMAN WITH LIVER FAILURE FROM HOSPITAL LAMBERT HUNT, SWANSEA TO KING COLLEGE HOSPITAL LONDON. THE AIRCRAFT LANDED AT SWANSEA AIRPORT, LONDON. THE CREW WAITED FOR THE MEDICAL TEAM, AND REPAIRED AT LONDON ON THE RETURN JOURNEY.
TOTAL SERVICE TIME 1535 TO 0135.
CREW:-

F/L. JIM MAGAWHAY
F/O. NAT WILLIAMS
F/S. TWO LITTLE
F/S. TWO CRIPPLES

As I remember on 2nd Dec
of the previous
of 'Pony' Paddy
of 'Duffy' Soley.

Liver failure woman 'seriously ill'

A SWANSEA woman who was flown to a London hospital last evening in a special ward last night suffering from acute liver failure.

The 38-year-old woman, who has been named as Mrs. LINDA-JANE, was flown to RAF Heliport in Kings College Hospital, South London, on Tuesday night and has been admitted to the Todd Ward which specializes in liver diseases and is one of the few wards in Britain which offers specialist care.

A spokesman for the hospital said: "Mrs. Linda-Jane is seriously ill and we cannot reveal her full name until further news has been received." The woman was accompanied by her husband on the helicopter trip and she has remained in London with her daughter. The helicopter left from Kingston Park.

Mr. Terry BAKER, administrator of Mortimer Hospital, where Mrs. Linda-Jane was initially taken, said: "Once we realized she was suffering from acute liver failure it was decided to move her to Kings College Hospital, which can offer special treatment. We could not provide the type of help she needed and Wales does not have a special liver ward for this type of illness," he said.

"We contacted Kings College Hospital on Tuesday night and we were told that Mrs. Linda-Jane should not be moved by road and as we called in the RAF helicopter from Cardiff," he said.

20th. DECEMBER 1972

RETURNING FROM SWANSEA AT 1535, THE CREW WAS DIVERTED TO HELP THE YACHT REAR THE BARR AREA FOR A REPORTED CRASHED AIRCRAFT.
A PARALLEL TRACK SEARCH WAS CARRIED OUT BUT NOTHING FOUND.
TOTAL SERVICE TIME 35 MINUTES.

CREW:-

F/L. FIVE TALLER
F/L. PAUL CRITCHLEY
MARK. DEAN JONES
NAME. BILL PATER

21st. DECEMBER 1972

WELSH GUARDIANS CONTACTED THE DUTY CREW AND REQUESTED THEM TO SWANSEA TO CARRY A HIGH LIGHTHOUSE KEEPER FROM THE SOUTH SHIPMENT LIGHT.
THE DUTY CREW ONLY TOO HAPPY TO SEE AIRCRAFT LANDING THE GARDIAN AT WRETHAM HOSPITAL FORTIFORT LATER.
TOTAL SERVICE TIME 30 MINUTES
CREW:-

F/L. PAUL CRITCHLEY
F/L. JAMES D'AVIN
F/S. TWO LITTLE
NAME. BILL PATER

27th. DECEMBER 1972

THE START OF A NIGHT DAY WAS A CALL FROM SWANSEA COASTGUARD FOR A MAN CUT OFF BY THE TIDE AT ROSELLI

27th. DECEMBER 1972

THE START OF A NIGHT DAY WAS A CALL FROM SWANSEA COASTGUARD FOR A MAN CUT OFF BY THE TIDE AT LANWELL BEACH.
HOWEVER ON ARRIVAL THE MAN HAD BEEN RESCUED BY THE LOCAL IRS. JUST AS THEY WERE RETURNING TO BASE THEY WERE DIVERTED TO RESCUE TO ASSIST THE LOCAL AUTHORITIES WITH THE FLOOD PROBLEMS, AND EVENTUALLY WISHED A OLD AGE FISHINGBOAT, 1 MAN AND 3 WOMEN, TO SAFETY.

RESCUE 90 THEN RETURNED TO BASE AT 1500.

28th. DECEMBER 1972

AT 0030 THE SAME CREW WERE CALLED BY THE RCO TO PROCEED TO RAGLAS TO LIFT 2 MEN TRAPPED IN A TRACTOR, BUT BEFORE RCO COULD HELP THEY WERE RESCUED BY OTHER MEANS.

RCO THEN DIVERTED TO UK TO ASSIST AN UNKNOWN NUMBER OF PERSONS STRANDED IN THE CENTER OF THE TOWN, BUT ONCE AGAIN NO ASSISTANCE WAS REQUIRED. RCO RECOVERED TO ABERGAVENY HOSPITAL FOR THE NIGHT, BUT AFTER BEING IN BED FOR 1 HOUR THEY WERE CALLED TO ASSIST A COLLAPSED POLICEMAN SUFFERING FROM HYPOTHERMIA AT UK. HE WAS LIFTED TO ABERGAVENY HOSPITAL AND RCO RETURNED TO BRANT LANDING AT 0700.

CREW:-

F/L. MALCOLM CAMELYE
F/L. DICK WYTON
MARK. FIVE WILLIAMS
NAME. IAN MEDINA.

28th. DECEMBER 1972

THE DUTY CREW WERE DURING SOME NIGHT DUTY WITH THE CLOVELLY LIFEBOAT, WHEN AT 1800 THEY WERE DIVERTED TO GO TO THE AID OF A SMALL FISHING BOAT, THE "ANTILLAN MAN" WITH A CREW OF THREE ON BOARD. THE VESSEL WAS REPORTED MISSING 11 MILES SOUTH OF THE REDWATER LIGHT.

ON ARRIVING AT THE DATUM THE BOAT FOUND RED FLARES TO IDENTIFY ITSELF, AND THE AIRCRAFT FOUND TWO OF THE CREW IN A LIFEBOAT ATTACHED TO THE BOAT AND THE THIRD PERSON STILL IN THE VESSEL. THE WINGMAN WAS LOWERED AND THE TWO IN THE RAFT WERE RECOVERED USING A DOUBLE STROP AND HIGHERLINE LIFT. THE SURVIVOR ON THE 3 OAT WAS RECOVERED USING A STANDARD DOUBLE LIFT.

THE RAFT WAS THEN RECK BY THE WINGMAN.

THE SURVIVORS WERE LANDED AT THE BEACH.

TOTAL SERVICE TIME OVER 30 MIN.

CREW:-

F/L. FIVE WALLIS
F/L. DICK WYTON
MARK. FIVE WILLIAMS
NAME. IAN MEDINA.

ANTILLAN MAN

When the RAF helicopter, a Sea King, arrived at the site of the Antillan Man, it found the boat in a state of disrepair and the crew of three men in a state of shock. The boat was found to be a small fishing boat, the Antillan Man, which was reported missing 11 miles south of the Redwater Light. The boat was found to be in a state of disrepair and the crew of three men in a state of shock. The boat was found to be a small fishing boat, the Antillan Man, which was reported missing 11 miles south of the Redwater Light.

JANUARY FEB 1972

SINCE THE SEA KINGS TOOK OVER WE CAN SAFELY SAY THAT THE FLIGHT HAS BEEN REASONABLY BUSY, AVERAGING ONE 'JOB' EVERY THREE DAYS. THE BREAKDOWN IS GIVEN BELOW.

UNDoubtedly, THE BIGGEST JOB THE FLIGHT HAS HAD THE GREEK FREIGHTER THE 'KORFALOS CITY', ON THE NORTH OCEANWALL COAST WHEN ELEVEN PEOPLE WERE LIFTED TO SAFETY.

OTHER NOTABLE TASKS:-

THE NIGHT JOB OFF THE APPLIED

THE SPANISH FISHINGMAN THE 'BENONA DE DIASOTRA'

AND THE LONG DISTANCE RESCUE TO LONDON.

LET'S HOPE THAT 1970 IS AS IF NOT MORE BUSY THAN 1971!

<u>NO. OF</u>	<u>TITLE OF JOB</u>	<u>NO. RESCUES</u>
<u>JOB</u>		
4	HILL GUARDING	2
11	SHIPS	20
2	CARAVANS	2
2	WRECKAGE	2
2	ILL. AIRCRAFT	2
1	INDIGNE	2
2	FLOOD RELIEF	4

23

30



PARSON
LIFEBOAT

PHOTOS OF THE "SKOPEDS SKY"
COURTESY "DEATH NEWS AGENCY"

SNAPSHOTS - CRY.



PHOTOS COURTESY 'PAULSON LIFEBOAT'
CREWMAN - TERRY ENGLAND.



Loburny Cottage
Churub Lane
Padstow
No 572421

Dear F/Sgt. Little

Hope you find
these photos of some interest.
They were taken by one of
the crew, we never thought
they would come out.
I would also like to take
this opportunity of saying
that we all thought you
did an absolutely first class
job. Well done.

Yours sincerely
K England
CCX.

SUMMARY OF SEA KING JOBS FOR 1979.



NO	DATE	DESCRIPTION	STATUS
1	30 OCT	SEARCH IN BURN MOUNTAINS FID. HALL - BY CAPTAIN PACE - 100%	2
2	10 NOV	STRE 1 JIM 100 PAB. LADIES. WAR	100
3	10 NOV	INSULT SCENE. BAKER MOUNTAINS. FID. HALL	100
4	10 NOV	SAME WITH SUSPECT. BAKING LIPPS TO SCOTLAND. FID. HALL	1
5	10 NOV	USN SAMUEL. SUSPECT. BAKING LIPPS TO SCOTLAND. FID. HALL	1
6	10 NOV	200	1
7	20 NOV	SAME. BAKING LIPPS. FID. HALL. TO SCOTLAND. FID. HALL	1
8	20 NOV	HAD. CARRIAGE. FID. HALL. NOTHING. FID. HALL	100
9	20 NOV	200. LIPPS. BAKING LIPPS. TO SCOTLAND. FID. HALL	1
10	1 DEC	LEARNED. FID. HALL. BAKING LIPPS. TO SCOTLAND. FID. HALL	1
11	3 DEC	SEARCH. FID. HALL. BAKING LIPPS. TO SCOTLAND. FID. HALL	100
12	7 DEC	20. LIPPS. FID. HALL. BAKING LIPPS. TO SCOTLAND. FID. HALL	100
13	12 DEC	SEARCH. FID. HALL. BAKING LIPPS. TO SCOTLAND. FID. HALL	100
14	15 DEC	SEARCH. FID. HALL. BAKING LIPPS. TO SCOTLAND. FID. HALL	100
15	15 DEC	CAPTAIN. FID. HALL. BAKING LIPPS. TO SCOTLAND. FID. HALL	1
16	15 DEC	SEARCH. FID. HALL. BAKING LIPPS. TO SCOTLAND. FID. HALL	1
17	18 DEC	SEARCH. FID. HALL. BAKING LIPPS. TO SCOTLAND. FID. HALL	1
18	18 DEC	SEARCH. FID. HALL. BAKING LIPPS. TO SCOTLAND. FID. HALL	1
19	21 DEC	SEARCH. FID. HALL. BAKING LIPPS. TO SCOTLAND. FID. HALL	1
20	24 DEC	SEARCH. FID. HALL. BAKING LIPPS. TO SCOTLAND. FID. HALL	1
21	27 DEC	SEARCH. FID. HALL. BAKING LIPPS. TO SCOTLAND. FID. HALL	1
22	27 DEC	SEARCH. FID. HALL. BAKING LIPPS. TO SCOTLAND. FID. HALL	1
23	29 DEC	SEARCH. FID. HALL. BAKING LIPPS. TO SCOTLAND. FID. HALL	1



23rd JANUARY 1960

AFTER MUCH INVESTIGATION, THE FIRST JOB OF THE YEAR WAS CLAIMED BY THE INTERMID AVIATORS LEARNED BELOW. THE CREW WERE JUST ABOUT TO COMMENCE A TRAINING ROUTE, WHEN THEY WERE INFORMED OF A "MAYDAY" CALL PUT OUT BY AN ARMY GAZELLE HELICOPTER. THEY PROCEEDED TO THE AREA AND STARTED A TRACK SEARCH IN 2110, BUT WERE TOLD THAT THE AIRCRAFT HAD PURCH LANDING NEAR PONTATIAN, AND THE LOCAL POLICE WERE AT THE SCENE. R90 ARRIVED AT THE POSITION IN TIME TO APPRAH ON BBC TV NEWS, AND UPLIFTED THE THREE PASSENGERS TO BRANDY. NO ONE WAS INJURED.

CREW:-
P/L. PAUL CRITCHLEY
P/O. NATT WILLIAMS
MARP. FINE WILLIAMS
MAM. BILL PATHE.

Escape for crash trio

THE PILOT and two passengers escaped injury when an Army helicopter made a forced landing in a marshy field near Pontatian, yesterday.

An Army spokesman said last night that the Gazelle helicopter was returning to Netherwood, Wiltshire, from a training flight to RAF Brize Norton. The pilot was having difficulty, after an engine malfunction and decided a forced landing was necessary.

Further Mr William Phillips, who saw the crash, said the helicopter skinned a power cable, clipped the top of a hedge and bounced for 30 yards before coming to a halt.

RAF officers said they were surprised that the three escaped so lightly from the badly-damaged machine.



23rd JANUARY 1960

THEY HAD ALL THE MAKINGS OF AN EPIC JOB BUT EVENTUALLY FINISHED AS AN ANTI-CLIMAX!

JUST AFTER MIDNIGHT THE DUTY CREW WERE CONTACTED BY THE RCO AND ASKED IF THEY COULD DO A JOB SOMEWHERE S.W. OF LANE 20 END. A SPANISH TRAVELER WHO POSSIBLY IN PERIL WAS TAKING ON WATER AND SINKING. THE NAVY AT CULROSS WERE UNABLE TO HELP (SURPRISE, SURPRISE), AND AFTER A FIVE MINUTE PLANNING IT WAS DECIDED THAT IT COULD BE DONE BY REMOVING AT CULROSS ON THE WAY. THE WEATHER AT THE TIME FANTASTIC FORCE TWO WITH A FAIRLY BRUISEABLE CLOUD BASE. THE CREW SCRAMBLED AT 10.50, AND LANDED AT CULROSS AT 17.50. THE RCO TOLD THE CREW WHILE A FRENCH ATLANTIC SEARCHED THE DATUM FOR THE VESSEL, BUT WAS UNABLE TO FIND HIM, SO A SEARCH WAS SCRAMBLED FROM KILFORD AT 16.10, AND ARRIVED AT THE DATUM AT 17.50. THE SEARCH FOUND THE VESSEL QUICKLY BUT R90 WAS NOT DEEMED AS THE TRAVELER WAS UNDER WAY IN COMPANY WITH THREE OTHER TRAVELERS. R90 EVENTUALLY RETURNED TO BRANDY LANDING AT 21.10. A FINE GAME OF SCRAMBLE BEING PLAYED TO WHILE AWAY THE TIME AT CULROSS.

CREW:-

P/L. JIM MACARTNEY
P/L. JAMES (JONAS) D'AUNTY
P/WT. TED LITTLE
MAM. BILL PATHE

Mystery bleeps start search for plane wreck

A Sea King helicopter from RAF Valley is just then and there that they are looking for a plane wreck.

The two helicopters started on the search together for another 10 hours.

The signal could have been a false one, but it was believed to be a person who would have the equipment necessary to put out these signals.

It is also possible that someone who again had the right equipment, could have accidentally knocked it on to the ground.

Coastguards. The noise would not have been audible to the person, only to those receiving it.

The Sea King as already said has its third Sea King helicopter in operation.

"This will enhance the coverage of this area," said Flight Lieutenant Ben Barrett, commandant of the station.

The Sea King has a greater range and carrying capacity than the other helicopters.

Seaman in airlift by helicopter

A Sea King helicopter from RAF Valley took a sick seaman from a ship at sea west of Liverpool, on Friday night.

The sick seaman, who was suffering from severe injuries, was taken to Walsby Hospital, where he is said to be "quite comfortable".

Coastguards had intercepted a broadcast from the ship of the sick seaman in Liverpool. They started RAF Valley, who sent out the helicopter to lift the sick seaman.

Just after 5 o'clock on Thursday evening, a helicopter was again summoned as RAF Valley often and flights were opened in Cardiff Bay.

The Coastguards had been alerted after a strong possibility of a seaman being in the area.

The Coastguards, based at Aberporth and New Quay, and Porthcawl and the Cardiff Bay, found nothing.

A check was made that no seaman was being held in the area. Coastguards say that they are drawing the search as a report received in great haste.

W. TEL. 4-1-20

23rd JANUARY 1960

JONAS D'AUNTY RIDES AGAIN!

AT 14.10 THE DUTY CREW SCRAMBLED TO SEARCH FOR A LIGHT AIRCRAFT REPORTED TO HAVE BEEN SEEN TO CRASH IN THE RAMOR FOREST. THE CREW CARRIED OUT "AN EXTENSIVE SEARCH" - THREE HOURS - BUT FOUND NOTHING. AFTER CONVERSATIONS WITH THE POLICE AND THE MEMBER OF THE PUBLIC WHO MADE THE REPORT IT WAS DECIDED THAT HE HAD IN FACT SEEN A DINKY TOT FROM BRANDY ON A ROUTINE TRAINING SORTIE AND R90 RETURNED TO BASE.

CREW:-

P/L. JIM MACARTNEY
P/L. JAMES JONAS D'AUNTY
MARP. FINE WILLIAMS
P/WT. BOB GRIFFITHS.

26th JANUARY 1960

AT 17.25 ON REQUEST FROM KILFORD G.O. THE DUTY CREW SCRAMBLED TO INVESTIGATE RED FLARES SEEN OFF ABERTWENTY.

A RADAR AND VISUAL SEARCH WAS CARRIED OUT, HAMPSTERED BY THE RAY CONDITIONS AND A VERY IMPRECISE DATUM.

AFTER TWO HOURS THE AIRCRAFT RETURNED TO BASE.

CREW:-

P/L. MALCOLM CARLILE
P/L. DICK NEWTON
P/L. TONY GAGE
P/WT. AL FOX.

1954, JANUARY 1955

THE NAVY USED THIS TOWER TO VIEW OPO. RUMKILAND FROM THE
AN INSET VIEWED THE TOWER ON THE SMALL LANTHORN, TO
SEE IF A LANTHORN FOR USE DURING THEIR INSET OPERATIONS.
DIVE:-

P/L. PAUL ORTOLAN
P/O. MATT WILLIAMS
MARP. FRED WILLIAMS
P/MR. AL FOCK.



No place for a head in the clouds

WHEN the R.A.F. asked if I'd like to join a helicopter team in a mock exercise I couldn't give my answer on quickly enough.

STANDBY

So, I had to be ready when they called me. I was in a bit of a hurry when they called me. I was in a bit of a hurry when they called me.

I was in a bit of a hurry when they called me. I was in a bit of a hurry when they called me. I was in a bit of a hurry when they called me.

of the 'Lynch' crew and H. BRAWING. Subject: New Photo Club!

Clear:

FA. Peter Walker
Ph. Peter Walker
Ph. Peter Walker

Ph. Peter Walker

THEIR PATCH

"We usually get patches made for us. They are made by a patch maker. They are made by a patch maker. They are made by a patch maker."

"They are made by a patch maker. They are made by a patch maker. They are made by a patch maker."

"They are made by a patch maker. They are made by a patch maker. They are made by a patch maker."

"They are made by a patch maker. They are made by a patch maker. They are made by a patch maker."

"They are made by a patch maker. They are made by a patch maker. They are made by a patch maker."

"They are made by a patch maker. They are made by a patch maker. They are made by a patch maker."

"They are made by a patch maker. They are made by a patch maker. They are made by a patch maker."

"They are made by a patch maker. They are made by a patch maker. They are made by a patch maker."

"They are made by a patch maker. They are made by a patch maker. They are made by a patch maker."

"They are made by a patch maker. They are made by a patch maker. They are made by a patch maker."

"They are made by a patch maker. They are made by a patch maker. They are made by a patch maker."

"They are made by a patch maker. They are made by a patch maker. They are made by a patch maker."

"They are made by a patch maker. They are made by a patch maker. They are made by a patch maker."

"They are made by a patch maker. They are made by a patch maker. They are made by a patch maker."

"They are made by a patch maker. They are made by a patch maker. They are made by a patch maker."

"They are made by a patch maker. They are made by a patch maker. They are made by a patch maker."

"They are made by a patch maker. They are made by a patch maker. They are made by a patch maker."

"They are made by a patch maker. They are made by a patch maker. They are made by a patch maker."

"They are made by a patch maker. They are made by a patch maker. They are made by a patch maker."



Pete Walker, Peter Walker, Peter Walker, Peter Walker, Peter Walker, Peter Walker, Peter Walker



Peter Walker



Peter Walker



Peter Walker



Peter Walker

IT could be a holidaymaker trapped on a Pwll beach. Or an angler caught by the Loughor estuary tide. Whatever the emergency along Lismore's coastline, the chance is an R.A.F. Sea King helicopter from Brawley will be in the thick of the action. But what is it like, buzzing over a choppy sea on a rescue operation?

LESLIE EDWARDS joins the crew on a mock exercise to find out...



Peter Walker



Peter Walker



Peter Walker

22' CRO!

Wallo, co-pilot, Ph. Lt. Peter Walker, radio operator Ph. Lt. Peter Walker, and co-pilot Ph. Lt. Peter Walker.

My only bit of nerve, was when I was sent to the flying room to be killed out. But I knew I was "one of the boys" when Warrant Officer Jordan looked me up and down and inquired "no doubt".

The rubberneck suit had attached boots and even with a thick pair of socks, my feet felt around a bit.

A few weeks, and a good job and there I was in the suit. But it took time to adjust the helmet, especially with throat make, properly. If I'd been here for an emergency - they'd still be on the ground. All that, and a life-jacket.

Along with the boat's commander, Warrant Officer Ph. Lt. Bob Bartlett, who had formerly volunteered to be "rescued" from the sea, I dropped to the aircraft and took my seat.

SMOOTH

Strapped in I was treated to full emergency instructions - what to do if we crashed. I slept waiting whilst I remembered it all when Warrant Officer Jordan asked "the Sea King doesn't crash."

The next two hours and 10 minutes were uneventful. Contrary to my expectations it was a smooth ride. The aircraft was down, the next I was 300 ft. up.

It was by no means uncomfortable, than a bus ride.

11th. FEBRUARY 1960.

WHILE ON A TRAINING SORTIE, THE DUTY CREW WERE DIVERTED BY MILFORD COASTGUARD TO SEARCH FOR A MISSING WOMAN, ALONG THE COAST FROM TREVERH(SW025) TO TRENARD (SW0375).

SHE WAS FOUND FLOATING JUST UNDER THE SURFACE NEAR PENRHA (SW0375). DUE TO THE TIDE THE BODY WAS RECOVERED EARLY UNMILATED BY THE WIDOWMAN IN A DOUBLE LIFT, AND HANDED OVER TO THE POLICE AT LORRHOUSE FARM (SW0375).

CREW:-

P/L. PAUL CRITCHLEY
P/L. DICK NEWTON
MAROP. STAN JONES
P/S. BOB GRIFFITHS.

11th. FEBRUARY 1960

ONCE AGAIN WHILE ON A TRAINING SORTIE, THE CREW WERE DIVERTED BY SWANSEA COASTGUARD, FOR TWO FISHING BOATS CUT OFF BY THE TIDE IN THE "LOUGH OR SHUANT" TWO MILES SE OF HENRY POINT.

AN EXTENSIVE SEARCH OF THE AREA LASTING 12.30 BROUGHT NO RESULT, AND EVENTUALLY IT WAS DECIDED THE INCIDENT WAS A WELL INTENTIONED FALSE ALARM.

CREW:-

P/L. MALCOLM CARLISLE
P/L. DICK NEWTON
P/L. TONY GARR
MAROP. NORMAN PRINGLE

11th. FEBRUARY 1960

THE DUTY CREW WERE SCRAMBLED BY MILFORD COASTGUARD AT 2205H TO SEARCH THE CARDIGAN BAY AREA FOR A MISSING FISHING BOAT WITH 3 FISHING ON BOARD.

UNFORTUNATELY WHILE CONDUCTING A CLIFF VISUAL SEARCH THE AIRCRAFT SUFFERED A FAULT WITH ITS ENG ENGINE AND HAD TO RETURN TO BASE. THE AIRCRAFT TRANSMITTED A "PAN" CALL, AND EVENTUALLY LANDED SAFELY AT HAVERT.

THE MISSING VESSEL WAS FOUND DRIFTING NOT FAR BY THE COASTGUARD LIFEBOAT ABOUT 4.00.

CREW:-

P/L. MATT WILLIAMS
P/L. JULES (JOHAN) D'AUSTIN
MAROP. STAN JONES

MAROP. TAN MEDINA
+ C. H. Jones (Pilot) + S. C. Jones (Pilot) + L. Jones (Pilot).

11th. FEBRUARY 1960.

THE OFF DUTY CREW WERE SCRAMBLED BY MILFORD COASTGUARD AT 0955H, TO HELP THE LOCAL POLICE SEARCH FOR A 74 YRS OLD MAN MISSING AT PENRHA, 1/2 MILE WEST, SINCE SATURDAY 10th.

DESPITE COVERING THE SEARCH AREA TWICE, NOTHING WAS FOUND AND THE AIRCRAFT RETURNED TO HAVERT LANDING AT 11.00H.

THE OLD MAN WAS LATER FOUND ALIVE CLOSE TO HIS HOME, APPARENTLY HAVING COLLAPSED.

CREW:-

P/L. JIM M AGARTNEY
P/L. DICK NEWTON
P/S. TED LITTLE
MAROP. TAN MEDINA.



© A SEA King helicopter from RAF Brandy hovers over the search headquarters.

Coast search locates collapsed pensioner

A SEARCH for a 74-year-old missing man ended yesterday when he was found a short distance from his Dyfed home. Pensioner Mr. Gwynn Morris, of Penrha, near Tenby, had collapsed. He was found by Mr. Frank Brown and was taken to Withybush Hospital, Haverfordwest, in a poor condition, but was later said to be improving.

A Sea King helicopter from RAF Brandy joined police and coastguards in a search for Mr. Morris who had not been seen since Sunday evening.

The search was aided by a neighbour who alerted police after failing to get an answer at Mr. Morris's home when he checked on Monday.

Police immediately began to comb the land between Penrha and a nearby beach.

Coastguards patrolled the coastal stretch in the area while the helicopter was called in to search inland.

A senior police spokesman at Pembroke Dock said that they had been concerned for his safety.

20th. FEBRUARY 1960

THE DUTY CREW WERE AT CARDIFF DOING A "PILOTS SORT", WHEN THEY WERE DIVERTED ON REQUEST FROM DYED AMBULANCE SERVICE TO MEDVAC A MAN WITH ULCERATED COLITIS, FROM ANKNEYTHY TO S.T. GEORGE'S HOSPITAL, LONDON.

THE PATIENT, DOCTOR AND NURSE WERE DUTY UNMARKED AND LANDED AT CHELSEA BARRACKS.

THE AIRCRAFT REPAIRED AT NORFOLK AND RET'D.

CREW:-

P/L. MATT WILLIAMS
P/L. JULES D'AUSTIN
MAROP. PETER WILLIAMS
P/S. BOB GRIFFITHS

**BRITAIN'S
BIGGEST
EVENING
SALE**
01-333-6000

Evening News

THURSDAY, MARCH 20 1968

**NIGHT
SPECIAL**
CLOSING PRICES

Lost soldier dies in snow

A TROOPSMAN from the Green Beacons Air Services Regiment, missing in action since 1945, has been found dead today.

An RAF Sea King helicopter landed on the beach near the Green Beacons in St. Mary's, Jersey, 140 people had been waiting for the search since early this month.

The 21-year-old Troopsmen, who had been missing since 1945, was found lying face down in the snow, his arms outstretched.

The body was found lying face down in the snow, his arms outstretched. The search was led by the Green Beacons Air Services Regiment, which was alerted by the RAF Sea King helicopter.

Safety review

The Ministry of Defence is expected to order a safety review into the circumstances of the death of the Troopsmen, who had been missing since 1945.

The body was found lying face down in the snow, his arms outstretched. The search was led by the Green Beacons Air Services Regiment, which was alerted by the RAF Sea King helicopter.

The Ministry of Defence is expected to order a safety review into the circumstances of the death of the Troopsmen, who had been missing since 1945.

The body was found lying face down in the snow, his arms outstretched. The search was led by the Green Beacons Air Services Regiment, which was alerted by the RAF Sea King helicopter.

The Ministry of Defence is expected to order a safety review into the circumstances of the death of the Troopsmen, who had been missing since 1945.

LIVERPOOL MAIL

SAS man is third in year to die on the Beacons

Western Mail Reporter

A THIRD member of the Special Air Services Regiment has died while exercising in the Green Beacons.

The body of the 21-year-old soldier, who had been missing for over 20 years, was found yesterday after a massive combined operations search involving the Army, Navy, police and mountain rescue.

The Army posted nearly 200 troops into the mountainous search for the missing man.

The soldier Trooper Lawrence O'Connor, a former man from South London, was the third SAS man to die in the Green Beacons since February last year.

Trooper O'Connor, a part-time soldier and member of the 21st SAS (Volunteers) Regiment, based in London, may have died of exposure as did the two other SAS men.

The SAS, a private military unit, whose members are never named or photographed, use the Beacons for intensive training and exercises. In February last year, the training led to the death of an SAS man, and in August a young corporal died on the same type of exercise.

Trooper O'Connor was one of 40 men who had travelled from London to do an exercise in the Beacons. The training was a 24-hour continuous march, navigation exercise in the St. Mary's area.

Each man started at intervals, commencing at 1.30pm on Tuesday. The alarm was raised when Trooper O'Connor failed to arrive at a checkpoint at 10.30pm on Wednesday.

On that day heavy snow fell in the Beacons, temperatures were near freezing, and winds up to 50 mph were gusting across the exposed moorland.

Unopened

A search for Trooper O'Connor was started immediately and involved nearly 200 soldiers, 20 policemen and mountain rescue teams. Because of the high winds a heavy-duty rescue team from the RAF Sea King helicopter from St. Mary's joined the search.

It was the crew of the Sea King helicopter who first sighted the body of Trooper O'Connor, lying about one mile from the main Manchester-Deira road which goes over the Beacons at St. Mary's.

He was wearing full winter gear and his park, which contained various survival items, was unopened and was lying on the ground beside him. His body was wrapped in a blanket and taken to St. Mary's for a post-mortem examination.

Last night Mr Tom Henson, MP for Brecon and Radnor called for a Ministry of Defence inquiry into the death.

20th. MARCH 1968

WHILE ON A NIGHT CROSS COUNTRY RACE A MEMBER OF THE 21st. SAS WAS MISSING ON THE BEACONS.

AFTER A LONG DELAY (MAY THE ARMY BE PRAISED), THE DUTY CREW WERE CALLED IN TO CARRY OUT AN AIR SEARCH OF THE AREA.

THE SEARCH COMMENCED ON THE 20th. AT 0700A AND THE BODY OF THE MISSING SOLDIER WAS FOUND BY THE CREW AT 0930A. THE CREW LANDED ON TO RECOVER HIM AND RETURNED HIM TO THE SEARCH HQ BEFORE RETURNING TO BRANTY.

CREW:-

F/L. PAUL CRITCHLEY
F/L. GRIFF GILL
MAJ. STAN JONES
MAJ. BILL PATRIS
CPL. POLLY PARROT

16th. MARCH 1968

AT 1054A THE DUTY CREW WERE CALLED BY THE HQ THAT A NIGHTMARE CRASHDOWN HAD OCCURRED. THE CREW WAS RUSHED OUT OF PUL AND WOULD HAVE TO SET UP SHORT OF BRANTY.

THE CREW GOT AIRBORNE AT 1755A TO PROPOSITION AT BRANTY INFORMATION.

BUTHER THE LIGHT AIRCRAFT LANDED SAFELY AND THE CREW RETURNED TO BRANTY NOT HAVING BEEN NEEDED.

CREW:-

F/L. PAUL CRITCHLEY
F/L. GRIFF GILL
F/L. TONY GARR
MAJ. BILL PATRIS
CPL. POLLY PARROT

21st. MARCH 1968

THE CREW WERE AIRBORNE AT 1040A TO MEDICAL A WOMAN HEART PATIENT FROM BRANTY WITH TO CARDIFF HOSPITALS.

TOTAL FLIGHT TIME 2 HOURS.

CREW:-

F/L. MALCOLM CARLISLE
F/L. GRIFF GILL
F/L. TONY GARR
F/MT. BOB GRIPVINS

1st. APRIL 1968

AT FIVE MINUTES PAST MIDNIGHT (SOME PEOPLE HAVE ALL THE LUCK), THE CARMARTHEN POLICE CONTACTED THE FLIGHT TO ASK FOR A FIRST LIGHT SEARCH FOR SIX MISSING FEMALE TEENAGERS.

THE GIRLS WERE FROM THE TIRABAD OUTDOOR PURSUIT CENTRE, AND WERE MISSING IN THE BEACONS WHILE ON A DOG AWARD EXERCISE. THE CREW WERE AIRBORNE AT 0400A AND AFTER REDEVELOPING WITH THE POLICE DEPLOYED THREE MT TEAMS AND THEN COMMENCED A OUTDOOR SEARCH.

BY 0600 THE GIRLS AT 0610A AND RETURNED THEM TO THEIR CENTRE. AFTER RECOVERING THE MT TEAMS IT RET'D, LANDING AT 0800A.

CREW:-

F/L. PAUL CRITCHLEY
F/L. JIM MACANTHAY
MAJ. PETER WILLIAMS
MAJ. NORMAN FRINGLES
CPL. BOB MAUGET

F/L. PAUL CRITCHLEY
F/L. JULIAN D'AUSTIN
MANIP. STAN JONES
F/S. BOB GRIFFITHS

S/L. PETE CHADWICK
F/L. DICK NEWTON
MANOP. PETE WILLIAMS
F/S. BOB GRIFFITHS

P. J. CHADWICK
Sqn. Ldr. date 1 Apr 80.
OC 202 Sqn.

Special thanks to "my man" - whose legs, I'm afraid, I must have pinched to death as we flew through the air.

S/L. PENE CHADWICK
P/L. DICK NEWTON
MAROP. PENE WILLIAMS
P/L, TONY CASS - RENT A WINCHIE

+ Ola (Ludkiewicz)

(I have also written to the Coastguards)

Subvol.

LIA LUDKIEWICZ AGE 31





Captions Please

- 1) ER- WHAT ON EARTH DO I DO NOW!!??
- 2) OH SHIT!! ONE ARM IN, TETHER OUT!!
- 3) One quick karbi chop and - OFF WITH ME HEAD!
- 4) One chop and hell be CASS-TRATED.
- 5) If you don't wake up I'll dent you over the head!
- 6) Animal Vegetables or Main-dish?
- 7) One Arm, one leg, one tail & a tail hand...
- 8) WHY DOESN'T HE LUNCH OUT ???!!
- 9) Now WHERE DID I PUT THAT HELICOPTER??
- 10) AND NOW! - THE INDIAN WIRE TRICK!
- 11) OH DEAR!! WHAT ON EARTH DO I SLINK MY TROUS?
- 12) PROMPT!!
- 13) CASS "CAT"
- 14) How THE "F..." DO I CLIMB THIS WIRE
- 15) WISH I HAD A DECENT BONE DOME LIKE THE FRONT SEAT CREWS.
- 16) WHAT AM I DOING HERE?
17. ITS A STRETCHING BEAN.
18. ERRED ROMEO WHERE FOR ART THOU ROMEO.
19. [Just know I'd put him down somewhere!]



19th APRIL 1960

AFTER A HIGH FLYING AIRCRAFT HAD PICKED UP A DISTRESS
SIGNAL AT 1715Z, RGO WAS SCRAMBLED AT 0730A TO SEARCH AREA
BETW. RADIAL OF 15000 OCEAN, JUST NORTH OF GARDEN POINT ON THE
NANTUCKET TRIM CRANE.

A VISUAL SEARCH AT 0800Z. PRODUCED NEGATIVE RESULTS AND
THE SEARCH WAS EVENTUALLY HANDLED OVER TO AN IRISH WAR HEAD.
TOTAL FLIGHT TIME 0800Z.

CREW:-

P/L. MATT WILLIAMS
P/L. BILL HURST
MARKP. STAN JONES
MAIM. BILL PATNE

(A British newspaper's report that the day before the rescue was by boat but they left
a suggestion to the author. Captain's note.

19th APRIL 1960

THE DUTY CREW IN THE WINGS OF SEVENTEEN WING THREE
GUARDIAN REQUESTED ASSISTANCE AFTER TWO PLANE WERE REPORTED
IN SANDHURST BAY. THE SEARCH LAUNCHED FROM 0530A UNTIL 0130A
AND WAS TERMINATED AT DAWN BUT NOTHING WAS FOUND.

CREW:-

P/L. MATT WILLIAMS
P/L. JULES D'ARNTS
P/WT. TWO LITTLE
MAIM. IAN MEDINA
MARKP. STAN JONES SURVIVORIAL



"SPASSKY & CRITCH".

20th APRIL 1960

A CALL FROM THE ROC AT 2105A SENT THE DUTY CREW OFF TO
OCEANWALL TO LOOK FOR A HAZ OVERBOARD FROM A CURRENT FISHING
VESSEL, A.M. NORTH OF ST. MARYS HEAD.

SHORTLY AFTER COMMENCING THE SEARCH THE CREW FOUND THE LIFEBOAT
WHICH HAD BEEN THROWN TO THE MISSING MAN, BUT HE WAS NOT RECOVERED
THE AIRCRAFT REMAINED UNTIL FLE THE RETURNED TO SANDY AFTER
REPELLING AT ST. MARYS. TOTAL FLIGHT TIME 0800Z.

CREW:-

P/L. MALCOLM CARLILE
P/L. BILL HURST
MARKP. STAN JONES
MAIM. BILL PATNE
CPL. PULLY PARROT.

21st MAY 1960

AT APPROX. 2245A "BOWEN" REPORTED A CRIT FOR HELP FROM THE
CLIFFS NEAR ASHPOUR. RGO WAS SCRAMBLED TO ASSIST IN THE
SEARCH, BUT NOTHING WAS FOUND.

CREW:-

P/L. JIM MACGARTHE
P/L. MATT WILLIAMS
MARKP. STAN JONES
MAIM. IAN MEDINA

21st APRIL 1960

A CALL FROM MILFORD GUARDIAN AT 1510A SENT THE DUTY CREW, WHO WERE
WERE DOING UNDERWATER WORKS AT ST. DAVIES, TO PRESERVATION BAY,
WHERE THREE YOUNG LADS WERE STRANDED ON ROCKS AFTER THE TIDE HAD
GOT THEM OFF. ALL THREE WERE RECOVERED AND HANDLED OVER TO THE
GUARDIAN MOBILE UNIT IN ATTENDANCE.

CREW:-

P/L. JULES D'ARNTS
P/L. DICK NEWTON
P/WT. TWO LITTLE
MAIM. IAN MEDINA
CPL. BEN HANCOCK (GASIN SUPERVISOR)

22nd MAY 1960

AT 1015A A CALL FROM THE ROC SENT THE DUTY CREW TO THE AID OF
A MOTOR FISHING VESSEL IN TROUBLE 26km. NORTH WEST OF TREVOS
HEAD, CORNWALL. AN ECHO TANKER, THE "ERED LILFORD HAVEN",
WAS IN ATTENDANCE BUT WAS UNABLE TO RESCUE THE CREW.

WHEN THE AIRCRAFT ARRIVED THE FISHER'S CREW HAD TAKEN TO
THEIR LIFEBOAT AND WERE RECOVERED BY HI-LINE AND SINGLE LIFTS.
THE THREE FISHERMEN WERE LAUNCHED AT ST. MARYS AND RGO RETURNED
TO BASE. TOTAL TIME 0800Z.

CREW:-

P/L. DICK NEWTON
P/L. BILL HURST
MARKP. STAN JONES
MAIM. BILL PATNE.

Duty Telegraph
TRAWLERMEN SAVED
Three fishermen were
rescued to safety from a life-
boat after "drowning" their
trawler which caught fire and
sank 20 miles off the North
Cornwall coast yesterday. A
helicopter from the RAF
station at Braken, South Wales,
landed them at RAY St
Marys, Cornwall.

6.5.60.



Two collected from the "BOWEN"
Cannons Head, 16.05.60.

13th MAY 1980

AT 1017A, MILFORD CO PHONED TO WARN US THAT KNOXWELL CO WERE DEALING WITH A CLIFF ACCIDENT JUST EAST OF KNOXWELL, ON THE DOWN FATHOM. AFTER ON IMPROVED THE DUTY CREW SCRAMLED AND WERE HALF WAY THERE WHEN KNOXWELL CO ASKED THEM FOR ASSISTANCE. ON ARRIVAL THE AIRCRAFT LANDED ON THE BEACH AND UPLIFTED THE 16 YRS OLD GYMAN STUDENT WHO HAD FALLEN APPROX. 300FT. HE WAS TAKEN TO KINGSLEIGH HOSPITAL, SWANSEA, SUFFERING FROM CONCUSSION.

CREW:-

F/L. JIM MAGANTRY
F/L. MATT WILLIAMS
F/WT. TWO LITTLE
MAM. IAN MEDINA

COUNTY OF DYFED

AVALLANAU CHILDRENS HOME

MERLINS BRIDGE

HAVERFORDWEST DYFED

D.L. KRAMER
Officer in Charge

TELEPHONE 56730

Dear 'Sea King',
Thank you very much for our conducted tour on Sunday. It was very interesting to see inside the helicopter and it was lovely to sit in the friendly atmosphere of the mess. Living in this area it is important to know how the rescue works.

Thank you Tom and George for providing transport. We were sure you'll be seeing much more of us in the future.
Love
'Avallanau Teasaways'

13th MAY 1980

AT 2100A WHILE TRAINING AT GARDIFF THE CREW WERE REQUESTED BY SWANSEA CO TO SEARCH FOR TWO YOUTHS IN DISAPPEARING IN THE LITWELL(CHEMPTON) AREA. HOWEVER, AFTER 10 MINUTES SEARCHING THEY WERE FOUND BY THE LOCAL POLICE, WHEN IT TRANSMITTED THAT THEY HAD IN FACT SUNKEN THE BOAT, SO THAT THERE WILL BE TROUBLE.

CREW:-

F/L. JULIAN PAINSTER
F/L. DICK NEWTON
MAM. STEVE JONES
F/WT. BOB GRIFFITHS

13th MAY 1980

RESCUE 90 WAS SCRAMLED AT 1140A AFTER A MAN SUFFERED A HEART ATTACK ON THE PRAIRIE RIDGE. HOWEVER JUST AFTER THEY GOT AIRBORNE THE MAN WAS PROUNCHED DEAD AND NO HIB'D.

CREW:-

F/L. JIM MAGANTRY
F/L. DICK NEWTON
MAM. P. MRS WILLIAMS
MAM. IAN MEDINA.

13th MAY 1980

A LOCAL FARMERS WIFE REPORTED TO MILFORD CO THAT SHE HAD A HIB'D "CRUISE FOR HELP" ON THE CLIFFS WEST OF BOROUGH HEAD, AND AT 2645A THE CO REQUESTED A SEARCH BY THE NEAREST CREW.

A CLIFF SEARCH WAS CONDUCTED FOR 50 MINUTES BUT NOTHING WAS FOUND.

CREW:-

F/L. MALCOLM CARLISLE
F/L. PAUL CRITCHLEY
F/L. T. GUY CARR
F/WT. BOB GRIFFITHS.

13th MAY 1980

AT 1240A THE RESCUE OF THE SCRAMBLE PHONE ADVISING THE DUTY CREW FROM THEIR AFTER LUNCH HAP. MILFORD CO REQUESTED AS THE SCRAMBLE FOR A BOY WHO HAD FALLEN INTO THE WATER AT VORON HEAD ON THE DOWN FATHOM.

BOY WAS AIRBORNE AT 1245A AND ARRIVED AT THE BEACH AT 1300A. THE BOY WAS IMMEDIATELY LOCATED ABOUT 50 FT UP THE ROCK FACE, AND WAS RESCUED IN A STANDARD DOUBLE LIFT.

ONCE INSIDE THE AIRCRAFT THE LAD HAD MINOR PHYSICAL CUTS AND BRUISES AND WENT INTO QUITE SEVERE SHOCK, SO IT WAS DECIDED TO TAKE HIM TO KINGSLEIGH HOSPITAL, SWANSEA.

IT LATER TRANSMITTED THAT THE LAD (12 YRS OLD), HAD BEEN KIRKSHAWING, HAD FALLEN ABOUT 100 FT. INTO THE SEA, AND THEN CLIMBED OUT ONTO THE ROCK AGAIN. AT KINGSLEIGH HE WAS ADMITTED WITH CRIST INJURIES -- BUT SURPRISINGLY HEALTHY.

SEAKULLS 1 YOUNG LADS G.

CREW:-

F/L. PAUL CRITCHLEY
F/L. DICK NEWTON
F/WT. TWO LITTLE
F/L. TONY CARR

Boy plunges 100ft

A BOY was seriously ill in hospital last night after falling more than 100 feet into the sea from the cliffs at VORON Head, West Glamorgan.

The boy, aged 12, from Mount Drive, Southfield Estate, Port Talbot, was with two friends searching for limpets near at Rhondda Bay when he slipped. A Coastguard cutter, the Swansea Coastguard and the boy managed to get him to the shore and back himself 10 feet up on to the rocks where he was spotted by a holidaymaker from the Midlands.

Mr Ken Blackford, of Redwood,

Staffordshire, telephoned the Coastguard who called out a helicopter from RAF Boscombe.

Guy was taken to Kingsleigh Hospital, Swansea, where he was treated for serious chest injuries.

24th MAY 1980

AT 1812A MILFORD CO INFORMED THE FLIGHT THAT TWO BOYS WERE IN THE WATER AFTER THEIR BOAT HAD CAPSIZED IN NEWPORT BAY.

WHILE ON ROUTE THEY WERE INFORMED OF A SECOND INCIDENT WHICH REQUIRED A YOUTH WITH HEAD INJURIES TO BE TAKEN OFF A YACHT JUST NORTH OF THE SOUTH BISHOPS LIGHT.

AFTER SEARCHING FOR THE MISSING BOYS FOR 15 MINUTES THE CO REPORTED THAT THEY WERE SAFELY ABOARD, REM THE CREW DIVERTED TO THE SECOND INCIDENT.

THE YACHT WAS SOON LOCATED AND A HELICOPTER WAS LOWERED TO THE BIRMINGHAM, FOLLOWED BY THE WINCHMAN. THE INJURED MAN WAS ENOUGH OFF IN A DOUBLE LIFT DUE TO THE ADVERSE WEATHER (WIND 25-30 kts SEA STATE 6), AND TAKEN TO WITHYNGTON HOSPITAL.

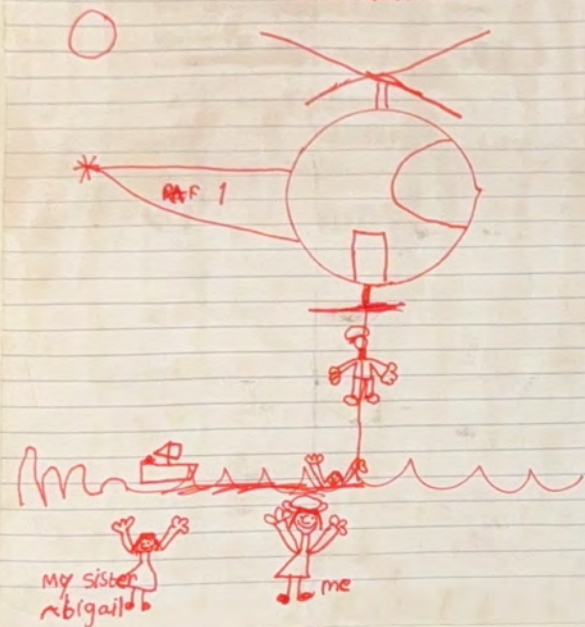
CREW:-

F/L. MATT WILLIAMS
F/L. BILL HURST
MAM. STEVE JONES
MAM. IAN MEDINA

Dear Yellow Helicopter Men,

I live at penrhyn Dinas and
your helicopter often flies over my house
in the summer, once it landed in our
field. My Daddy is a policeman and he has had
a ride in it. I am coming to Brawdy Air show,
please can I see inside your helicopter? we always
wave to you.

Love From
EMMA MATTHEWS.



EMMA MATTHEWS BROUGHT HER FATHER (A FISHERMAN POLICEMAN), MOTHER & SISTER
TO VISIT THE EVENT ON SUNDAY 25th MAY 1980.



A cheque for over £500 was presented to the Avallenau Children's Home, Haverfordwest after fund raising efforts by Constables and 302 Squadron based at RAF Brawdy. From left to right at the presentation ceremony are: Lt. Colonel, district constable controller Richard Hines and squadron officer 'Daddy' Hines, former Avallenau.

Basement disco for Avallenau

Constables and the RAF are making plans to raise money for the Avallenau Children's Home, Haverfordwest, by holding a basement disco. The event will be held at the Avallenau Children's Home, Haverfordwest, on Sunday 25th May 1980. The disco will be held in the basement of the home, which is a large, modern building. The event will be held from 7.30pm to 11.30pm. The entrance fee is £5.00. The disco will be held in the basement of the home, which is a large, modern building. The event will be held from 7.30pm to 11.30pm. The entrance fee is £5.00. The disco will be held in the basement of the home, which is a large, modern building. The event will be held from 7.30pm to 11.30pm. The entrance fee is £5.00.





SKY 'EYE' RIDDLE IN RACE RESCUE



FRENCHMAN JACQUES TIMSIT, first casualty in the single-handed transatlantic yacht race, was plucked to safety from his ill-fate by a helicopter yesterday.

His boat sank, but the sailor was saved.

The alarm was raised by a radioed mayday signal.

And coastguards said it appeared the satellite-tracking device fitted to the race yacht, which went down with a or was damaged.

M. Timsit, who is married with three children and lives at Gifford, near Perth, said at Cork Airport that his yacht, the 38 ft, round-bottomed, was struck by a wave submerged about 10 metres and held the bow of his vessel.

The pumped water for about half an hour after starting a fellow yachtsman. But he had to get to sea in his lifeline at the yacht, which he valued at about £10,000, continued to sink in water and took.

Coastguards at Land's End said the last position was monitored through the Argon satellite system — which is a computerised safety insurance for all competitive line yachts — about 40 minutes before the mayday call was picked up.

It was first heard by another competitor in the race, British Ferret, and relayed to Paris. From there it was sent to Land's End coastguards via the Royal Western Yacht Club in Plymouth.

At the same time the call was monitored by the Dutch fisheries ship De Hoop, which sent a message towards the boat's position 200 miles off the Isles of Scilly and relayed the call.

A long-range Sea King helicopter was scrambled when the call was received at RAF Brandy, in South Wales.

But it was a Nimrod from RAF St. Mawgan, near Newquay, that pinpointed the position of the French yachtsman's life raft about two hours after the emergency operation began.

M. Timsit was winched from his life-raft into the Sea King, which was to land him in Cork.

Jacques Timsit, 41, is a seasoned offshore sailor and was about to finish in the last single-handed transatlantic race in 1976, and took the second prize in the Gypsy Moth class.

The positions of all boats in the Royal Western/Observer race are monitored by the Argon satellite and each vessel has a transponder bolted to the deck.

The device has a "panic button" to be activated when a yacht has trouble.



The Matorra leaves Plymouth



OCB/MF/2026

To: Station Commander
RAF Brandy

These are very nice, but
I have the occasion to please
people (with letters)
With the Compliments of the
Station Commander

Newquay (063 73) 2201 Ext 205
St Mawgan
Newquay
Cornwall
TR8 4HP

NEWS IN BRIEF

Helicopter rescues yacht race sailor

A French competitor in the Observer Transatlantic Yacht Race was plucked to safety from a life-raft last night after his Mayday call was picked up at an RAF station in South Wales.

Jacques Timsit (pictured left) had realised that his 38ft vessel, Matorra, was taking 100 tonnes south-west of Cork.

He was picked up tonight by a helicopter from RAF Brandy.

THE NEWS, 22 SEPTEMBER 1976, 20.20.20

17th JUNE 1960

THE "CO. GUYVER" HELICOPTER RAISED TRANSATLANTIC RACE PROVIDED THE FIRST CASUALTY TODAY.

THE BRUSH COMPANYER JACQUES TRINITY'S YACHT "MOTOROLA" WAS SUNK IN THE BAY BY A PARTIALLY SUBMERGED OBJECT, AND STARTED TO TAKE IN WATER. AFTER TRYING TO PUMP WITHOUT ANY EFFECT, TRINITY FINALLY TOOK TO HIS BURNET AND A WATERBAY GALL WAS SENT OUT.

THE BURNING GALL WAS PICKED UP BY VALENTIA COASTAL RADIO STATION AND LANDED ON QUAYWARD AND RELATED TO PLYMOUTH ROC. LUCKILY THE ROC HAD THE FREQUENCIES OF NEED TO PASS THE JOB TO BRAYST AND NOT COLLAPSE THIS MORNING AN UNUSUAL JOB.

THE DUTY CREW SCRAMBLED AT 1753 A AND THE SEA THE BURNING WAS PARKED AS 2 000A. MEANWHILE, A BURNING FROM ST. MARY'S WAS SENT TO BRAYST AS A BURNING BURNING AS THE POSITION TO THIS TIME WAS, TO SAY THE LEAST, BURNING.

THE BURNING SUCCESSFULLY LOCATED THE BURNING AND THE SEA KING ARRIVED ON TOP AT 195 PA. THE LEFT WAS COLLECTED AT 2003A, AND ROC WAS QUINCE FOR COKE TO REFUEL AIRCRAFT AND CREW BEFORE RETURNING TO BRAYST WITH THE SURVIVOR, WHEREIN THE PRESS WERE WAITING. TOTAL FLIGHT TIME WAS 2-0.

CREW:-

F/L. MATT WILLIAMS
F/L. DICK NEWTON
MAROP. STAN JONES
MAM. IAN MEDINA

Fishermen airlifted to safety from raft

THREE YOUNG SWISS fishermen whose boat sank off the Welsh coast early yesterday were airlifted to safety only minutes before their liferaft would have drifted on to rocks.

The 21-ton trawler Falcon sank after striking a rock and then foundering on the dangerous Irish and Welsh coasts in the early hours of the morning.

The three men, all from Neuchâtel, spent 15 minutes in their liferaft before

being rescued by helicopter from RAF Brimley, near Herefordshire, which was alerted by their distress call.

Later the three men, named the helicopter crew for carrying out their rescue in the worst of weather conditions.

Headmaster Mr. John Lawson, aged 21, and his two companions, Mr. John Johnson and Mr. Stephen Holder, were rescued from the sinking boat in the English Channel by the trawler Falcon.

The trawler, valued at £25,000, contained a valuable cargo of fish.

was rescued, said Mr. Lawson. "We immediately sent out a distress call and the helicopter crew, which was alerted by their distress call, arrived within 15 minutes."

The boat, which was carrying out a fishing trip, had been drifting between the rocks and within 15 to 20 minutes, the helicopter crew would have been in danger of losing the boat.

The boat, which was carrying out a fishing trip, had been drifting between the rocks and within 15 to 20 minutes, the helicopter crew would have been in danger of losing the boat.

The boat, which was carrying out a fishing trip, had been drifting between the rocks and within 15 to 20 minutes, the helicopter crew would have been in danger of losing the boat.

equipment. The helicopter crew landed on the shore at daylight and the three men were taken to the shore.

The pilot, Flight Lieutenant Michael Carter, said that the boat would have been in danger of losing the boat.

The boat, which was carrying out a fishing trip, had been drifting between the rocks and within 15 to 20 minutes, the helicopter crew would have been in danger of losing the boat.

The boat, which was carrying out a fishing trip, had been drifting between the rocks and within 15 to 20 minutes, the helicopter crew would have been in danger of losing the boat.

High-speed rescue for fishermen

THREE SWISS fishermen were rescued from a sinking boat off the Welsh coast early yesterday by a helicopter from RAF Brimley, near Herefordshire.

The boat, which was carrying out a fishing trip, had been drifting between the rocks and within 15 to 20 minutes, the helicopter crew would have been in danger of losing the boat.

The boat, which was carrying out a fishing trip, had been drifting between the rocks and within 15 to 20 minutes, the helicopter crew would have been in danger of losing the boat.

The boat, which was carrying out a fishing trip, had been drifting between the rocks and within 15 to 20 minutes, the helicopter crew would have been in danger of losing the boat.

The boat, which was carrying out a fishing trip, had been drifting between the rocks and within 15 to 20 minutes, the helicopter crew would have been in danger of losing the boat.

17th JUNE 1960

THE DUTY CREW WERE CALLED OUT OF BED AT 00.45 BY WILFORD CO TO HELP A SINKING FISHING VESSEL NEAR THE ISLANDS.

ROC ARRIVED AT THE SCENE AT 01.10 AND FOUND THAT THE THREE CREWMEN HAD TAKEN TO THEIR BURNET.

THE WINGMAN WAS LOWERED WITH A HILITE AND ALL THREE WERE WINCHED INTO THE AIRCRAFT.

THEY WERE LANDED AT BRAYST WHERE THEY STAYED OVERNIGHT AND IN THE MORNING WERE TAKEN TO THE MESS FOR DINNER SEA FISHERMEN IN WILFORD HAVEN.

CREW:-

F/L. MALCOLM CARLYLE
F/L. PAUL CRITCHLEY
MAROP. STAN JONES
F/L. MATT WILLIAMS
F/L. ROB 'THE SINKING WINGMAN' GRIFFITHS

79

17th JUNE 1960

601 WAS ON A TRAINING ROUTE AT TWENTY WHEN THEY WERE REQUESTED TO DIVERT TO SOLVA TO HELP SEARCH FOR AN AIRCRAFT REPORTED MISSING ON THE CLIFFS.

AFTER SEARCHING FOR YOUNG, THE SEARCH WAS CALLED OFF AND ROC RETURNED TO BRAYST. THE AIRCRAFT WAS FOUND SHORTLY AFTER BY ST. DAVIDS CO- HE WAS WELL AND WALKING TO ST. DAVIDS, AND APPARENTLY HAD LOST HIS BURNET ON THE CLIFFS THE NIGHT BEFORE AFTER ROC HAD DESCENDED.

CREW:-

F/L. PAUL CRITCHLEY
F/L. DICK NEWTON
MAROP. STAN JONES
MAM. IAN MEDINA

18th JUNE 1960

AT 17.45 WILFORD CO REQUESTED A SEARCH FOR A MISSING 15FT MOTOR CHURCH IN CARDIGAN BAY.

THE DUTY CREW HAD JUST BEGUN THEIR SEARCH WHEN THE BOAT WAS FOUND IN A COVE AT NEW QUAY ILS. NO ASSISTANCE WAS REQUIRED BY THE CREW.

CREW:-

F/L. MATT WILLIAMS
F/L. DICK NEWTON
F/L. TED LITTLE
MAM. IAN MEDINA

3 saved in sea drama

by Simon Spinks and Nigel Freedman

THREE SWISS fishermen were at the centre of an air-sea rescue drama today.

They were pulled to safety when their boat began to sink off the Welsh coast.

The abandoned ship and crew clung to a dinghy when the 20ft Falcon ran aground on a reef.

As their life raft headed for the rocks a Sea King helicopter from the RAF

Brimley pulled them to safety soon after 1 a.m.

The Falcon sank a short time later.

The fishing boat was on a scallop fishing expedition in the Irish Sea when disaster struck.

It is owned by skipper Robert Lawson, 27, from Seaford and based at Newhaven.

His crew on the ill-fated voyage were Stephen Holder, 18, from Newhaven and John Johnson, 18, from Seaford.

The skipper's father, Mr. Robert Lawson, 55, a toolmaker of The Grove,

Newhaven, said today: "Robert has been a fisherman for about six years. He took over the Falcon only three or four months ago."

Stephen Holder, of Avon Road, Newhaven, was on his first long-distance trip.

The disaster happened about 24 miles off the coast in a notorious stretch of water known as the Barrels and Black Shoal, near the South lighthouse.

Flt Lt Malcolm Carlyle, of RAF Brimley, said today: "As we flew in we could see the waves breaking on the rocky rocks. It was pretty serious."

19/20th JUNE 1960

STAN JONES WAS OUT DOING THE NIGHT PART OF HIS GAT WITH RON DREMAN WHEN THE CREW WERE DIVERTED BY PLYMOUTH ROC TO HELP SEARCH FOR A RUSSIAN SAILOR LOST OVERBOARD FROM A TRAWLER SOUTH OF THE ISLE OF WIGHT.

THE AIRCRAFT REFUELLED AT ST. MARY'S ENROUTE TO THE SEARCH AREA AND ARRIVED ON TANK AT 2000.35A.

THE SEARCH WAS COORDINATED BY MAM HNTL, AND ROC CARRIED OUT A SERIES OF SEARCHES BUT NOTHING WAS FOUND. THE A/C REFUELLED AT LBS ON SOLVA BEFORE RETURNING.

ALSO INVOLVED IN THE SEARCH WERE THE FRENCH TUG 'ASHVILLE LANGUEDOC', SEALINK 'EARL WILLIAM', 'ISLAND CHALLENGER' 'CHALLENGER' AND THE 'RUSSIAN'.

TOTAL FLIGHT TIME WAS.

CREW:-

F/L. PAUL CRITCHLEY.
F/L. DICK NEWTON.
MAROP. STAN JONES.
MAM. IAN MEDINA.
MAROP. RON DREMAN.
O/T. AL CHURCHLAND.

Mr. K. Isaacs,
The Cottage,
1 Oak Tree Crescent,
Halesowen
West Midlands,
B62 9DA.

The Commanding Officer,
Air Sea Rescue Division,
RAF Base Brandy,
Pembrokeshire,
WALES.

Dear Sir,

I am the crew member off the yacht 'Cud-yr-awel' who was winched aboard one of your RAF Air Sea Rescue helicopters on Wednesday 28th May 1980 and was transported to Ayrthush Hospital.

I would like to express my sincere gratitude to the crew of the helicopter concerned. Please could you inform them that I am truly grateful for what they did and wish them all the best for the year to come. I shall always remember what a marvelous job they did. I would have come to the Brandy open day but I was quite ill, and could not face the journey, however I would like to pay you a visit next open day.

Yours Sincerely,

[Signature]

WILLIAMS *[Signature]*
HARRIS *[Signature]*
JONES *[Signature]*
MEDINA *[Signature]*

20th. JUNE 1980.

HALF OF THE DUTY CREW HAD JUST STARTED THE SEARCH A/C FOR JEN'S INT WHEN A 'MAYDAY' CALL FROM A HARK NEAR THE SHALLS WITH AN ENGINE FLAMING, WAS HEARD ON D.M.G./B.

A 100TDS. SPIRIT WAS INITIATED TO THE FIRST A/C WHICH SCRAMBLED BUT UNFORTUNATELY THE HARK'S ENGINE WAS BUILT AND HE LANDED AT BRANDY A FEW MINUTES LATER.

FLIGHT TIME 5 MINUTES.

CREW:-

F/L. MALCOLM CARLIS.
F/L. JIM MACANTHNEY.
F/S. TED LITTLE.
MAM. BILL PATHE.

21st. JUNE 1980

THE DUTY CREW HAD JUST RETURNED TO BRANDY AFTER DISPLAYING ITSELF ALL ROUND WALES, WHEN THEY WERE ASKED BY MILFORD CG TO CARRY AN ELDERLY WOMAN FROM PATRICK RAY NEAR DALS, WHO HAD FALLEN ON A CLIFF PATH AND BROKEN HER LEG. SHE WAS STRETCHER LIFTED AND TAKEN TO VENTNURH.

CREW:-

F/L. PAUL CRITCHLEY.
F/L. JIM MACANTHNEY.
MAM. KEAN JONES.
MAM. LAM MEDINA.

Flown to 42 hospital

Widowmaker Mrs. Florence Joy Harris, aged 81, was flown to Ayrthush Hospital to Wingham Hospital on Saturday afternoon. She also injured a leg in a fall on the road path at Cud-yr-awel. Mrs. Harris, of Brandy-on-Sea, Somerset was discharged on Monday after treatment.

24th. JUNE 1980.

WHILE AIRBORNE ON A NIGHT TRAINING SORTIE 601 WAS DIVERTED BY MILFORD CG TO INVESTIGATE A REPORT OF RED FLAMES, JUST WEST OF ST. GOVERN'S HEAD. THEY SEARCHED FOR 50 MINS. WHEN THE SEARCH WAS ABANDONED, AND 601 RETURNED TO TRAINING.

CREW:-

F/L. MALCOLM CARLIS.
F/L. BILL HURST.
MAM. KEAN JONES.
MAM. BILL PATHE.

24th. JUNE 1980

R90 WAS SCRAMBLED BY MILFORD CG AT 13:54 FOR A HARK REPORTED TO HAVE FALLEN OFF THE CLIFFS AT ST. GOVERN'S HEAD. THEY TOOK THE SEARCH 40 WITH THEM. UNFORTUNATELY AT THE TIME THEY ARRIVED THE CASUALTY (A 16 YR OLD YOUTH) WAS DEAD, AND R90 TOOK THE BODY TO VENTNURH.

CREW:-

F/L. MALCOLM CARLIS.
F/L. PAUL CRITCHLEY.
MAM. KEAN JONES.
MAM. BILL PATHE.
F/L. GALLAGHER DOG.

29th. JUNE 1980

R90 WAS SCRAMBLED BY CG COMANTHUR AFTER A BODY HAD BEEN REPORTED FLOATING OFF GILGAN POINT, NEAR TRENT. ON ARRIVAL NOTHING WAS FOUND AND THE BODY WAS EVENTUALLY FOUND BY TRENT 115 TWO MILES FURTHER ALONG THE COAST.

CREW:-

F/L. MALCOLM CARLIS.
F/L. BILL HURST.
F/L. TONY GAGE.
F/S. BOB GRIFFITHS.

7th. JULY 1980

601 WAS DIVERTED FROM TRAINING TO INVESTIGATE TRANSMISSIONS HEARD ON 121.5. HOWEVER NOTHING WAS HEARD BY THE HELICOPTER A HERCULES ALSO MONITORING THE FREQ. AND THE INCIDENT WAS TERMINATED BY THE BOC.

CREW:-

F/L. JIM MACANTHNEY.
F/L. MATT WILLIAMS.
MAM. PETER WILLIAMS.
F/S. BOB GRIFFITHS.



CAPTION COMPETITION A

NOTE: PICTURE TAKEN STAGE

1. DOES HE TAKE SUGAR?
2. HE'S ALL MINE.
3. A FOOTNOTE OF WHAT WILL BE CUTTING FROM B.P.
4. THEY WILL LET ANY BODY FLY THESE DAYS.
5. SPOT THE LOONEY
6. But it was only one of the bus's standard display series!
7. FRANKS + SWAN
8. --- and we had to sign a 658 for him!
9. HAS THIS THING HAD AN AF/8F.
10. THE BLIND FLASHING THE BLIND.
11. IT WILL NEVER FLY
12. ITS EASIER THAN PUSHING STAIRS
13. "5 x SIDE RESULT." GAINED-CHEN I AIRCRAFT O.
14. ANOTHER FINE MESS YOU GOT ME INTO STANLEY
15. SEXY NURSE GRIPPING (I DON'T THINK)
16. THE RESCUE CAPABILITY WAS IN BETTER SHAPE THAN THE PLAT. (D.O.A.)
17. TRYING A BUMP START BILL??
18. OH LOOK! SOMEONE ELSE HAS FALLEN DOWN THE STAIRS.
19. ALGLZ ???
20. TWO BROKEN KNEE COBS FOR BUZZING STATION COMMANDERS



CAPTION COMPETITION!

1. Thumbs in bum, mind in -----
2. We got spots before my eyes!
3. FIND THE BRAIN CONNECTION - I know you should spell.
4. CAPN'S LOG, STARDATE 101514, SHOTTED ENEMY UFO.
14. GODELOCK BOUTON, SPENT THE NEXT 4 1/2 HOURS W ANDERING WHAT THE HELL TO DO NEXT.
5. I'm NOT VERY IMPRESSED WITH THIS 'HEAD-UP' DISPLAY!
6. IT'S NOT FAIR! - MATT WILLIAMS ALWAYS GETS MORE HOURS THAN I DO!!
7. Looking at the writing on the bone done if the cap fits -----
8. WE GREEN PATED PLOTS DON'T NEED TO LOOK OUT!
9. I AM MORE WORRIED ABOUT MY BACK THAN YOUR UNDERWEAR !!!
10. WHO SHOT ME?
11. IF ONLY I COULD REMEMBER WHAT TO DO NEXT
12. I'm PISSED OFF WITH THIS 2ND DIENIE LARIE
13. I UNDER IF THAT TRENCH BAD IS MEGNANT.
14. WE'RE LOST F.U./S CASE
15. ... AND FOR THIS YEAR'S BEST DRESSED DUNNY
16. I WONDER IF THE PENICILLIN INJECTIONS WILL WORK?
17. ANOTHER BORING SCRAMBLE

24th JULY 1980

AT 0330A WHILEST GO1 WAS AIRBORNE NEW FOX CALLED THE FLIGHT ON HQ AND REQUESTED MEDICAL ADVICE ABOUT A SICK SEAMAN THEY HAD ON BOARD. HE WAS SUFFERING FROM ABDOMINAL PAIN AND A HIGH TEMP. THE DUTY DOC DECIDED THAT A CAREVAC WAS REQUIRED SO GO1 RETURNED TO PICK UP THE DOCTOR.

RPO THEN PROCEEDED TO NEW FOX WHICH WAS QUOTED UP LIKE A GIN PALACE UNQUOTE AND THE VESSEMAN AND DOC WERE WINCHED DOWN. ALL WERE RECOVERED AND THE AIRCRAFT BROUGHT THE CASUALTY TO BRANT.

CREW:-

F/L. BOB KING (POACHING).
F/L. MALCOLM CARLILE.
F/L. TONY GARE.
MAIN. BILL PATNE.

24th JULY 1980.

ON REQUEST FROM MILFORD O3 RPO SCRAMBLED AT 1400A TO ASSIST TWO G1ALS ON THE CLIFFS AT GILMAN POINT 544N 033 W. however on arrival the girls were found to BE SAFE AND WELL.

CREW:-

F/L. PAUL CRITCHLEY.
F/L. JIM MACARTNEY.
MAIN. PETER WILLIAMS.
MAIN. IAN MEDINA.

12th JULY 1980

AT 1610A THE FLIGHT WAS CONTACTED BY A CAPT. MORTIMER OF THE BRITISH ARMY, AND INFORMED THAT A SOLDIER HAD SUFFERED A HEART ATTACK ON THE BRIDGE, AND REQUESTED A CAREVAC.

RPO SCRAMBLED AT 1615A AND FOUND THE CASUALTY AND HIS PARTY WITHOUT ANY PROBLEMS. THEY LANDED ON AND COLLECTED THE PATIENT AND THE OTHER THREE MEMBERS OF HIS GROUP (ALL MEMBERS OF THE BRIG), AND TOOK THEM TO MERTON TIDFILL HOSPITAL.

CREW:-

F/L. MATT WILLIAMS.
F/L. DICK NEWTON.
F/L. TONY GARE.
F/S. BOB GRIFFITHS.

13th JULY 1980

A WRECKAGE WITH FOUR MEN ONBOARD CRASHED IN GILMAN BAY, 513N 040E, AND AT THE REQUEST OF SEAMAN O3, GO1 DIVERTED FROM ITS TRAINING TASK TO RESCUE THE MEN. HOWEVER ON ARRIVAL THE CREW FOUND THAT THE MEN HAD BEEN PICKED UP SAFE AND WELL BY A LOCAL FISHING VESSEL.

CREW:-

F/L. PAUL CRITCHLEY.
F/L. JIM MACARTNEY.
MAIN. PETER WILLIAMS.
MAIN. IAN MEDINA.

17th JULY 1980.

AT 1000A BRANT RESCUE WERE WARNED BY MILFORD O3 OF A POSSIBLE INCIDENT IN MILFORD H AVEN HARBOR, INVOLVING AN INJURED SEAMAN. SHORTLY AFTERWARDS RPO WAS SCRAMBLED BY THE O3 TO CAREVAC A SEAMAN OFF THE BRIDGE 'CHALLENGER', WHO HAD APPARENTLY SUFFERED A HEART ATTACK. THEY TOOK THE SEAMAN AND TWO WITH THEM, AND ARRIVED AT THE SCENE AT 1030A.

THE VESSEMAN AND DOC WERE LOWERED ONTO THE BRIDGE AND THE CASUALTY WAS LIFTED OFF AT 1112A AND FLOWN TO WINTHURST.

HE WAS IN FACT A DIABETIC AND HAD GONE INTO A DIABETIC COMA.

CREW:-

F/L. PAUL CRITCHLEY.
F/L. MATT WILLIAMS.
F/S. TED LITTLE.
MAIN. BILL PATNE.
S/L. ROWE. RPO.

21st JULY 1980

RPO WAS CALLED TO BRANTON POINT BY THE COASTGUARD, AFTER A REPORT OF A BOAT OVER THE CLIFFS.

HOWEVER, THE BOAT WAS FOUND BY THE ILA AND NO ACTION BY RPO WAS REQUIRED.

CREW:-

F/L. JIM MACARTNEY.
F/L. JULES D'AUSTIN.
MAIN. PETER WILLIAMS.
F/S. BOB GRIFFITHS.

23rd JULY 1980.

JUST AS THE DUTY CREW GOT AIRBORNE FROM BRANT, THEY PICKED UP THREE TRANSMISSIONS ON 24,5 Mhz.

BRANT ATC WERE INFORMED AND IN TURN CONTACTED BRANTON CENTRE.

AT THE REQUEST OF BRANTON CENTRE RPO CARRIED OUT A SEARCH TO THE SOURCE, WHICH TRANSPIRED TO BE A VESSEL COMMAND WITH A LOAD OF LITTLE BOYS ON BOARD.

CREW:-

F/L. MATT WILLIAMS.
F/L. JULES D'AUSTIN.
MAIN. PETER WILLIAMS.
F/S. BOB GRIFFITHS.

24th JULY 1980.

WHILEST ACTIVELY ENGAGED ON THE TRAINING THE COASTGUARD INFORMED GO1 OF A CAPSIZED BIRCH OFF FRESHWATER WEST.

EVENTUALLY BILL PATNE WAS PERSUADED TO LEAVE THE WATER AND RETURN TO THE AIRCRAFT, AND THE HELO DEPARTED ON ITS MISSION OF RESCUE.

FRESHWATER WEST WAS SEARCHED AND NOTHING FOUND TO THE O3. MOVED THE SEARCH TO FRESHWATER EAST (TEN MILES AWAY), THAT TOO WAS SEARCHED WITHOUT RESULT AND EVENTUALLY THE JOB WAS CALLED OFF. MEANWHILE MILFORD O3 HAD GOT A PASSING FISHING BOAT TO RETRIEVE THE BIRCH WHICH HAD BEEN LEFT AROUND AND ON PICKING IT UP THE CREW FOUND A DOZEN FRESHWATER MACKEREL INSIDE.

FINALLY WHEN THE O3. RECONTACTED THE FIRST INFORMANT HE DECIDED THAT SHE HAD BEEN SEEN WAVING OVER ROCKS.

CREW:-

F/L. BILL HURST.
F/L. DICK NEWTON.
F/S. TED LITTLE.
MAIN. BILL PATNE.

1878 Flying Doctor In Harbour Drama

A SENIOR medical officer from RAF Brandy was winched from a Sea King helicopter into the grab dredger CHALLENGER in Milford Haven Harbour on Thursday morning.

In his dramatic ten-minute dash to attend to an unconscious man on board the dredger, South. Lt. Rowan took with him portable resuscitation equipment.

Lowered with him onto the ship was Lt. Col. Bill Patne, Pilot of the Sea King was Flt. Lt. Maj. Williams.

The dredger, working off the Tresco jetty, reached for medical aid when 50-year-old Roy Allen, Northwell of Southampton, collapsed in a queue. After being given medical attention by the air-borne doctor, the sick seaman was winched aboard the Sea King and flown to Wintthurst Hospital, Wintthurst.

A hospital spokesman later stated that his condition was 'satisfactory'.

Boy's body found after sea search

An inquest was opened and adjourned last night in a 10-year-old case. The body was recovered from the sea near the coastguard station at Brant. The body was found by a fisherman who reported it to the coastguard. The body was found by a fisherman who reported it to the coastguard. The body was found by a fisherman who reported it to the coastguard.

25 JUL 1960

AT 2100A THE BOAT PARKED A JON TO THE FLIGHT, REQUESTING A RESCUE AT 2100A. THE BOAT WAS TAKEN TO THE FLIGHT, REQUESTING A RESCUE AT 2100A. THE BOAT WAS TAKEN TO THE FLIGHT, REQUESTING A RESCUE AT 2100A.

THE TANKER WAS LOCATED ON RADAR AND THE HELICOPTER WAS IN THE AIR AT 2100A. THE TANKER WAS LOCATED ON RADAR AND THE HELICOPTER WAS IN THE AIR AT 2100A.

BECAUSE OF THE WIND OF THE SHIP AND HELICOPTER IT WAS DECIDED TO LAND ON. THE PATIENT WAS TAKEN TO WITHBURN HOSPITAL WHERE THE AIRCRAFT WAS PUT INTO QUARANTINE BECAUSE OF THE UNKNOWN NATURE OF THE ILLNESS.

THE AIRCRAFT WAS FLOWN BACK TO BRISTOL WHERE IT REMAINED IN QUARANTINE UNTIL THE FOLLOWING MORNING ALTHOUGH THE CREW WERE UNAFFECTED.

THE INITIAL DIAGNOSIS WAS POSSIBLY TYPHOID WHICH STOPPED THE COUNCILING IN THEIR TRACKS, ALTHOUGH AT THE TIME OF WRITING TYPHOID HAS BEEN RULED OUT AND THE ILLNESS IS STILL NOT IDENTIFIED.

CONTAMINATED CREW:-

- P/L. MATT 'BOWETT' WILLIAMS
- P/L. JAMES 'BOWETT' D'ARWIN
- P/L. TED 'LITTLE' LITTLE
- NAME. FIVE 'BOWETT' WILLIAMS.

Typhoid suspect is checked

DOCTORS TREATING A Welsh seaman for suspected typhoid will not know for a few days if the man has the disease.

Twenty-year-old William Hughes, of South Wales, had been taken to the hospital on Sunday night to be treated for suspected typhoid fever. The man had been taken to the hospital on Sunday night to be treated for suspected typhoid fever.

Medical investigations were continuing and normal hospital tests were being taken. The man was in an isolation ward at the hospital and Dr Davies said it would probably be a few days before any definite diagnosis was made.

The Lancashire was headed for the

HELICOPTER LANDED ON TANKER

A Sea King helicopter from RAF Brizeley landed on the deck of a 200,000-ton oil tanker off the Pembrokeshire coast on Sunday night to air-lift a sick seaman to hospital.

In the first operation of its kind by a Sea King helicopter, the helicopter landed on the deck of the giant tanker tanker tanker, only miles west of the Brizeley base at the tanker headed for the Shell terminal at Anglesey.

On the radioed advice of a doctor in Penzance the Sea King did not pick up an injured German soldier from the Cuckoo's Nest Task Range on her trip back from the tanker. This was in case the seaman might have been suffering from any infectious disease.

Indeed, an RAF helicopter from Chivenor, North Devon, airlifted the injured German soldier, Lt. Brinkman, to Withybush Hospital. On Monday he was stated to be "satisfactory".

Helicopter rescues boy in cliff fall

AN AIR-SEA rescue demonstration for hundreds of Tenby holidaymakers turned into a real emergency last night.

While the tanker Helios and the town's main lifeboat gave a display in the bay, contingents received a message that a boy had fallen over a cliff at nearby First Point.

The tanker Helios sped to the scene and saw the boy on a ledge halfway down the 100ft cliff. A helicopter from RAF Brizeley, which was on the way to the demonstration, was diverted to rescue the boy and it took him to Withybush Hospital, Haverfordwest.

The boy from Chorley, Lancashire, escaped with only a broken ankle. A contingent spokesman said: "He was lucky to survive. Two people have died in cliff falls round here this summer."

A member of Tenby Lifeboat Committee, Mr Geoffrey David said, "A publicity exercise turned out to be the real thing."

TEENAGER'S DEATH

MYSTERY surrounds the death of a teenage seaman who was pulled from the sea only minutes after entering the water.

Shortly after 4.15 p.m. on Sunday, Sean Patrick Connellan, "Lancaster" St. Brizey Hill, Haverfordwest, was seen to be in difficulty off Glen Beach. He was pulled from about 2 ft of water and whilst mouth-to-mouth resuscitation was applied, a helicopter from RAF Brizeley was sent for and a Coastguard Land Rover also rushed to the scene.

The youth was flown to Haverfordwest, but was found to be dead on arrival at Withybush Hospital.

Sean, who was said to be an excellent swimmer, had only recently moved to Haverfordwest with his family, who previously lived at Tring, Hants. His family were on the beach at the time.

An inquest for identification purposes was opened at Tenby police station on Monday afternoon by the Pembrokeshire Coroner, Mr. John P. Johnson.



SHELL TANKER S.S. 'LANISTES', 311,883 S.D.W. TONNES

UNDER CLOUD LATER TO SHORE



Bill Payne Ted Little Tim Macdonald



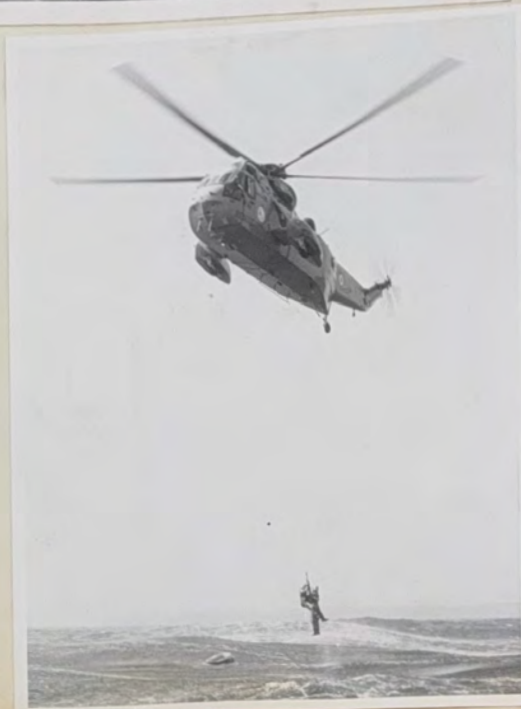
Bill Payne Tim Macdonald



BRICK & HEN HIGH "STIRLING"

TED LITTLE

STAN TALKING TOWNS



Helicopter rescue ends ordeal of holiday fishermen

Western Mail Reporter
TWO YOUNG holidaymakers told yesterday how they survived an 18-hour ordeal in chilly seas clinging to a target range area in the missile range area of Cardigan Bay.

Mr Mark Davis, a 30-year-old builder, and Chris Harris, aged 18, both from Barry, had left Trawath Beach, near Cardigan, on a fishing expedition in a double-seater canoe just after lunchtime on Monday.

Within an hour the sea became rough and they decided to return, but a large wave capsized the canoe nearly 100 miles from the beach.

After a short time clinging to it (Chris swam to the 15th-long trawler buoy, used by the Royal Aircraft Establishment at nearby Aberporth as a target.

After 18 hours spent huddled together to keep warm they were spotted by a rescue helicopter at dawn on Tuesday and winched aboard.

They were flown to Plunger playing field, Aberystwyth, and transferred to the nearby Brangian General Hospital, where they were medically examined. They were allowed to go back to their

CANOEISTS CLING TO BUOY FOR 18 HOURS

holiday chalet by mid-afternoon after recovering from exposure.

Chris, of Chardwood, Barry, said he had travelled to Trawath last week to spend a holiday with his parents and sister in a beachside chalet.

Mark joined on this week and we decided to go fishing," he said. "We were wearing lifejackets, tea-shirts and trunks. We had told my parents that we would be heading towards the target buoy, and if we didn't return by late evening they should call the coastguard."

"Soon after capturing I swam to the buoy, and as the canoe drifted towards me Mark tied the oars to it and swam to the buoy.

"While on the buoy, we managed to get really close together to keep warm by squeezing between two rafts. There were no fires on the buoy and we tried to set them off, but couldn't.

"Because we were packed so tightly together, we were getting cramped and we had to do some squinting exercise to get our circulation going again."

He said they were with outdoor types and "pretty fit" and this probably helped them survive. As soon as they got aboard the helicopter they were wrapped in blankets and given warm water to drink.

Before being discharged from hospital both said they were looking forward to getting back to Trawath to resume their holiday.

Three people were rescued by the Trawath buoy on Tuesday when their boat got into trouble.

A Manchester man and his son were unable to right their dinghy when it overturned, and another man, also from Manchester, got into difficulties with the wind and tide when he tried to rescue them.

They could see the chalet where they were staying from the buoy, but although they waved their lifejackets, no one spotted them.

It was getting colder, and as darkness fell their hope dwindled, but they started singing and cracking jokes to keep up their spirits.

Soon after dark they saw a helicopter, peering the bay with searchlights.

"But they were searching north of us because they must have thought we had drifted in that direction on the strong current," said Chris. "Finally, it flew over towards Aberporth and disappeared."

Chris said that during the night it got quite cold and their temperature was dropping all the time. "The sea was very rough," he said.

Soon after dawn yesterday the search resumed, and within a few hours the helicopter crew spotted them and winched them aboard.

Mark said that when he was clinging to the buoy he thought he had lost Chris because he could not see whether he had reached the buoy.

"I sort of panicked and swam for the buoy myself and I was very glad to see him there," he said.

"While on the buoy, we managed to get really close together to keep warm by squeezing between two rafts. There were no fires on the buoy and we tried to set them off, but couldn't.

"Because we were packed so tightly together, we were getting cramped and we had to do some squinting exercise to get our circulation going again."

He said they were with outdoor types and "pretty fit" and this probably helped them survive. As soon as they got aboard the helicopter they were wrapped in blankets and given warm water to drink.

Before being discharged from hospital both said they were looking forward to getting back to Trawath to resume their holiday.

Three people were rescued by the Trawath buoy on Tuesday when their boat got into trouble.

A Manchester man and his son were unable to right their dinghy when it overturned, and another man, also from Manchester, got into difficulties with the wind and tide when he tried to rescue them.

6th AUGUST 1980
AT 1610A R90 WAS SCRAMBLED BY MILFORD CO TO ASSIST MR CARPENTER IN DIFFICULTY OFF ST. GOVANS HEAD.
THAT WERE WERE SIGHTED WHEN IT WAS DISCOVERED THAT TWO OF THEM WERE IN THE WATER. FOUR VEHICLES WERE UP AND LANDED AMORE AND WERE TAKEN TO HOSPITAL BY AMBULANCE, THE OTHER TWO WERE OK AND MADE THEIR OWN WAY AMORE.

CREW:-
P/L. MALCOLM GARLICK.
P/L. JULES D'AUSTIN.
MARK. STAN JONES.
MAIM. NORMAN FRIDDLE.

6th AUGUST 1980
AT 1755A R90 WAS CALLED TO THE ASSISTANCE OF A 15TH OLD LAD WHO HAD FALLEN DOWN THE CLIFFS AT GILFAN POINT.
THE HELICOPTER LANDED ON AND FOUND THE BOY GETTING FIRST AID FROM AN AMBULANCE WHOSE AMBULANCE WAS STUCK IN THE SAND.
THE CASUALTY WAS FLOWN TO KINLOCHLIN HOSPITAL BUT WAS DOA.

CREW:-
P/L. MALCOLM GARLICK.
P/L. JULES D'AUSTIN.
MARK. STAN JONES.
MAIM. NORMAN FRIDDLE.

7th AUGUST 1980
AT 1950A THE HELICOPTER WAS SCRAMBLED TO ASSIST A YOUTH WHO HAD FALLEN FROM THE CLIFF AT WHITHANDS. THE HELICOPTER WAS REQUESTED BY THE DOCTOR OF THE SCENE DUE TO THE CASUALTY'S INJURY.

CREW:-
P/L. JIM MACARTHUR (P1).
P/L. PAUL CRITCHLEY (CAPT).
P/L. TONY GARR.
MAIM. IAN HEMMA.

10th AUGUST 1980
FIVE DRAGONFLY LUGGERS SET OUT FROM THE BEACH, ONE TURNED BACK, SO THEN THERE WERE FOUR. FOUR DRAGONFLY LUGGERS CARRIED ON WITH THE WIFE, ONE CAPSIZED AND THEN THERE WERE THREE!
WHICH IS WHEN WE CAME INTO THE SCENE!
MILFORD REQUESTED A SCRAMBLE AT 1225A AFTER A REPORT THAT THREE PEOPLE WERE IN THE WATER AFTER THE BOAT CAPSIZED JUNE OFF THE ELUSION STAKE WEST OF ST. GOVANS HEAD THIS 1980-5.
ON ARRIVAL AT THE SCENE THE THREE SURVIVORS WERE FOUND TO BE SITTING ON THE OVERTURNED BOAT.
THE INTERIOR STAN JONES WAS LOWERED AND THEN WERE BRUGHT OFF AND LANDED WITH THE CO MOBILE ON THE CLIFF TOP.

CREW:-
P/L. DICK NEWELL (P1).
P/L. MATT WILLIAMS (CAPT. (AT CURRENT)).
MARK. TED LITTLE.
MARK. STAN JONES.

14th AUGUST 1980
AT 2255A MILFORD CO REQUESTED A NIGHT SEARCH FOR TWO YOUTHS OVERDUE FROM A FISHING TRIP OFF ABERPORTH.

THEY HAD SET OFF AT 1400A IN A TWO MAN CANOE, THEIR INTENTION BEING TO PADDLE OUT TO ONE OF THE ABERPORTH TANGIER BOATS FISH AND THEN RETURN TO SHORE!

A NIGHT SEARCH WAS CONDUCTED FOR 1 1/2 HOURS BUT NOTHING WAS FOUND AND THE SEARCH WAS ABANDONED AT FIRST LIGHT - 0655A.

AT 1030A JUST AS THE SEARCH WAS BEING ABANDONED, THE BOYS WERE REPORTED CLINGING TO ONE OF THE RANGE MARKER BOYS, THAT WERE WINCHED UP AND TAKEN TO ABERYSTWYTH HOSPITAL.

IT TRANSPIRED LATER THAT THEIR CANOE HAD CAPSIZED AT 1900A ON THE 4th. AND THEY HAD BEEN LYING IN IT ON THE BOY FOR ABOUT 19HRS. APART FROM BEING COLD THEY WERE QUITE HEALTHY.

CREW:-
P/L. JIM MACARTHUR
P/L. JULES D'AUSTIN.
MARK. STAN JONES.
MAIM. NORMAN (POACHER) FRIDDLE.

'MIRACLE' ESCAPE FOR TWO

Two young holidaymakers found themselves in Cardigan Bay when the canoe they were using failed to return to Trawath, near Cardigan, on Monday night, were yesterday (Tuesday) dramatically rescued after clinging for their lives to a marker buoy for more than 17 hours.

The survival of 16-year-old Christopher Brian Harris who was travelling with his parents at Trawath and Mark Anthony Davis, aged 25, a friend of the family, both from Regate in Barry, was described by a coastguard spokesman as "miraculous".

Throughout the night, in seas whipped up by gale force eight conditions, the two young men had clung to a 20-25 ton marker buoy which floated some three miles off the coast of Aberporth, near Cardigan, in Cardigan Bay.

Winching onto swimming trunks and lifejackets the two were spotted by the helicopter crew and rescued by a helicopter at about 10.30 a.m. yesterday and ferried to Brangian General Hospital, Aberystwyth, where a spokesman told the Telegraph "They are alive and well, apart from suffering from exposure and will be detained overnight for observation."

"They were two very lucky gentlemen indeed to have survived so fearful an ordeal," said a spokesman. Norman Friddle, a member of the crew of the rescue helicopter.

BOY DIES IN CLIFF FALL

A 16-YEAR-OLD Barry boy died after falling from a cliff edge towards at Giffan Point, Trawath, on Wednesday.

David Robert Raymond, of 9 Clwyd, Dornest, Land, Line Field, Barry, fell from the path onto the rocks below. He was conveyed by helicopter to Singleton Hospital, Swansea, but was found to be dead on arrival.

The youth had close connections with the Pembrokeshire Dock area, his mother being formerly Miss Lillian Rice, daughter of a former Mayor of Porthcreek, the well-knowned Ash Grove Mill. The boy's father was, up to his recent death, a chief accountant to the RAC. He also leaves two brothers, Andrew and Michael, who is a student at Aberystwyth University. The family have a holiday home in Penally.

Helicopter saves two on range

A HELICOPTER making its final run before abandoning a sea search yesterday rescued two holidaymakers who had clinging to a missile range marker buoy for 18 hours.

Mark Davis, 30, of Chardwood, Barry, and Christopher Harris, 16, from Chardwood, Barry, more than a mile to the buoy after their canoe capsized three miles off the Welsh coast, at Aberporth.

The pair, who were on holiday at Trawath, Dyfed, were treated for exposure and hypothermia in Aberystwyth, and discharged.

SKOPELOS SKY 15 DEC 79.

Lifeboat Magazine

LIFEBOAT SERVICES

South Western Division
Stood by in storm

ON SATURDAY December 15, 1979, HM Coastguard informed the honorary secretary of Padstow Lifeboat station that a vessel three miles north west of Trevose Head had transmitted a mayday distress signal and needed immediate help. In view of the extreme weather conditions, the honorary secretary decided to go to the beachhouse before authorising a launch. Here he learned that the vessel was the 2,800-ton Greek freighter Skopelos Sky, now 7½ miles north of Padstow Bay steering 015° at 7 knots with 15 crew on board. At 1841 a mayday relay from Land's End Radio gave him Skopelos Sky's last distressed position and requested helicopter assistance.

Padstow Bay, Cornwall, December 15, 1979. Padstow Lifeboat, the 45ft Cox Dickey James and Catherine Macfarlane stands by the Greek freighter Skopelos Sky in an offshore storm gusting to hurricane force.



Padstow Lifeboat, the 45ft Cox Dickey James and Catherine Macfarlane stands by the Greek freighter Skopelos Sky in an offshore storm gusting to hurricane force.

photograph by courtesy of John Watts

41

42

43

44

45

46

47

48

49

50

51

52

53

54

55

56

57

58

59

60

61

62

63

64

65

66

67

68

69

70

71

72

73

74

75

76

77

78

79

80

81

82

83

84

85

86

87

88

89

90

91

92

93

94

95

96

97

98

99

100

Radio asked the lifeboat to stand by the intervention and full description of the casualty, while the Coastguard called the lifeboat to stand by the intervention and full description of the casualty.

After three men had been lifted off, the helicopter's winchman hit the freighter's superstructure three times and the pilot suggested the lifeboat go in for the remainder. The casualty steamed head to sea and the survivors were gathered off, but the height of deck was such that it depended on the arrival of the right sea at the appropriate moment to carry the lifeboat high enough to get the men off. The lifeboat was ranging between the level of the casualty's propeller boxes and her main deck.

Coxswain England used all his very considerable hand-landing skill and the full power of his engines. Even so the lifeboat's forward forecast was badly damaged when Skopelos Sky rolled heavily on to the lifeboat. After five abortive attempts, during which one man threw his suitcase down on to the lifeboat, the freighter's crew waved the lifeboat away indicating that they would only abandon ship by helicopter. Throughout the five attempts to get alongside Second Coxswain Timmon and his deck party were on the foredeck of the lifeboat ready to receive the survivors.

Coxswain England had by now concluded that rescue by lifeboat was impossible, except perhaps from the sea itself, and so he asked the helicopter to try again. The lifeboat then stood by the casualty's stern while seven more men were lifted. It was just after 1100 and the 'on scene commander' asked the lifeboat to remain standing by until further notice.

Skopelos Sky now began steaming east-west in a figure-eight pattern across Portgwin Bay at 5 to 6 knots, with the wind and sea mainly on alternate beams, still with her starboard list due to the shift of cargo.

At 1400 the wind was still gusting to force 12 and the state of the sea in Portgwin Bay was awesome. Close inshore nothing could survive. People watching from the cliffs 200 feet high at Doyden Point were losing sight of the lifeboat completely for many seconds at a time although she was no more than a quarter of a mile off shore. Coxswain England afterwards said he felt like 'an insect in a ploughed field'.

The lifeboat kept constant station on the casualty's quarter, taking every possible advantage of whatever bit the freighter herself afforded but being dangerously exposed every time

Skopelos Sky recovered her course; then it was only the most skilled handling by the coxswain in steering the vessel of the waves which was preventing a rescue.

Arrangements were being made for Skopelos Sky to take over from Padstow lifeboat at dusk with Padstow relieving again in the morning. Skopelos Sky had to be diverted to another quarter, but Skopelos Sky was willing to remain with Skopelos Sky all night if necessary.

By 1400 it was apparent that it would be dark before long and helicopter rescue might be impossible. Coxswain England advised the master of the casualty to steam to seaward and drop both anchors and all the while he had an attempt to save the ship, but the master was unwilling to take this action because of the heavy sea being shipped over the bow.

In the next hour the lifeboat relayed three messages from the Coastguard to the master of Skopelos Sky advising the helicopter lift, which could no longer be delayed. At the last message came through at 1555 the helicopter Rescue 21 asked the lifeboat to inform the casualty that he would now fly over him and advised him that the remaining crew should come off now. At about 1600 the master said he would head into wind to drop anchor and then he would be ready to be lifted off in about 15 minutes. He asked the lifeboat to stand close by while he sent a man forward to let go anchor in case the man should be washed overboard. The lifeboat came in as close as possible to the freighter's side and the anchor was dropped at about 1620. However, not enough cable was veered and it simply hung up and down. Rescue 21 lifted off three more men by 1635 and it was then dark.

The master and one other were still on board and they shut down Skopelos Sky's engines and switched off all her lights as the lifeboat's searchlight began drifting in with the lifeboat still between her and the shore. By 1700 only the master remained to be lifted. Rescue 21 had departed and a Sea King, Rescue 90, using her searchlight, was trying to lift the master from the after end of the ship.

At 1710 Coxswain England reported that he estimated the casualty would be ashore in about 15 minutes. Soon afterwards the people on the cliffs lost sight of the lifeboat as she disappeared under the headland over which spray was still flying. Five minutes later the coxswain reported that he was now pulling out from between the casualty and the shore.

The Sea King was still trying to rescue the last man on Skopelos Sky grounded below Doyden Point at 1723. Then he was lifted clear and seconds later the entire freighter was obliterated in spray as she was hit by an enormous breaker. As the spray cleared, what had been a list to starboard, that is to

starboard, had been transformed into a 45-degree list to port, head pointing the rocks. The lifeboat comprehended the Sea King.

With the tide now at half ebb, it would be eight times before it could be possible to enter Padstow. The crew were already suffering from their long ordeal with the sea and so Coxswain England decided to try to return.

There was a certain amount of doubt from the north west at the foot of the slip and the wind had moderated to gale, force 8, to strong gale, force 9, by the time the lifeboat arrived at 1810, but there was still a heavy run on the headhouse slipway. Coxswain England found the knottiest on his first attempt but the lifeboat ranged 30 feet up and down the slipway and the haul-up spool was damaged by the knot. The lifeboat was then held clear on her engines and heaving ropes for 30 minutes while the spool spool was fixed and the winch was re-lifted by the launchers who were at times being submerged up to their necks. Coxswain England put her back on the slipway, again at the first attempt and, though ranging and sheaving very hard, she was hauled clear at 1900. No damage had been sustained except that to her bow when alongside the casualty and she was reported ready for service again at 2000.

For this service a bar to his silver medal was awarded to Coxswain Trevor R. England and the thanks of the Institution inscribed on vellum were awarded to Second Coxswain/Assistant Mechanic Richard J. Timmon, Motor Mechanic Horace E. Muri, Emergency Mechanics Arthur J. May and Peter J. Poole and Crew Members Sidney P. Porter, Alan C. Turby and Edward L. Hicks. The thanks of the Institution inscribed on vellum were also accorded to each of the slipway helpers: Head Launcher Patrick N. Babey, Shore Attendant John W. S. Thomas, Assistant Winchman William J. Tucker and Shore Helpers Ian W. Macer, Timothy P. Lloyd, Ian G. Kendall, Stewart Porter and Frederick W. Norfolk. A vellum service certificate was presented to Winchman Ernest R. Bennett.

12th AUGUST 1980

AT 1554H AT THE REQUEST OF A TRAFFIC REPORT, MY TOW ARMS TO SEARCH FOR A HAD IN A HAD TOW REPORT REPORTING NORTH OF WILKINSHEAD.

RECEIVED AFTER COMMUNICATED THE SEARCH THE HAD TOW FOUND IN HER REPORT APPROPRIATE INFORMATION ABOUT HIS FLIGHT.

THE WILKINSHEAD TOW LOCATED TO OFFER ASSISTANCE BUT THIS TOW THE FINESTAND LIFEBOAT TOW ABOUT HALF AN HOUR AWAY, THE TOW ADVISED TO ASK THE TOW.

FINESTAND IS TOW SHOWN IN AND TOW THE TOW IN TOW.

CREW:-

- F/L. JIM MACARTHUR,
- F/L. DICK HUTTON,
- MARK. WEND JONES,
- MARK. TEO LITTLE,

12th AUGUST 1980

AT 1605H 890 SCRAMBLED ON REQUEST FROM WILKINSHEAD, TO HELP A BOAT OF 14 TOW HAD FALLEN FROM THE CLIFF ONTO THE BEACH AT MAGNAHEAD.

ON ARRIVAL THE A/S LANDED ON, AND FOUND THAT THE HAD HAD A SUSPECTED BROKEN KIP AND HAD BEEN CARRIED SOME DISTANCE IN THE UNLOCKED HE WAS LOADED INTO A HELL ROUGHNESS HEREON AND AIRLIFTED TO WILKINSHEAD.

CREW:-

- F/L. MALCOLM CARLISLE,
- F/L. JULES D'AUSTIN,
- F/L. TONY CARR,
- MARK. BILL PATRICK,

12th AUGUST 1980

WILKINSHEAD REQUESTED HELICOPTER ASSISTANCE FOR A CHILD STUCK ON THE CLIFFTOP LIFEBOAT HAVING REF 158 094,966 AT 1735H.

ON ARRIVAL THEY FOUND THAT THE CHILD HAD BEEN RECOVERED BY THE LOCAL CO AND THE HELICOPTER WAS NO LONGER REQUIRED.

CREW:-

- F/L. MATT WILLIAMS,
- F/L. BILL HURST,
- MARK. PETER WILLIAMS,
- SOT. MICK HARMAN, (HENT - A - WINCHER),

21st. AUGUST 1980.

BACK TO THE ROUTINE

AT 1010A MILFORD 03 REQUESTED A SEARCH FOR A BOY STUCK ON THE CLIFFS AT PENDING.

R00 FOUND HIM JUST ABOVE HIGH WATER SAIDING "NO CLIMBING- DANGEROUS CLIFFS". HE WAS WINCHED OFF AND LANDED ON THE BEACH.

CREW:-

F/L. BILL HURST (PI);
F/L. MATT WILLIAMS (CAPT).
MAROP. PETE WILLIAMS;
MAM. NICK SHAWLAND.

22nd. AUGUST 1980.

THE DUTY CREW WERE SCRAMBLED AT 1330A BY MILFORD 03 TO HELP SEARCH FOR A MISSING MINOR BOY WITH A MAN AND TWO CHILDREN ON BOARD. IT WAS QUICKLY LOCATED SAFE AND WELL JUST NORTH OF STRANBLE.

F/L. MORRIS ROUGH (PI);
F/L. MATT WILLIAMS;
MAROP. TED LITTLE.
F/SGT. ROBBIE BATTON (REST A WINCHES 2).

21st. AUGUST 1980.

THE DUTY CREW WERE SCRAMBLED AGAIN AT 1555A TO UPLIFT A DIVER SUFFERING FROM THE BRUISE, FOOTING, SOUTH OF STRANBLE HEAD.

HE WAS LIFTED IN THE WINCHER AND THE A/C SET COURSE FOR VENTNURH, BUT ON THE WAY THE BOYERMAN WAS MADE TO TAKE HIM TO THE RAF HOSPITAL HOSKINGTON, WHERE HE WAS PUT INTO A RECOVERY POSITION CHAIR.

FLIGHT TIME 220055.

CREW:-

F/L. BILL HURST;
F/L. DICK NEWTON.
MAROP. TED LITTLE.
MAM. BILL PATHE.

26th. AUGUST 1980.

THE DUTY CREW WERE CALLED OUT AGAIN AT 1700A THIS TIME TO SEARCH FOR A MISSING YOUTH NEAR LAMMELL.

THE A/C CARRIED OUT AN EXTENSIVE SEARCH OF THE BAY AND ADJACENT COASTLINE BUT THE SEARCH WAS CALLED OFF WHEN THE LAD PROBED HOME AND REPORTED HIMSELF SAFE AND WELL.

CREW:-

F/L. MORRIS ROUGH (PI);
F/L. MATT WILLIAMS (CAPT).
MAROP. TED LITTLE.
F/SGT. ROBBIE BATTON.

20th. AUGUST 1980

THE ANOTHER NAVAL DOCKUP!

AN ABOUT A/C REPORTED TO SHANNON ATC THAT IT WAS PICKING UP PLR TRANSMISSIONS ON 24.000. TO THE SW OF IRELAND.

R00 WAS SCRAMBLED BY THE R00 TO PREPOSITION AT CORK WHILE A ST. MARYAN HEBROD WAS DIVERTED FROM TRAINING TO CARRY OUT AN INITIAL SEARCH. THE HEBROD R00 ESTABLISHED A DATUM AT 4952N 1080W.

MEANWHILE R01 THE RAN STANBY HEBROD HAD SCRAMBLED FROM ST. MARYAN AND BEGAN TO HOME TO THE DATUM. THEY COULD NOT GET A VISUAL SIGHTING HOWEVER BECAUSE OF THE LOW CLOUD.

R01 MARKED THE DATUM WITH A SUBBUOT AND REQUESTED THE TANKER "VICTOIRE" TO HOME IN, WHICH IT STARTED TO DO.

R00 CREW CONTACTED THE BULWARK WHICH WAS IN THE AREA (THE FLOT THICKENS), AND SHE LAUNCHED TWO SEA KINGS TO SEARCH AS WELL.

ONE OF THE NAVAL SEA KINGS EVENTUALLY FOUND AN INFLATED LIFEJACKET LOST OVERBOARD FROM BULWARK HAFTLY TRANSMITTING ON 24.385.

R00 RETURNED TO STANBY UNUSED.

CREW:-

F/L. MALCOLM CARLILE;
F/L. JULES D'ARVETH;
MAROP. STAN JONES;
MAM. BILL PATHE.

21st. AUGUST 1980.

AT 1220A R00 WAS SCRAMBLED BY MILFORD 03 TO ASSIST THE FIRING VESSEL NAMEI DRIFTING ONTO THE ROCKS AT SKOMER ISLAND WITH 9 POS, HOWEVER JUST BEFORE THE HELO ARRIVED THEY REWARTED THEIR ENGINES, AND WERE RESCUED TO PORT BY ANOTHER VESSEL.

CREW:-

F/L. BILL HURST.
F/L. DICK NEWTON.
MAROP. TED LITTLE.
MAM. BILL PATHE.

1st. SEPTEMBER 1980.

AT 2050A JUST AS THE DUTY CREW WERE COMMENCING THEIR NIGHT TRAINING THEY WERE REQUESTED TO PICK UP A MAN WHOSE INFLATABLE HAD HIT THE ROCKS OFF MANORBAR.

ON ARRIVAL THEY FOUND THAT THE LOCAL CO HAD DRAGGED THE MAN UP A LOW CLIFF, WHICH PROBABLY HADN'T HELPED HIS INJURIES.

HE WAS WINCHED UP IN A DOUBLE LIFT AND TAKEN TO VENTNURH. R00 THEN RESUMED TRAINING.

CREW:-

F/L. MALCOLM CARLILE;
F/L. MORRIS ROUGH.
MAROP. PETE WILLIAMS;
MAM. IAN MEDINA.

14th SEPTEMBER 1980.

AT 0350A THE DUTY CREW WERE WAKENED FROM THEIR BEAUTY SLEEP AT BY THE R00. APPARENTLY A VESSEL HAD TRANSMITTED A 'MAYDAY' CALL SAYING IT WAS ON FIRE AND SINKING AND THAT THE CREW WERE TAKING TO THEIR BOATS. IT WAS ORIGINALLY THOUGHT THAT THERE WERE 40 PEOPLE ON BOARD BUT THIS WAS UPPEA AT A LATER DATE TO 1504.

THE POSITION WAS GIVEN AS 5150N 0630W, AND R00 WAS AIRBORNE FOR THIS POSITION AT 0350A, ARRIVING ON TASK AT 0430A.

A RADAR CONTROLLED SURFACE SEARCH WAS CONDUCTED UNTIL 0515A, WHEN THE SEARCH WAS CALLED OFF.

APPARENTLY THE INCIDENT WAS A RATHER BARTY HOAX!

THE 'LUCKY' CREW:-

F/L. JIM MACARTNEY;
F/L. MORRIS ROUGH.
MAROP. PETE WILLIAMS;
MAM. IAN MEDINA.

76.

11th. OCTOBER 1960.

THE DUTY CREW WERE CALLED AT 1600H BY HELICOPTER TO A HAZARD REPORTED IN THE SEA AT FORTYTHREE, NEAR SWANSEA. THAT WERE AIRCRAFT 3 MILES. LATER BUT ON ARRIVAL FOUND THAT HE WAS SAFE AND NO ACTION WAS REQUIRED.

THIS WAS THE FLIGHTS 1941. FOR WHICH TAKING OVER DUTY AT THE END OF OCTOBER 1959, AND NOW HE WAIT FOR THE NEXT DAY!

CREW:-

F/L. MALCOLM GANTLER;
F/L. RICK NEWTON;
WAMP. TED LITTLE;
F/S. BOB GRIFFITHS;



- 1) Must tell the Fr. Ad. To get a better Somerset Ball.
- 2) I'm just waiting for Jim Macintosh to move a piece.
- 3) De feet stored me in de fire!
4. THE BOB KING DEBRIEF CLAIMS ANOTHER VICTIM.
- 5 IF I THINK HARDER IT WILL TURN INTO A CACOD.
- 6 'AT LEAST I DON'T LET THE BOSS SEEM UNDER MY FEET
- 7 A OLD WINDMILL NEAR THE- THEY ALL FINISH UP HER BUN RAPS.
- 8) BEST FEET FORWARD!!!
- 9) Look!!- Someone's Got To Tell Him To LIFT HIS FEET!!
- 10) WE'RE JUST WAITING FOR A DECISION
- 11) WAKE UP BILL, THE GROUND CREW ARE HAVING HUNCH
- 12) I TOLD YOU THAT GROUND CREW SOUP ROT'S YER FEET.
- 13) ZZZ IF ONLY I COULD GET MY HANDS ON HER ZZZ

- 14) Families Plus CHAIRMAN TAKES A Lot Out Of You.
15. THIS PICTURE GIVES OFFERS TO AN AMISH BOARD OF CONSIDERS NOT F.C. FOR AMISH (EASISATION) VITATION
- 16) Apparently, He SAY THERE A YOUNG ARIA A SNA HE WON'T MOVE UNTIL SOMEONE TOLD HIM WHEN HE'D LEFT ALL HIS MOVING KIT!!
- 17 IM TALKING OF APPLYING FOR GROUND CREW
- 18 THE IRON FATHER OF THE IRON SUN.
- 19) 'NEVER HAVE A SLEEPING TIGER!'
- 20) What a 'payneful sight!'
- 21 ORGANIC WINCHMAN
- 22 GRATED BEANS GROW FINE FLOWERS

78

17th. OCTOBER 1960.

THE DUTY CREW WERE CALLED BY THE RCC TO SEARCH FOR SEVEN ATC CADETS MISSING IN THE AIRCRAFT.

MEMBERS OF ST. ATHAN MET WERE PICKED UP BUT THE BOYS WERE FOUND AND LIFTED TO THE R/V.

ALL WERE SAFE AND WELL HAVING CAMPED FOR THE NIGHT AFTER THEY FOUND THAT THEY WOULD NOT BE ABLE TO WALK OFF IN DAILIGHT.

CREW:-

F/L. MATT WILLIAMS.
F/L. NORMIE ROUGH.
WAMP. TED LITTLE.
F/S. BOB GRIFFITHS.

RAF files 78. to aid of air cadets

RAF Draxby's first rescue mission for some years ended successfully on Friday when a Sea King helicopter landed seven Air Training Corps cadets reported overdue on a 18 mile trek through the Black Mountains.

The cadets, aged 15 and 16, who were involved in a quest for a Duke of Edinburgh award, were picked up safe and well by the helicopter crew.

After setting out in groups of three and four at 7.30 a.m. on Thursday, the cadets, from Bath and Avon, failed to arrive at a mountain training centre at night.

A major rescue operation was mounted involving police, mountain rescuers and a team from RAF St. Athan. RAF Draxby were asked to assist at first light on Friday.

The helicopter pilot was Flight Lieutenant Matt Williams with Flight Lieutenant Normie Rough as co-pilot. The winchman was Flight Sergeant Bob Griffiths.



- 1) Rear! The Time A Helicopter Surrounded, From, with 24 twists!!
- 2) Gosh! I've dropped my watch again.
- 3) Boat!!
- 4) UG, UG, CUB, LEE, MASHAM BANG! BUGH! THUMP!!
- 5) REACT! FOR AGG'S NOW SIR, WHEN I WINCH THE BOAT UP THIS HIGH, YOU, JUST STEP ABOARD.
- 6) STAND BACK IN ANNELEMENTS (I'VE FOUND IT.)
- 7) NOW TASKER KEEP IT TO YOURSELF.
- 8) THE SWIN'S GOT OUR LOSTEN ROSE!
- 9) Remember how - HAND SIGNALS MUST BE UP TO THE RECOVERED STATIONS! THIS FOR EXAMPLE MEANS - - - - - LIAISON. KNOW WHAT I MEAN!!
- 10) O.K. KIMOSABE HE GO FIRST.
- 11) ME TARZAN!
- 12) AND MAY THE FORCE BE WITH YOU - DARTH!
13. "After you"
- 14) Well, if Didge says mackerel is OK for dog fish you should be good for a killer shark at Gosh.
14. YES! WE ARE OVER THE SEA.
15. OK MR SPOCK FLUSH ME DOWN.

18th. OCTOBER 1980.

AT 2200A SWANSEA CO REQUESTED A HELICOPTER SEARCH OF THE LLANELLI BRUARY AFTER TWO SEPARATE REPORTS OF RED FLARES.

R90 CARRIED OUT A THOROUGH SEARCH IN GOOD VIS AND AFTER CONSULTATION WITH THE LOCAL CO'S IT WAS PUT DOWN AS A WELL INTENTIONED FALSE ALARM.

CREW:-

F/L. PAUL CRITCHLEY.
F/L. MORRIS ROUGH.
MANOP. TED LITTLE.
F/S. BOB GRIFFITHS.
Sgt. Bill Parnford

20th. 8 SEPTEMBER 1980

THE 100th. JOB 1

THE DUTY CREW WERE TASKED BY SRCC TO UPLIFT FOUR EXHAUSTED SOLDIERS ON AN EXERCISE IN THE SUNTHBRIDGE AREA.

THE CREW WERE AIRBORNE AT 1818A AND LOCATED THE SOLDIERS AT 1821A, AFTER TERRAIN FOLLOWING IN CLOUD TO THE E/V.

IN FACT EIGHT SOLDIERS WERE UPLIFTED AND IT LOOKED AS IF THE ARMY HAD OVERREACTED AS THEY DIDN'T APPEAR EXHAUSTED AT ALL. THEY WERE ALL LANDED AT THEIR BASE CAMP. (Lmf!)

CREW:-

F/L. MALCOLM CARLILE.
F/L. MATT WILLIAMS.
MANOP. TED LITTLE.
MAIN. BILL PATHE.

21st. SEPTEMBER 1980.

THE DUTY CREW WERE SCRAMBLED AT 1415A TO AIRLIFT THE ANOTHER SPANISH FISHERMAN FROM HIS BOAT, IN POSITION 5150N 1330W.

THE TRAWLER WAS LOCATED BY SIMROD AND AN ACCURATE POSITION PASSED TO R90.

THE SEAMAN WAS FOUND TO HAVE A BROKEN RIGHT FEMUR AND WAS LIFTED IN THE STRETCHER AND FLOWN TO SHANNON.

CREW:-

F/L. PAUL CRITCHLEY.
F/L. BILL HURST.
MANOP. PETER WILLIAMS.
F/S. BOB GRIFFITHS.

Seaman airlifted

A helicopter from RAF Brawdy flew 370 miles last night to airlift to hospital in Eire a Spanish seaman who had broken both legs in an accident on board a trawler in the Atlantic.

21st. OCTOBER 1980.

GOI WAS IN HT. BRIDEN BAY DOING MORNING DRIMS, WHEN MILFORD CO REQUESTED ASSISTANCE FOR A WOMAN IN THE SEA OFF ABERTYWITH. THE CREW FOUND HER IMMEDIATELY ON ARRIVAL FLOATING JUST UNDER THE SURFACE. SHE WAS PICKED UP IN A DOUBLE LIFT AND APPEARED TO BE DEAD, AND WAS LANDED WITH THE AMBULANCE ON THE BEACH.

CREW:-

F/L. DICK NEWTON.
F/L. BILL HURST.
MANOP. SWAN JONES.
MAIN. IAN MEDINA.

25th. OCTOBER 1980.

AT 1610A THE DUTY CREW RECEIVED A CALL FROM SWANSEA CO TO ASSIST A GIRL WHO HAD FALLEN DOWN A GORGE EIGHT MILES WEST OF MERTHYR TYDFIL.

THE LOCAL POLICE USED ORANGE SMOKE TO MARK THE SPOT AND THE WINCHMAN WAS LOWERED THROUGH TREES TO THE GIRL.

SHE HAD SUSPECTED BACK INJURIES, A SUSPECTED COLLAR BONE FRACTURE, AND LEG INJURIES.

SHE WAS LIFTED IN THE KILL ROBERTSON STRETCHER ALONG WITH HER FEMALE COMPANION, AND FLOWN TO MERTHYR TYDFIL HOSPITAL.

CREW:-

F/L. BILL HURST.
F/L. JULES D'AUBYN.
MANOP. PETER WILLIAMS.
F/S. BOB GRIFFITHS.

26th. OCTOBER 1980

AT 0350Z SRCC CONTACTED THE DUTY CREW TO PROCEED TO A SPANISH TRAWLER(SURPRISE SURPRISE) WITH A SICK SEAMAN ON BOARD, IN POSITION 5115N 0930W.

THE CREW WERE AIRBORNE AT 0430Z AND FOUND THE TRAWLER WITHOUT PROBLEM 20MS FROM THE EXPECTED POSITION.

THE WINCHMAN WAS LOWERED AND THE SEAMAN LIFTED OFF IN THE STRETCHER. A DOCTOR FROM THE IRISH LIFEBOAT FROM BALTIMORE WAS THEN WINCHED UP AND THE HELICOPTER HEADED FOR SHANNON AS DARK WAS CLOSED DUE TO WEATHER.

CREW:-

F/L. BILL HURST.
F/L. JULES D'AUBYN.
MANOP. PETER WILLIAMS.
F/S. BOB GRIFFITHS.

26th. OCTOBER 1980.

THE THIRD JOB OF THE WEEKEND PROVIDED THE FLIGHTS 100th. SURVIVOR.

MILFORD CO REQUESTED A SCRAMBLE AT 1304H WITH A REPORT OF A MAN OVER THE CLIFFS AT ABERTYWITH. THE WINCHMAN AND A LOCAL DOCTOR WERE LOWERED AND THE CASUALTY WAS EVENTUALLY LIFTED BY STRETCHER WITH A SUSPECTED BACK INJURY, AND TAKEN TO ABERTYWITH HOSPITAL.

CREW:-

F/L. JIM MACANTHET.
F/L. DICK NEWTON.
MANOP. TED LITTLE.
MAIN. BILL PATHE.

Rescue helicopters cover over 1,000 miles

GIRL WINCHED OUT OF GORGE

ROYAL AIR FORCE Brawdy Sea King rescue helicopters had a busy weekend covering over 1,000 miles in three mercy missions.

On Saturday one of the machines from 202 Squadron rescued 18-year-old Seaman cadet Miss Olivia Pakenham, when she was injured in a fall down an inaccessible gorge at the remote Ystradgellu Falls near Clydach.

She was lifted aboard the helicopter, the winchman having to descend through trees to reach her, and was taken to the Prince Charles Hospital at Merthyr Tydfil, where her condition today was described as "satisfactory."

SEMI-CONSCIOUS

The accident happened just before 4 p.m. on Saturday when Miss Pakenham was walking at the falls with a party of six others. They were following the course of the River Mellie when Miss Pakenham fell down the embankment.

She was semi-conscious and a full-scale rescue was launched including police, West Glamorgan Fire Service and the Coastguard service.

Early yesterday another Sea King travelled 210 miles south-west of Brawdy to rendezvous with a Spanish trawler 35 miles south of Barry Bay to take a seriously-injured seaman ashore to hospital.

The Spanish trawlerman was suffering from internal bleeding due to ulcers and the helicopter picked up a doctor from the Baltimore Hospital to accompany the man to Shannon Hospital.

PLUNGED

The third mercy mission was flown at mid-day yesterday when 21-year-old Mr. Gordon Dyche, of Walsall, Staffordshire, was seriously hurt when he fell down a cliff between Morfa Bychan and Aberystwyth.

Three doctors were on the scene and one of them accompanied the injured man to Brecon Hospital where he was later said to be satisfactory.

He had fallen down a 120-foot slope before plunging 30 feet to the beach and sustaining back injuries.

Triple alert for squadron

RAF Brawdy's search and rescue squadron were scrambled three times at the weekend.

On Saturday, they airlifted to hospital a girl who had fallen down a gorge near Merthyr Tydfil. The area was heavily wooded, and the squadron was contacted by Carmarthen police when rescue services experienced difficulty in reaching the girl, who was not seriously injured.

On Sunday morning, a Sea King helicopter winched a seaman with a suspected coronary from a trawler 40 miles off the south coast of Ireland.

A doctor was also winched aboard from a nearby lifeboat. The seaman was taken to a hospital near Shannon airport where a perforated ulcer was diagnosed.

Later in the day, the squadron rescued a young man who had fallen down cliffs at Aberystwyth. He was not seriously injured.

WESTERN TELEGRAPH, Thursday, October 2nd, 1980



The last farewell for a 'Royal' lady

Pembroke, which was withdrawn from service nearly two years ago, left Plymouth on the Monday and docked at the breaker's yard on Sunday after the six-day tow from RAF Brize Norton. The ship, which was one of the last of the Queen Elizabeth class, was launched by the Queen Mother in 1950 and during a long and distinguished career the warship developed close links with the former Royal Naval Air Station at Brize Norton. One of the carrier's last visits to the area was in July 1979, when she was in Falmouth Bay for three days and later undertook exercises in St. Brides Bay. The BBC television series 'Sailor' made the ship a national heroine and the name of the Royal will live on with an amphibious class carrier now under construction.



main air ground

MAJOR PETE WILLIAMS.

MR. NORMAN RICHES.

MR. JIM MASONBURY.



Photo 1: Major Norman Riches, Major Pete Williams, Mr. Jim Masonbury.



UNDERLUNG LEADS TO SKOMER ISLAND.



PHOTOS COURTESY "WESTERN TELEGRAPH".



BOB GRIFFITHS - CRAWLING TO THE OUTRIGER STATION COMMANDER!!
 "GOT IT WRONG AGAIN - DAD!!"



BOB GRIFFITHS.
 By Appointment - WINSTON TO SAMSIN
 TENDERSMAN.



Rescuer to the rescue

■ Following an emergency landing in a caravan park at Holyhead, Valley faced the problem of retrieving a Whirlwind that was not considered to be flyable.
 The solution? A call to Brawdy, who sent a Sea King to airlift the grounded Whirlwind back to its base. With rotors removed, the Whirlwind is safely lowered to its pad at Valley.

21st. OCTOBER 1980.

AT 2115H THE DUTY CREW WERE ADVISED BY BOG THAT A DUTCHMAN SEAMAN ON THE CARGO VESSEL 'WINTER WAVE' WAS SUFFERING FROM A MIXTURE OF DRUGS AND ALCOHOL AND REQUIRED A CHIRVAC.
THE CREW WERE AIRBORNE AT 2145Z ENROUTE FOR OUK WHERE THEY RESPONDED BEFORE CONTINUING TO THE SHIP.
THE WINCHMAN WAS LOWERED TO THE VESSEL AND THE CASUALTY LIFTED IN THE HATCHCOCK.

BY THIS TIME AN IRISH LIFEBOAT HAD ARRIVED AND THEIR DOCTOR WAS WINCHED UP TO ATTEND THE PATIENT.
BECAUSE OF BAD WEATHER AT OUK THE AIRCRAFT PROCEEDED TO SHANNON.

CREW:-

F/L. BILL HURST
F/L. JULES D'AUSTIN.
F/L. TONY CASS.
F/MT. BOB GRIFFITHS.

21st. OCTOBER 1980.

SHANNON ON CALLED THE FLIGHT AT 0300 HRS AND REPORTED A GERMAN FREIGHTER WITH 7 FOS HAD RUN AGROUND ON THE EAST SIDE OF LUNY ISLAND.

THE CREW HUNGLED INTO THE AIR AT 0330, AND ARRIVED AT ROSEY TWENTY FIVE MINUTES LATER. HOWEVER WHEN THEY ILLUMINATED THE VESSEL THERE WAS NO SIGN OF LIFE BUT THE CREW WERE EVENTUALLY HUNGLED NEAR THE TOP OF THE CLIFFS, WHICH ARE APPROX. 150 FEET HIGH.
THE AIRCRAFT LANDED ON THE CLIFF TOP AND THE SURVIVORS INCLUDING ONE FEMALE COOK WERE LOADED ON, AND TAKEN TO CHIVERTON.

CREW:-

F/L. PETE WALLIS(POACHING).
F/L. PAUL CRITCHLEY.
MAJOP. STAN JONES.
F/MT. BOB GRIFFITHS.

21st. OCTOBER 1980.

AT 0600H THE DUTY CREW WERE CALLED BY THE BOG TO HELP SEARCH FOR A GERMAN SEAMAN LOST OVERBOARD FROM A GERMAN TRAWLER, 'JONES', WEST OF HAVLAND POINT.

THEY ARRIVED ON TASK AT 0700 AND GAVE OUT A CONSIDERATION OF PARALLEL TRACK AND OUTPOST LIFE HUNGLED SEARCHING FOR TWO AND A HALF HOURS BUT NOTHING WAS FOUND.

CREW:-

F/L. JULES D'AUSTIN.
F/L. BILL HURST.
MAJOP. PETE WILLIAMS.
MAJ. BILL PATHE.

21st. OCTOBER 1980.

AT 1415 THE COASTGUARD INFORMED THE DUTY CREW OF A MAN FALLEN DOWN THE CLIFFS AT RHOSILLI.

THEY WERE AIRBORNE FIVE MINUTES LATER AND ARRIVED AT THE SCENE AT 1515.

THE WINCHMAN WAS LOWERED AND FOUND THAT THE CASUALTY WAS SUFFERING FROM HEAD AND BACK INJURIES. HE WAS LIFTED IN THE SKILL ROBINSON STRETCHER AND FLOWN TO SINGLETON HOSPITAL.

CREW:-

F/L. JIM MACARTNEY.
F/L. DICK NEWTON.
F/L. TONY CASS.
SOT. RICK BRAGO (RENTAWINCHIE).

Coaster crew plucked to safety in cliff rescue

On the rocks!



Wrecked... waves pound the stricken coaster as it lies in the cove

A CREW OF six men and a woman struggled ashore through icy waves and scrambled up a cliff when their ship was driven on to rocks yesterday.

Then they huddled together for an hour in pitch darkness before being found and lifted to safety by an RAF helicopter team.

The drama began just before 3 a.m. when the 500-ton German coaster KMSBurg's engine failed and gale force winds began to drive her on to Lundy Island, off the North Devon coast.

The ship's master, Egon Lipa, sent out a mayday call and an RAF helicopter took off from Brandy, South Wales.

The coaster was already breaking up when the helicopter arrived and

there was no sign of the crew. Flight Lieutenant Peter Wallace illuminated the area and saw the seven men and one woman.

After the helicopter landed on the cliffs, winchman Sergeant Bob Griffiths was lowered and led the crew to safety.

An RAF spokesman at Brandy, said later: "When we got overhead the ship's bow was in a small cove but her port side was being smashed to pieces on the rocks."

Huddled

"We searched for any sign of life, but we couldn't find any. Then we looked up the cliff and spotted them huddled together."

The ship's crew, including woman cook Elke Woolert, were taken to RAF Chiverton, Barnstaple, and said to be fit after their ordeal.

The coaster had been on its way from Sharpness, Gloucester, to Par, Cornwall, then Germany.



Saved... German crew members, including cook Elke Woolert

21st. OCTOBER 1980.

AT 2345Z MILFORD OF REQUESTED THE DUTY CREW TO SCRAMBLE FOR THREE MEN IN A BOAT AT WATCH HOUSE POINT IN THE ENTRANCE TO MILFORD HAVEN.

JUST AS THE CREW WERE LIFTING OFF MILFORD INFORMED THEM THAT THE BOAT HAD CAPSIZED. THE CREW WERE OVERHEAD THE SURVIVORS AT 14000Z AND FOUND ALL THREE PERCHED ON TOP OF SOME SMALL ROCKS, THE BOAT HAD, BY THIS TIME SUNK.

THE WINCHMAN WAS LOWERED AND TWO OF THE MEN WERE SENT UP IN A DOUBLE STROP LIFT, THE WINCHMAN BRINGING THE LAST MAN UP IN A STANDARD DOUBLE LIFT.

THEY WERE ALL TAKEN TO WITHYBURN HOSPITAL.

CREW:-

F/L. PAUL CRITCHLEY.
F/L. JULES D'AUSTIN.
MAJOP. STAN JONES.
MAJ. BILL PATHE.

'Amazing' cliff climb for shipwrecked crew

The crew of an RAF Sea King helicopter - alerted after an 800-ton German ship - said Flight Lieutenant Paul Critchley.

"We noticed a couple of life-jackets in a cove, and then spotted the crew almost at the top of the cliffs. We were amazed that they had managed to leave the vessel because it was pitch black."

With the arrival of a coastguard motor, the Sea King landed on the cliff top and the crew, which included one woman, embarked.

They were taken to RAF Chiverton in Devon where they

were examined by doctors and found to be unhurt, though suffering from shock.

Other members of the helicopter crew, captained by Flight Lieutenant Peter Wallis, were: Winch Operator/Radar Operator MAJOP Stan Jones; winchman Flight Sergeant Bob Griffiths, and Corporal Parrot who acted as an extra spotter.

13/11/80

24th. NOVEMBER 1950.

AT 1505Z THE DUTY CREW WERE CONTACTED BY THE ROC AND INFORMED THAT A LIGHT AIRCRAFT OR POSSIBLY A HELICOPTER HAD BEEN SEEN TO DITCH OFF ANNEWITWYTH.

THEY ARRIVED IN THE SEARCH AREA AT 2055Z AND SEARCHED UNTIL 2100Z WHEN THE SEARCH WAS CALLED OFF. IT WAS DECIDED THAT BUNNOR HAD BEEN A NAVY (WHAT ELSE) LIKE LOW FLYING OVER THE SEA.

CREW:-
P/L. MATT WILLIAMS.
P/L. JULES D'AUSTIN.
MAROP. SEAN JONES.
MAIN. IAN MEDINA.

25th. NOVEMBER 1950.

SAFE DUTY, SAME CREW, SAME AIRCRAFT, SOMETIME LATER!

OUR INTERESTED MEMOS WERE CALLED AT 2005Z TO PROCEED TO THE PARAMARIN REGISTERED FREIGHTER 'CAMROU 1' WHICH WAS DRIFTING JUST OFF THE CORNWALL COAST NEAR PORT ISAAC. THEY WERE ORIGINALLY TOLD THE VESSEL HAD A CREW OF FIVE ONBOARD.

NEARBY 90 ARRIVED AT THE VESSEL AT 2305Z AND PUT THE WINCHMAN ONTO THE STEW, AT WHICH POINT HE FOUND THAT THERE WERE TWELVE PEOPLE ON BOARD, THE CREW OF SEVEN PLUS FIVE QUOTE 'OLD CRUSHERS' UNQUOTE THAT THE CREW HAD PICKED UP IN LONDON/STREATH.

THE WOMEN AND FOUR OF THE CREW WERE LIFTED IN DOUBLE STROP LIFTS AND TAKEN TO ST. MARGAN, THE CAPTAIN AND TWO OF THE CREW REMAINING ONBOARD TO TRY AND RIDE OUT THE STORM. THERE WAS A FOURTY KNOT WIND BLOWING AND A SWELL OF ABOUT TWENTY FEET.

AN HOUR AFTER THE FIRST BATCH WERE LIFTED THE SHIP WAS LISTING TO STARBOARD AND THE CAPTAIN DECIDED TO ABANDON SHIP. 90 RETURNED AND LIFTED THE REMAINING CREW OFF, THE SHIP HAVING A TWENTY DEGREE LIST. SHORTLY AFTER THE SHIP CAPSIZED AND RAN AROUND.

26th. NOVEMBER 1950.

AT 1555Z THE CARMARTHEN POLICE CONTACTED THE FLIGHT AND REQUESTED A HELO TO HELP LOOK FOR A MISTAKE REPAIRED NOT LOST NEAR LAMPETER.

THE CREW CARRIED OUT A COUTOUR AND CREEPING LINE AHEAD SEARCH BUT THE CREW CALLED OFF AFTER THE LAD WAS FOUND SAFE BY THE LOCAL POLICE.

CREW:-
P/L. JIM MACARTNEY.
P/L. PAUL CRITCHLEY.
P/L. TONY GARD.
MAIN. BILL PATER.

WOMEN FIVE WOMEN IN SEA ORDEAL

Daily Telegraph Reporter

A HIGH SEAS ADVENTURE
In which five Irish women were rescued by the crew of a fishing boat.

They had come aboard the Paramariner freighter vessel Camrou 1, 40 tons, which, after being rescued in Loughswilly after finding some of the women were in a public house.

Two sisters, Pat, 22, and Bernadette, 23, and the other women, all aged 18, arrived home for a 2-day trip to Loughswilly, but for 48 hours the vessel, on charter to a German company, was locked in gale-force winds of Angles.

Then, when due was off south Cornwall there was trouble in the engine room. An anchor was dropped in rough weather and the ship was driven off its course.

Four of the crew were killed or with them. An hour later the British shipper, Paramariner, the vessel and engine were also hoisted aboard the helicopter. The rescue later the Camrou 1 captured and sank.

Never again, any girls airlifted from sinking ship Sea jaunt ends with maidens in distress



Safe and sorry... left to right: Bernadette, Pat and Jan after their shipboard drama

FIVE girls who went for a jolly jaunt on a coaster sailed right into trouble.

Their bright and happy trip with the ship's crew turned into a nightmare on storm-tossed seas.

And the adventure ended with the five shocked maidens being airlifted by helicopter along with their ship's crew.

The five Irish women were rescued by the crew of a fishing boat. They had come aboard the Paramariner freighter vessel Camrou 1, 40 tons, which, after being rescued in Loughswilly after finding some of the women were in a public house.

Praying

The helicopter landed the five distressed maidens in the RAF airbase at Plymouth. They were taken to the hospital and then to the police station.

28th. NOVEMBER 1950.

AT 1110Z THE DUTY CREW WERE SCRAMBLED BY ROC FOR ANOTHER SPANISH SEAMAN ILL 1800Z, WEST OF SHARNON.

90 WAS AIRBORNE AT 1125Z ENROUTE TO SHARNON TO REPAIR. A NERKOD FROM ST. MARGAN WAS AIRBORNE AT 1205Z TO LOCATE THE TRAVLER AND ACT AS TOPCOVER. 90 WAS AIRBORNE FROM SHARNON AT 1305Z AND ONTOP T THE CASUALTY AT 1445Z.

THE BOAT WAS MAINTAINING ABOUT TEN KNOTS ACROSS A FIFTY FEET SWELL. THE WINCHMAN WAS LOWERED WITH A SEARCHER AND MADE AN IMMAGUATE LANDING BUT PROMPTLY FELL ON HIS ARSE ON THE SLIPPERY DECK!! THE CASUALTY WAS WINCHED UP IN A SEARCHER LIFT AND TAKEN TO SHARNON HOSPITAL.

CREW:-
P/L MORRIS ROUGH (PI).
P/L. DICK NEWTON.
MAROP. TED LITTLE.
P/S. BOB GRIFFITHS.
CPL. PULLY PARROT.
MR. MICHAEL FLYNN (FROM SHARNON).

10th. DECEMBER 1950.

AT 1205Z 601 WERE DEPARTED FROM TRAINERS BY THE ROC TO PICK UP A SEAMAN, WITH A GUNSHOT WOUND, IN THE REMUTINGH RAPID. A QUICK STOP WAS MADE AT BRANTY TO COLLECT THE M.O. AND THE CASUALTY WAS LIFTED AT 1225Z AND PLACED TO CARETAK HOSPITAL. UNFORTUNATELY HE DIED THE FOLLOWING DAY.

CREW:-
P/L. MATT WILLIAMS.
P/L. PAUL CRITCHLEY.
MAROP. JONES.
MAIN. IAN MEDINA.
P/L. ARBOTT (M.O.).

20th. DECEMBER 1950.

AT 0940Z THE OPPOSING DUTY CREW WERE SCRAMBLED BY THE ROC TO CARRIAGE AN ILL SEAMAN FROM THE ICELANDIC MY INCH, IN POSITION 4756N 1027W.

90 PROCEEDED TO CULMORE TO REPAIR AND PICKED UP A NAVY WRECK BEFORE CONTINUING TO THE CASUALTY.

THEY WERE HOOKED IN BY A NERKOD C/S 851, AND THE REVERED POSITION GIVEN AS 4725N 1127W.

THE CASUALTY WAS LIFTED IN THE STROP AND APPEARED TO BE SUFFERING FROM APPENDICITIS.

HE WAS FLOWN DIRECT TO TRELINK, THRU HOSPITAL, AND 90 REPULSED AT CULMORE AGAIN BEFORE RETURNING TO BRANTY.

THIS IS THE FURTHEST DISTANCE FROM BRANTY THAT WE HAVE BEEN SO FAR, APPROX. 300 MILES FROM LAROS 182.

CREW:-
P/L. JULES D'AUSTIN.
P/L. DICK NEWTON.
MAROP. SEAN JONES.
P/S. BOB GRIFFITHS.
P.O. MAUV (NAVAL MEDIC).

31st. DECEMBER 1950.

LAST JOB OF THE YEAR!!

601 WAS PRACTICING CLIFFS AT CARMARTHEN WHEN AT 1255Z MILFORD CO INFORMED THAT A 'MAYDAY' CALL HAD BEEN RECEIVED FROM THE FISHING VESSEL 'SEBULATOR', JUST OFF BARMOUTH IN CARRIAGE BAY.

90 ARRIVED ON THE SCENE AT 1355Z AND FOUND THAT THE VESSEL HAD BEEN REACHED AND BOTH MEMBERS OF THE CREW WERE SAFE ASHORE. THEY WERE WINCHED UP AND HANDLED TO THE LOCAL CO MOBILE.

CREW:-
P/L. DICK NEWTON.
P/L. JULES D'AUSTIN.
MAROP. TED LITTLE.
MAROP. SEAN JONES (RENTWINGHINCH).
PO. PAM BALTER (FRIEND OF SEAN JONES SURVIVOR).
DOC. MIDDLETON (DUTY M.O.).



SEARCH AND RESCUE

[illegible]

6	6. Am	Chapman, on Worcester, the Worcester has been of him	1
7	6. Am	But Worcester has been of him	1
8	7. Am	Worcester has been of him	1
9	8. Am	Worcester has been of him	1
10	9. Am	Worcester has been of him	1
11	10. Am	Worcester has been of him	1
12	11. Am	Worcester has been of him	1
13	12. Am	Worcester has been of him	1
14	13. Am	Worcester has been of him	1
15	14. Am	Worcester has been of him	1
16	15. Am	Worcester has been of him	1
17	16. Am	Worcester has been of him	1
18	17. Am	Worcester has been of him	1
19	18. Am	Worcester has been of him	1
20	19. Am	Worcester has been of him	1
21	20. Am	Worcester has been of him	1
22	21. Am	Worcester has been of him	1
23	22. Am	Worcester has been of him	1
24	23. Am	Worcester has been of him	1
25	24. Am	Worcester has been of him	1
26	25. Am	Worcester has been of him	1
27	26. Am	Worcester has been of him	1
28	27. Am	Worcester has been of him	1
29	28. Am	Worcester has been of him	1
30	29. Am	Worcester has been of him	1
31	30. Am	Worcester has been of him	1
32	31. Am	Worcester has been of him	1
33	32. Am	Worcester has been of him	1
34	33. Am	Worcester has been of him	1
35	34. Am	Worcester has been of him	1
36	35. Am	Worcester has been of him	1
37	36. Am	Worcester has been of him	1
38	37. Am	Worcester has been of him	1
39	38. Am	Worcester has been of him	1
40	39. Am	Worcester has been of him	1
41	40. Am	Worcester has been of him	1
42	41. Am	Worcester has been of him	1
43	42. Am	Worcester has been of him	1
44	43. Am	Worcester has been of him	1
45	44. Am	Worcester has been of him	1
46	45. Am	Worcester has been of him	1
47	46. Am	Worcester has been of him	1
48	47. Am	Worcester has been of him	1
49	48. Am	Worcester has been of him	1
50	49. Am	Worcester has been of him	1
51	50. Am	Worcester has been of him	1
52	51. Am	Worcester has been of him	1
53	52. Am	Worcester has been of him	1
54	53. Am	Worcester has been of him	1
55	54. Am	Worcester has been of him	1
56	55. Am	Worcester has been of him	1
57	56. Am	Worcester has been of him	1
58	57. Am	Worcester has been of him	1
59	58. Am	Worcester has been of him	1
60	59. Am	Worcester has been of him	1
61	60. Am	Worcester has been of him	1
62	61. Am	Worcester has been of him	1
63	62. Am	Worcester has been of him	1
64	63. Am	Worcester has been of him	1
65	64. Am	Worcester has been of him	1
66	65. Am	Worcester has been of him	1
67	66. Am	Worcester has been of him	1
68	67. Am	Worcester has been of him	1
69	68. Am	Worcester has been of him	1
70	69. Am	Worcester has been of him	1
71	70. Am	Worcester has been of him	1
72	71. Am	Worcester has been of him	1
73	72. Am	Worcester has been of him	1
74	73. Am	Worcester has been of him	1
75	74. Am	Worcester has been of him	1
76	75. Am	Worcester has been of him	1
77	76. Am	Worcester has been of him	1
78	77. Am	Worcester has been of him	1
79	78. Am	Worcester has been of him	1
80	79. Am	Worcester has been of him	1
81	80. Am	Worcester has been of him	1
82	81. Am	Worcester has been of him	1
83	82. Am	Worcester has been of him	1
84	83. Am	Worcester has been of him	1
85	84. Am	Worcester has been of him	1
86	85. Am	Worcester has been of him	1
87	86. Am	Worcester has been of him	1
88	87. Am	Worcester has been of him	1
89	88. Am	Worcester has been of him	1
90	89. Am	Worcester has been of him	1
91	90. Am	Worcester has been of him	1
92	91. Am	Worcester has been of him	1
93	92. Am	Worcester has been of him	1
94	93. Am	Worcester has been of him	1
95	94. Am	Worcester has been of him	1
96	95. Am	Worcester has been of him	1
97	96. Am	Worcester has been of him	1
98	97. Am	Worcester has been of him	1
99	98. Am	Worcester has been of him	1
100	99. Am	Worcester has been of him	1

1th. JANUARY 1981.

THE FIRST JOB OF THE YEAR BEGAN AT 2000H WITH A PHONE CALL FROM THE ROC TASKING THE DUTY CREW TO LIFTIANCK SHAMAN OFF THE FREIGHTER 'AMERICAN ARCHER', IN POSITION 4950N 1177W. THE CREW WERE AIRBORNE AT 2100H AND REPULSED AT CORK 40-04H ENROUTE TO THE CASUALTY. THE ILL SHAMAN, SUFFERING FROM SUSPECTED MINORITIES WAS TAKEN TO SHANNON WHERE THE CREW STAYED THE NIGHT.

CREW:-

F/L. JIM MACARTNEY.
F/L. PAUL CRITCHLEY.
MANRP. SEAN JONES.
MALM. BOB (MR. GRIPPO) GRIFFITHS (THE SAILORS FRIEND).
R/L. ABBOTT (MO).
CPL. POLLY PARROT.

3 04th. JANUARY 1981.

AT 0955H THE DUTY CREW WERE SCRAMBLED BY MILFORD CO TO ANOTHER PRIOR TRAVLER WITH A SHAMAN SUFFERING FROM SEVERE HEAD INJURIES IN POSITION 5100N 0000W. THE WINCHMAN AND DOCTOR WERE PUT DOWN AND THEN RECOVERED WITH THE CASUALTY. EN ROUTE TO WITTHURM THE SAILOR WAS PROUNCEDEAD BY THE DOCTOR.

CREW:-

F/L. MATT WILLIAMS.
F/L. SEAN D'ARCT.
MANRP. SEAN JONES.
MALM. IAN MEDINA.
R/L. ABBOTT (DOC).

14th. FEBRUARY 1981.

AT 2300H ON THE 13th. THE LEXIMIAN ENGINEERED BULK CARRIER 'KAPLAN GORDON' TRANSMITTED A 'MAYDAY' HEATING ONE WAS ON FIRE FOLLOWING AN EXPLOSION IN NO. 1ST HOLD. A WINROD WAS SCRAMBLED FROM ST. HAWMAN AND THE DUTY CREW WERE SCRAMBLED TO PREPOSITION AT ST. HAWMAN. THE WINROD LOCATED THE VERHEL AND REPORTED THAT IT WAS ON FIRE AT THE NOY AND TWO CREWMEN WERE MISSING. HOWEVER THE SHIP'S CREW BROUGHT THE FIRE UNDER CONTROL AND A SEARCH FOR THE MISSING MEN WAS CONDUCTED WITHOUT THE HELP OF R90, WHICH HAD'D. AT 0750H THE MEN WERE LATER FOUND DEAD, ON BOARD THE VERHEL.

CREW:-

F/L. JIM MACARTNEY.
F/L. SEAN D'ARCT.
F/L. TONY GASS.
MALM. BILL PAYNE.

20th. JANUARY 1981.

ONLY JUST AFTER GOING TO BED THE DUTY CREW WERE ALERTED BY THE ROC AT MIDNIGHT FOR A SPANISH TRAVELERMAN WITH A CRUSHED HAND IN POSITION 5000N 1050W. THE CREW REPULSED AT SHANNON, AND PROCEEDED TO THE CASUALTY WHICH HAD BEEN PRELOCATED BY A WINROD. THE SHAMAN WAS LIFTED AT 0550H AND LANDED AT CORK AT 0645H. THE CASUALTY HAD MULTIPLE COMPOUND FRACTURES OF THE LEFT HAND.

CREW:-

F/L. PAUL CRITCHLEY.
F/L. JIM MACARTNEY.
F/L. TONY GASS.
MALM. BOB GRIFFITHS.

31st. JANUARY 1981.

R90 WAS SCRAMBLED AT 1415H BY MILFORD CO TO ASSIST A SHORE FISHERMAN CUT OFF BY THE TIDE AT SANDERSPOOT, (IAN MEDINA NOTE). HE WAS QUICKLY FOUND AND WINCHED UP, AND THEN LANDED BY TERRY CO MOBILE.

CREW:-

F/L. PAUL CRITCHLEY.
F/L. DICK NEWTON.
MANRP. SEAN JONES.
MALM. IAN MEDINA.

7th. FEBRUARY 1981.

AT 1510H THE DUTY CREW WERE SCRAMBLED BY THE ROC TO HELP INVESTIGATE THE REPORT OF A LIGHT AIRCRAFT CRASH AT WEATH. ON ARRIVING THE CREW FOUND THAT THE POLICE, FIRE BRIGADE, AMBULANCE AND COASTGUARD WERE ALL ON THE SCENE AND THE WHOLE SCENARIO WAS A FALSE ALARM, CAUSED BY SOMEONE MISTAKING SMOG ON THE HILL FOR A LIGHT AIRCRAFT.

CREW:-

F/L. DICK NEWTON.
F/L. SEAN D'ARCT.
MANRP. TED LITTLE.
MALM. IAN MEDINA.

8th. FEBRUARY 1981.

TWO POTHOLES HAD ENTERED AN UNDERGROUND SYSTEM IN THE EVENING OF THE 7th. BUT ONLY ONE HAD RETURNED. BECAUSE OF HEAVY RAIN DURING THE NIGHT A SPECIALIST CAVE DIVER WAS REQUIRED TO HELP IN THE RESCUE OPERATION AND THE DUTY CREW WERE TASKED WITH FLYING HIM FROM BRECON TO ALDERGROVE, NORTHERN IRELAND. WE UNDERSTAND THAT THE RESCUE WAS UNSUCCESSFUL.

CREW:-

F/L. MATT WILLIAMS.
F/L. DICK NEWTON.
MANRP. PETER WILLIAMS.
MALM. IAN MEDINA.

28th. FEBRUARY 1981.

THE FIRST STANDBY CREW WERE WAZZING IN THE BARBOONS WHEN THEY WERE FIRED AT BY MORRISIES NOT USING A RED FLARE. THE WINCHMAN WAS LOWERED IN RETALIATION AND FOUND THAT THEY HAD A 35YEAR OLD WOMAN WITH AN INJURED ANKLE. SHE WAS RECOVERED IN THE SKILL ROBERTSON STRETCHER AND FLOWN TO MERTHYR TYDFIL HOSPITAL. ENROUTE THE WINCHMAN AND WINCHOP GAVE HER MOUTH TO MOUTH RESUSCITATION AND EXTERNAL CARDIAC MASSAGE ON BOTH SIDES. 11'.

CREW:-

F/L. JIM MACARTNEY.
F/L. MATT WILLIAMS.
MANRP. PETER WILLIAMS.
MALM. BILL PAYNE.

20th. JANUARY 1981.

THE DUTY CREW WERE TRAINING WHEN THEY WERE DIVERTED BY MILFORD CO TO LIFT THE CAPTAIN OFF A FRENCH TRAVLER. HE WAS REPORTED TO HAVE A BADLY CRUSHED HAND. NONE OF THE TRAVELERS CREW SPOKE ENGLISH AND THERE WAS NO RADIO CONTACT WITH THE VESSEL. WHEN IT WAS EVENTUALLY LOCATED AFTER A RADAR SEARCH R90 HAD TO RETURN TO BRANTRY TO REPUL BEFORE RETURNING TO LIFT THE SHIP'S CAPTAIN TO WITTHURM.

THE VESSEL'S POSITION WAS 5133N 0504W.

CREW:-

F/L. MATT WILLIAMS.
F/L. SEAN D'ARCT.
MANRP. SEAN JONES.
MALM. IAN MEDINA.



A RAF search and rescue training session is seen for the first time in the RAF helicopter. From left to right are Master Leader Bill Payne, the winchman, Flight Lt. Joe Macpherson, captain of the flight, Gunner's Mate Third Class Pam Salter, practice victim; Flight Lt. Dick Newson, captain and instructor; and Master Leader Pete Williams, winch operator and cadetmaster. —S & S photo by Jim Arwine



Instructions: Stay alive until 'rescued'

As practice survivor, Pam Salter may be Navy's most daring sailor

By JIM ARWINE
U.S. bureau chief

HAVERFORTH, Wale (S&S) — Pound for pound, Pam Salter may be the most daring sailor in the Navy.

At 135 pounds, the 3½-foot sailor volunteers for assignments that most people wouldn't wish on their worst enemy. She is a practice survivor for RAF search and rescue training sessions.

About three times each week, usually nights, the gunner's mate third class is dropped into icy sea waters or perched on the rugged cliffs which line western Wales. Her instructions are to stay alive until helicopters of B Flight, 202nd Sq, RAF Brawdy, return to "rescue" her.

"Even in the best of times the water is cold out here," said Salter, who pulls normal duty as a unit armorer at the American naval facility near the base. "There is no way you can stay completely dry. A person can freeze to death in an hour."

"Sometimes I'm put on cliffs and told to climb around. They fly off and come back to locate me in the dark and fog by use of beeper-finders."

The Sea King helicopters used by the rescue squadron have special locator radar. But real life — and practice — rescues are still dangerous business for the crew and the people rescued.

One crewman told of a helicopter which was caught in strong winds while working on a sea rescue very close to the water. A sudden gust tipped the chopper just enough to drop its rotors into the water line. It went in and had to be rescued by another crew.

Salter says, "I hate flying," but possesses a scuba diver's license and knows the dangers involved with her volunteer work. "They (the RAF Rescue Sq) had a practice victim die in training sometime back. So I've received special instructions on what to do in the water," said the na-

tive of Salisbury, Mass.

The Brawdy-based squadron has two of the eight specially equipped Sea King helicopters assigned to RAF search and rescue units in the United Kingdom and is responsible for emergencies in and near Wales.

Salter has been the squadron's training victim for about a year because she likes the excitement and, "I'm the only one who'll do this for them. They have a hard time getting people to go into the cold water."

Each helicopter crew practice about two hours each day unless called to an emergency. Sometimes a training session is stopped because of a need to respond to an actual "life saving" situation.

During this year, the 202nd has responded to over 100 search and rescue operations ranging from locating six young women missing from a camp site to rescuing the crew of a sinking Spanish vessel.

A spokesman for the RAF squadron said operations during summer months tend to be over land because tourists do a lot of exploring on foot. Many become lost or fall from cliffs.

In winter months, search and rescue activities are more often in response to ships or boats in distress at sea.

Salter has faith in the ability of the rescue squadron to find her during practice sessions. But there was at least one occasion when fear gripped her. "I was put in a dinghy at sea with 12-foot swells and the sky was thick with fog."

RAF WO Bill Payne, a para-rescueman on a four-man helicopter crew, is lowered from a hovering chopper by cable to the victims in distress below. He has seen more than his share of brave and not-so-brave people.

Payne gave a testimonial about the woman who volunteers week after week. "She is one of the bravest girls I know."



Victim is 'rescued' from seaside cliffs.



Salter is pulled by cable to the chopper.

FAMILIES IDENTITY CARD



RAF BRANDY

Serial No 16/9

10th. MARCH 1981.

THE DUTY CREW WERE OF A TRAINING ROUTE WHEN THEY WERE DIVERTED TO THE ROC TO PICK UP A SEAFIN BOAT SUFFERING FROM SEVERE HEAD INJURIES.

THE AIRCRAFT DROPPED A MOTOR RUNNING REPAIR, AND PICKED UP DOC MIDDLETON FROM NOLVA, BEFORE PROCEEDING TO THE VESSEL AT 1400H, 1510H.

THEY ARRIVED ON SCENE AT 1500H, AND THE CASUALTY WAS WOUNDED ON BOARD, BUT WAS PROCEEDED DEAD BY THE ROC.

THE AIRCRAFT ARRIVED BACK AT BRANDY AT 1605H.

CREW:-

F/L. MORRIS ROUGH.
F/L. MALCOLM CARLTON.
MAJRP. PETER WILLIAMS.
MAJRP. IAN MEDINA.
DOC. MIDDLETON.

11th. MARCH 1981.

AT 0800 THE STAFF DUTY CREW WERE SCRAMBLED AT THE REQUEST OF SWANSEA CO TO AID A CLIMBER REPORTED FALLEN DOWN THE CLIFFS AT WORMS HEAD.

THEY ARRIVED ON SCENE AT 1050 TO FIND THE MAN AT THE TOP OF THE CLIFF WITH THE CO MOBILE PATROL.

HE WAS REPORTED TO HAVE A SUSPECTED BACK INJURY, SO R90 LANDED ON, INCREASED THE CASUALTY AND FLEW HIM TO SIMULATED HOSPITAL, SWANSEA.

CREW:-

F/L. PAUL CRITCHLEY.
F/L. MALCOLM CARLTON.
MAJRP. TED LITTLE.
SPT. TONY PLUNKETT.

12th. MARCH 1981.

AT 1500 TWENTY MINUTES INTO THE ENGLAND FRANCE ROYAL MATCH, R90 WAS SCRAMBLED ON REQUEST FROM SWANSEA CO TO LOOK FOR A MISSING YACHT THE 'DINA' BETWEEN LLANELLI AND MILFORD HAVEN.

NOTHING WAS FOUND AND THE INCIDENT WAS LATER CLASSIFIED AS A HOAX BY THE CO.

THE CREW MISSED THE ROYAL MATCH!!!.

CREW:-

F/L. MATT WILLIAMS.
F/L. PAUL CRITCHLEY.
MAJRP. SEAN JONES.
SPT. TONY PLUNKETT.

11th. MARCH 1981.

THE DUTY CREW WERE CALLED BY THE ROC TO PROVIDE A HELICOPTER FROM THE SURVEY SHIP USS KANE AT 1550H. THE CREW WERE AIRBORNE AT 1610H ENROUTE FOR THE SHIP IN POSN. 4808N 0946W, VIA ST. MARGAN TO RESCUE WHERE THEY ALSO PICKED UP A DOCTOR. THE CASUALTY WAS REPORTED TO HAVE SUFFERED A HEART ATTACK.

ON ARRIVAL THE WINCHMAN AND DOCTOR WERE LOWERED TO THE SHIP, WHERE THE ROC FOUND THAT THE CASUALTY HAD DIED. THE SHIP'S CAPTAIN DECIDED TO KEEP THE BODY ON BOARD, SO R90 RETURNED TO BASE VIA ST. MARGAN.

CREW:-

F/L. MATT WILLIAMS.
F/L. MORRIS ROUGH.
MAJRP. PETER WILLIAMS.
MAJRP. IAN MEDINA.

DISPATCHED	1855	1949	1949
ON SCENE	1949	1949	1949
RETURNED	1949	1949	1949

C G NOTE: (Insert Date/Time Ground) INITIATED POLREP CG 77 DTG 1949 INITIATED NAV. WARNING DTG 1949

6	80	DTG 1949	DTG 1949
303 81	31.1.81	16/4/81	16/4/81

TIMES

NARRATIVE HEADING YACHT DINA REPORTED ON PASSAGE LLANELLI HAVENPORT

1145 On channel 16 VHF received at Swansea WROC 'From motor yacht DINA I am leaving Llanelli for coastal passage for Haverfordwest'. Swansea replied to the call but Dinar did not answer. Because of the severity of the present weather and the forecast, several more attempts were made to contact Dinar on Ch 16 but with no success. Rhoselli Coastguard Mobile was sent to check Llanelli to see if there was any information on the vessel.

1352 Further calls were made to Dinar on Ch 16 by Swansea and Tenby Coastguard again with no success.

1407 Coastguard ascertained that the Dinar was not in Llanelli.

1413 Hartland Coastguard received a Mayday on channel 16 from an unknown vessel calling the coastguard. A further call was received at Hartland a few minutes later 'Mayday I am lost'. Neither of these calls was heard at Swansea. All MRU's out looking for Dinar were told to listen Ch16 and RAP Brandy were given a sitrep and requested to anticipate a helo. Tenby Lifeboat was anticipated.

1443 Hartland heard another transmission on Ch16 where the name Albatross was used. Enquiries were made in the region for any information on either the Dinar or the Albatross. Swansea District was placed on casualty risk watch.

Although the alleged time of sailing of Dinar from Llanelli appeared to be unlikely because of the tide times, with the Ch16 message received, and the Mayday calls received at Hartland, it was decided that positive SAR action was required to search the area off Llanelli to either confirm or positively deny the sailing. Hartland was therefore requested to continue co ordinating the Mayday relay and Swansea to co ordinate the search for the Dinar.

1506 SWOC was requested to provide a helicopter to search along the probable track between Llanelli and Haverfordwest. Meanwhile exhaustive checks were continued ashore for information on the Dinar or any craft that had sailed that day.

1700 A thorough search made by helicopter of all likely areas for Dinar had proved negative. Enquiries ashore had revealed no information other than Llanelli Harbour Master stating that he had seen no craft sail that morning. Dinar was not known at any clubs or organisations. The search was therefore called off. Auxiliary Stations were however kept on watch as a safeguard.

No subsequent information has come to light so it can only be assumed that it was a hoax.

000000

P/L. DICK NEWTON,
P/L. JIM MACARTNEY,
MANUP. PETE WILLIAMS,
MAIN. BOB CRIVITTER.

R90 ARRIVED ON SCENE AT 1730, AND FOUND THE SHIP IN GALE FORCE 8 WINDS AND A 35 FOOT SWELL. THE WINCHMAN WAS PUT ON THE BOW WITH THE AID OF THE HIGHLINE, AND JOMINS. LATER THE CASUALTY WAS LIFTED OFF IN THE SKILL ROBERTSON STRETCHER, AND FLOWN TO SHANNON.

CL 354-1-

F/L. MORRIS ROUGH.
F/L. JULES D'AUBYN.
F/L. TONY CARR.
MALM. BILL PAYNE.
S/L. DOC ABBOTT.

Cie

THE CASUALTY WAS SUFFERING FROM A BROKEN LEFT WRIST, INJURED LEFT SHOULDER, INJURED LEFTSIDE RIBS, AND SUSPECTED BACK AND HIPS INJURIES.

CR 1541-17

F/L. JIM MACARTNEY.
F/L. DICK NEWTON.
MAJDP. TED LITTLE.
SGT. TONY FLANKETT.

6

01111-

F/L. MORRIS ROUGH.
F/L. JIM MACARTNEY.
MANOP. PETE WILLIAMS.
MWM. BILL PAYNE.

19

CRV.

F/L. DICK NEWTON.
F/L. STAN D'ARCY (PI).
MAROP. TED LITTLE.
SGT. TONY PLUNKETT.

1

THE SEAMAN HAD GOT THE WORST OF AN ARGUMENT WITH A WINCH,
AND HAD LACERATIONS TO HIS HEAD AND EYE, AMPUTATED FINGERS AND
BROKEN RIBS.

CREW:—

F/L. MATT WILLIAMS.
F/L. STAN D'ARCY (PI).
MAEOP. STAN JONES.
MALM. BILL PAYNE.

CRN's =

21

CREW1 =

22

CREW1 =

६१

CBPW₁ = $\text{C}_{20}\text{H}_{14}\text{N}_2\text{O}_2$

Western Mail Reporter

CREDITS:

Has Williams	low Haines	Don Nelson	Harlan Carpenter	Allen Kerr	??	- Paul Gentry	Tom Latta	Jack Stanger	Steve Berkman
Pat Williams	Stan Tarr	Tom Carr	Alvin Carr	Cliff Haw	Jim Hawley	Stan Perry	Bob Graham	Bob (unclear) (Hogarth) Payne	

Yachtsmen tell of ocean wreck ordeal

Sunday Express Reporter

TWO shipwrecked yachtsmen spoke yesterday of their 10-hour ordeal clinging to a straking wreck in an Atlantic storm.

Raymond Nick Graham told his ordeal was to die in the lower half of the boat.

They were spotted by an RAF rescue plane.

I was very tired and there were a number of things that we both did.

It was about three and a half hours before the boat that they were on the way.

The boat had been hit by a wave and the engine had stopped.

When the boat got into the water, it was very difficult to keep it from sinking.

The boat was very small and the water was very rough.

The boat was very small and the water was very rough.

The boat was very small and the water was very rough.

The boat was very small and the water was very rough.

The boat was very small and the water was very rough.

The boat was very small and the water was very rough.

The boat was very small and the water was very rough.

The boat was very small and the water was very rough.

The boat was very small and the water was very rough.

The boat was very small and the water was very rough.

The boat was very small and the water was very rough.

The boat was very small and the water was very rough.

The boat was very small and the water was very rough.

The boat was very small and the water was very rough.

The boat was very small and the water was very rough.

The boat was very small and the water was very rough.

The boat was very small and the water was very rough.

The boat was very small and the water was very rough.

The boat was very small and the water was very rough.

The boat was very small and the water was very rough.

The boat was very small and the water was very rough.

Wreck crew plucked from the sea

Two survivors from a wrecked catamaran were picked up by a Sea King helicopter late last night 380 miles off Land's End.

The catamaran was on route from the United States to the Isle of Man. There were only two on board.

Last night they were being flown to Cork in the Irish Republic and their condition was stated as "OK."

A rescue operation was launched after the catamaran was spotted clinging to a dinghy.

An RAF helicopter saw the dinghy after answering a distress call.

RAF Sea King saw the dinghy after answering a distress call.

RAF Sea King saw the dinghy after answering a distress call.

RAF Sea King saw the dinghy after answering a distress call.

RAF Sea King saw the dinghy after answering a distress call.

RAF Sea King saw the dinghy after answering a distress call.

RAF Sea King saw the dinghy after answering a distress call.

RAF Sea King saw the dinghy after answering a distress call.

RAF Sea King saw the dinghy after answering a distress call.

RAF Sea King saw the dinghy after answering a distress call.

RAF Sea King saw the dinghy after answering a distress call.

RAF Sea King saw the dinghy after answering a distress call.

RAF Sea King saw the dinghy after answering a distress call.

RAF Sea King saw the dinghy after answering a distress call.

RAF Sea King saw the dinghy after answering a distress call.

RAF Sea King saw the dinghy after answering a distress call.

RAF Sea King saw the dinghy after answering a distress call.

RAF Sea King saw the dinghy after answering a distress call.

RAF Sea King saw the dinghy after answering a distress call.

RAF Sea King saw the dinghy after answering a distress call.

26th MAY 1981

601 WAS DIVERTED FROM TRAINING BY WILFORD ON AT 1600H TO LIFT A FALLING LOCK CLIMBER FROM THE CLIFFS AT EASTMARTIN. THE CASUALTY HAD A FRACTURED LOWER, BROKEN RING, BROKEN SHOULDER AND FRACTURED PELVIS, AND WAS TAKEN TO WITHYBUSH.

CREW:-

F/L. JULES D'AUBRY.

F/L. PAUL CRITCHLEY.

MAJOP. TED LITTLE.

SOT. TONY PLUNKETT.

27th MAY 1981

AT 1805H 890 WAS SCRAMBLED BY THE ROC TO SEARCH FOR A PARTY OF CADETS MISSING IN THE BLACK MOUNTAINS. A CONTOUR SEARCH WAS CARRIED OUT AND ONE CADET WAS FOUND WITH A MEMBER OF ONE OF THE MOUNTAIN RESCUE TEAMS. JUST AFTER THE SEARCH WAS RESUMED THE SORTIE WAS CANCELLED BY THE ROC AS ALL THE MISSING CADETS HAD BEEN FOUND.

CREW:-

F/L. MATT WILLIAMS.

F/L. STAN D'ARCY.(PI).

MAJOP. STAN JONES.

SOT. TONY PLUNKETT.

29th MAY 1981

AT THE UNUSUAL HOUR OF 0355H THE DUTY CREW WERE ROUSED FROM THEIR SLUMBERS TO WINCH A SEAMAN, REPORTED TO BE BADLY INJURED, OFF THE YUGOSLAVIAN FREIGHTER "KORCULA". THE VESSEL WAS ANCHORED JUST NORTH OF GRASSHOLM, AND ON ARRIVAL THE WINCHMAN AND FULL MEDICAL KIT INCLUDING STRETCHER, ENTORCH AND BOTH FIRST AID KITS WERE LOWERED TO THE DECK. THE WINCHMAN REPORTED BACK THAT THE MAN HAD ONLY CUT HIS FINGER AND DID NOT REQUIRE A CASEVAC, ALTHOUGH HE OFFERED TO BRING OFF THE MAN'S DOLLY WIFE!!!!

CREW:-

F/L. PAUL CRITCHLEY.

F/L. JULES D'AUBRY.

MAJOP. TED LITTLE.

MAJ. BILL PAYNE.

SPOT-ON NIMROD DROP SAVES ATLANTIC SAILORS

Two survivors of a wrecked yacht owe their lives to the fact that a life-support dinghy was dropped right next to them nearly 400 miles out in the Atlantic by a Nimrod piloted by Sgt Ldr Trenc.

The drama began when a British Airways jet picked up the two sailors on the coast of New York. Two yachtsmen had been attempting to Atlantic crossing when the vessel was wrecked in heavy conditions.

The second Nimrod was scrambled and in falling fog located the survivors. According to Sgt Ldr Trenc the dinghy was deflating and one man was in the water to increase the buoyancy. In the very rough conditions two lifeboats were dropped but the first fell beyond reach and the second began to deflate after the men had climbed in. A third raft was dropped and was carried right up to the men who transferred into it, taking their radar beacon with them.

Earlier a Nimrod carrying the Defence Secretary, John Nott, M.P., was diverted to search for the yacht but it failed to find the men before being forced to return to base.

The second Nimrod was scrambled and in falling fog located the survivors. According to Sgt Ldr Trenc the dinghy was deflating and one man was in the water to increase the buoyancy. In the very rough conditions two lifeboats were dropped but the first fell beyond reach and the second began to deflate after the men had climbed in. A third raft was dropped and was carried right up to the men who transferred into it, taking their radar beacon with them.

Earlier a Nimrod carrying the Defence Secretary, John Nott, M.P., was diverted to search for the yacht but it failed to find the men before being forced to return to base.

The second Nimrod was scrambled and in falling fog located the survivors. According to Sgt Ldr Trenc the dinghy was deflating and one man was in the water to increase the buoyancy. In the very rough conditions two lifeboats were dropped but the first fell beyond reach and the second began to deflate after the men had climbed in. A third raft was dropped and was carried right up to the men who transferred into it, taking their radar beacon with them.

Earlier a Nimrod carrying the Defence Secretary, John Nott, M.P., was diverted to search for the yacht but it failed to find the men before being forced to return to base.

The second Nimrod was scrambled and in falling fog located the survivors. According to Sgt Ldr Trenc the dinghy was deflating and one man was in the water to increase the buoyancy. In the very rough conditions two lifeboats were dropped but the first fell beyond reach and the second began to deflate after the men had climbed in. A third raft was dropped and was carried right up to the men who transferred into it, taking their radar beacon with them.

Earlier a Nimrod carrying the Defence Secretary, John Nott, M.P., was diverted to search for the yacht but it failed to find the men before being forced to return to base.

The second Nimrod was scrambled and in falling fog located the survivors. According to Sgt Ldr Trenc the dinghy was deflating and one man was in the water to increase the buoyancy. In the very rough conditions two lifeboats were dropped but the first fell beyond reach and the second began to deflate after the men had climbed in. A third raft was dropped and was carried right up to the men who transferred into it, taking their radar beacon with them.

Earlier a Nimrod carrying the Defence Secretary, John Nott, M.P., was diverted to search for the yacht but it failed to find the men before being forced to return to base.



The Defence Secretary, John Nott M.P., exchanges greetings with Sgt Ldr Trenc outside Leuchars Quick Reaction Alert complex during his recent visit.

continued from P.1

Atlantic Rescue

taken to "top up" the fuel tanks again at Castleown, on the west coast of Ireland, and the fuel tank enough fuel to fly the Sea King to the rescue position and back. With a 300 mile and 55-knot wind at the scene of the

incident, winchman Bob Griffiths was ducked several times picking up the two men. Without survival gear on it is unlikely that either of the yachtsmen would have lived to tell the tale.

The Sea King made it back to land after an eye-opening sortie and thanks to a fine display of aviation teamwork.

22nd MAY 1981

AT 1030 THE DUTY CREW WERE REQUESTED BY HILFORD CG TO LIFT
A CLIMBER WHO HAD FALLEN INJURED AT CARTHAMGATE.
THE CASUALTY WHO HAD A BROKEN LEG HAD INJURIES AND A BROKEN
BACK WAS DCA AT WITHYTHORPE.

CHRYV

P/L. RICK BENTON.
P/L. STAN T'ARCY.
P/L. TONY CARR.
MR. TONY FLORETT.

In case of water for when R/C
ings -
Winch says - "Master in a flat f-
complete over reaction, don't think
he ever saw the injured man.
Dated.

A

ROUTINE
2004022 MAY

FM MILFORD HAVEN COMREQ 0514
TO SWANSEA COMREQ 0519
INFO PLYMOUTH 0524
INFO ILFACOMRE RADIO

COPY, ORIGINALS
ON FILES.

YUGOSLAVIAN VESSEL 'KORCULA' ANCHORED IN POSITION 51 44.5N
05 27.3W EFFECTING ENGINE REPAIRS CALLED MILFORD HAVEN 29
AT 0251 ZNT MESSAGE 45 FOLLOWS.

I REQUIRE A DOCTOR VERY URGENTLY. TERRIBLE WOUND I CANT DO
ANYTHING. HE NEEDS HOSPITAL. PLEASE DO SOMETHING.

ENDS.
CONSIDERABLE DIFFICULTY IN RECEIVING MESSAGE DUE TO LANGUAGE
DIFFERENCES BUT INDICATIONS WERE THAT THE SHIP HAD A SERIOUSLY
INJURED MAN ON. HELICOPTER ASSISTANCE REQUESTED VIA SRCC PLYMOUTH
RESCUE HELICOPTER 30 AIRBORN AT 0325 ZNT. LOCAL HOSPITAL, POLICE
AND IMMIGRATION ALERTED.
ON ARRIVAL THE WINCHMAN REPORTED BACK THAT THE MAN IN NEED OF
URGENT MEDICAL TREATMENT HAD ONLY A BADLY CUT FINGER THAT HAD BEEN
ADEQUATELY DRESSED IN THE SHIP, AS THE VESSEL INTENDED DOCKING
IN 12 HOURS TIME THERE WAS NO NEED TO 'CASEVAC' THE MAN FROM THE
VESSEL. RESCUE SO RETURNED TO BRADY ALL RELEVANT AUTHORITIES
INFORMED.

CASUALTY: 'KORCULA' CALL SIGN YTFM DWT 3230 OUT OF PIRAEUS
BOUND NANTHESTER. CAPTAIN STATED HE INTENDED LANDING SICK MAN
AT LIVERPOOL WHEN HE PICKED UP PILOT.

ON INSTRUCTIONS FROM DUTY CONTROLLER SRCC PLYMOUTH MASTER
INFORMED THAT HE WOULD POSSIBLY BE CHARGED FOR THE HELICOPTER.
HE REPLIED YES I UNDERSTAND BY AGENTS ARE 'ANGLO-YUGOSLAV'
HEAD OFFICE IN LONDON BUT THERE IS A BRANCH OFFICE IN LIVERPOOL

END



NEWSCLIP/ACUT
WESTERN
EVENING HERALD
DAILY 62,378
22 APR 1981

Stone airlift causes jam

ROADS WERE BLOCKED BY AN RAF HELICOPTER LIFTING A TWO-TON BLOCK OF GRANITE ON A LIFTY ON HARBOROUGH DOWNS, NEAR PLYMOUTH.

The block, which had lain on the Downs for more than 170 years as a remnant of a Roman wall, was to be used in part to reconstruct a section of the Harborough Downs near Plymouth.

It is expected to be erected later this year.

A spokesman for RAF Harborough Downs said that an extra expense was incurred by the airlift. The Sea King was on a routine training exercise and would have been airborne anyway. "The lifting exercise was a good experience for the crew," he said.

He pointed out that a helicopter was requested because the area was of outstanding natural beauty.



Granite tribute to fliers

By COLIN RANDALL.
A ROYAL AIR FORCE helicopter began to

accomplish an unusual mission today by lifting a large chunk of Dartmoor granite destined to become a commemorative tablet marking the wartime use of a new desert airfield.

The block, weighing over two tons, has remained in the same position on Harborough Downs, near Plymouth, for about 170 years since it tumbled from a quarry wagon which had tumbled over the edge of a cliff.

A Sea King helicopter from RAF Harborough, West Wales, will fly to Devon today to load the

Airlift causes traffic jam

ROADS WERE BLOCKED BY AN RAF HELICOPTER LIFTING A TWO-TON BLOCK OF GRANITE ON A LIFTY ON HARBOROUGH DOWNS, NEAR PLYMOUTH.

The block, which had lain on Harborough Downs for more than 170 years since falling off a quarry wagon, was to be used as part of a memorial to mark the use of a desert airfield in the Second World War.

The helicopter had been called in because the use of heavy plant and equipment would have damaged the Downs.

It is for an RAF Harborough and was thought to be a risk since we could not help it. It is part of a training exercise for the crew.

Earlier, an Army team had placed chains around the damaged block, which originally was intended to form part of Plymouth Breakwater.

The same was taken by Army to Plymouth for a memorial to be erected on it. Later this year it should be erected.

A spokesman for RAF Harborough Downs said that an extra expense was incurred by the airlift. The Sea King was on a routine training exercise and would have been airborne anyway. "The lifting exercise was a good experience for the crew," he said.

He pointed out that a helicopter was requested because the area was of outstanding natural beauty. A large crane would have been required otherwise, he said, which would have caused considerable damage to ground.

NEWSCLIP/ACUT
WESTERN
EVENING HERALD
DAILY 62,378
22 APR 1981

Helicopter to lift memorial

A SEA KING HELICOPTER FROM RAF BRADY IN SOUTH WALES WILL BE DROPPING IN AN DARTMOOR STONE FOR A COMMEMORATIVE TABLET.

It is said it will be to lift a two-ton block of granite from Harborough Downs and place it on the back of a lorry.

The block of granite is to be converted into a memorial tablet to mark the use of Harborough Downs near Plymouth during World War Two.

The block has lain on Harborough Downs near Plymouth for at least 170 years after falling from a quarry wagon, which had tumbled over the edge of a cliff.

It has been given to the organizers of the memorial and will be unveiled by August 17 by General Caplan the Hon F F Ward, the first commander of the memorial, who is travelling from his home in Llanwrtyd, North Wales, to Plymouth.



When You Get Into Wheelchairs Like This!
I STILL CAN'T WORK OUT HOW THEY TURN
THE WHEELS!

I'M GOING TO SPIN THE COMPRESSOR BLADE
BACK WITH THIS 'ERE SUPER GEAR - IT'LL
DO A TRIP!!!

DON'T LET BEHIND YOU - THERE'S WORK.

NOW I'M UP HERE WHAT DO I DO.

HELP, I'M LOST, SOMEBODY CUT THE STEEL
HANG ABOUT! LOST OF THIS GALLONS HUNTER
WELL RUN TO ME SROSS FOR THIS PHOTO OF A
SEA KING COMING

"NOW, ARE YOU ALL WATCHING CLOSELY?"

(COME ON LADS ITS MIDNIGHT
TIME TO START WORK!!)

IF I JUMP OFF HERE & FLAP MY WINGS I'LL
FLY AS WELL AS A SEAGULL.

THE ONLY REMAIN HE'S MADE IS A GET HIS
PICTO TAKEN

NOW! IF I JUST FLY THIS DOWN

A BIT

HOLLS TIGHT THIS COMPASS DOESN'T WORK

I KNOW ITS NICE TO BE POPULAR BUT YOU
ALL DON'T HAVE TO COME & WATCH ME!
OF COURSE THIS ISN'T A REALITY!!

ALL MODERN HANGGARS HAVE REMOVED THE
ST DOOR CO RANDS COMING FROM THE FRONT
TRUCK PHOTOGRAPHY AT ITS BEST

"Buck-a-bee-dee-bup, what do I do now Buck?"
"Let me go to bed, you Bum."

IT MUST BE SUPER IMPORTANT

"IN MY SUPERHERO CALAMITY, GET TO
WORK LADS! - LADS - LADS,

WELL I'LL BE A MOTHERS WHEEL
THEY HAVE DONE A FORTNOT OSCAR."

The tail rotor's up the other end
Brian!

1 Forward L.H.P.

2 1/2 Turns,

1 Pike into a bucket
of paint stripper.

I'll keep 'em down to 2 hours if it kills me.

OK YOU BASTARDS, WHO PUT BOSTON ON THIS PLATFORM?

I've been given A RISE

I'll get the 2nd Shuttle "S" for the
AIRCRAFT if it kills me.

I want to tell you A STORY
WASNT HAT IN "RESCUE 90"?

SOMEONE, SOMEWHERE WANTS A LETTER
FROM YOU!

WHO SAYS AIRCREW SUFFER FROM
TUNNEL VISION?

I DON'T REMEMBER EXACTLY THAT.

ITS ONLY A LITTLE WAY, THROWS IT BACK.

TO "Y" CUP.

MEDINA SAID THERE WERE FISH HERE.

TAS IS YOU JUST SCARING..... NOTHING
ON BOARD! GO DOWN, GO DOWN, GO DOWN!!!

Just 'Cos YOU PISS ME OFF!

And he spoke unto the people saying-

"and there shall be one among you-----"!!

GOOD JOB WE'RE ONLY ALLOWED

DON'T WINCHING

"But what about my 8 gramophone records!"

Here we have a lucky shot of Arnold Probst
on his round the world solo attempt

NOW WE SEE YOU, NOW WE DON'T.

Wet Dream?

"THREE MEN IN A BOAT" (Budget Version)

Scene 1 TAKE 43 - "ACTION!"

There comes a tide in the affairs
of man, which, if unfortunate leads
on to flooding!!

DRIFTING CREW IN RESCUE DRAMA



"CINCLIA"

THE RAF, coastguards — and Defence Secretary John Nott — were yesterday involved in a dramatic rescue of survivors from a wrecked yacht who were drifting in a dinghy 350 miles off Land's End in the Atlantic.

A BP tanker, Cinclia, 9,000 tons, which was discovered by the coastguards at the maritime rescue centre at Falmouth to be 18 miles from the survivors was switched to the scene.

The vessel was due to reach the scene where the survivors were spotted at about 10.40 last night. An RAF helicopter from Bransbury, South Wales, should have been overhead half-an-hour sooner.

The intention was for the tanker to stand by as the aircraft attended to winch up the survivors. It has not yet been decided where to land them but the helicopter which had to refuel at Cork may be diverted to the Shillons.

The drama started when another RAF Nimrod which had been flying the 16-hour MAF 146 Point East mission in Scotland to St. Margaret's, Cornwall, picked up a radio distress call out to the Atlantic.

First, that the boat, the Nimrod swept an area 300 to 400 miles west-southwest of Land's End.

Just as the boat was coming out, the Nimrod's sonar picked up an echo, and the boat was turned to a searching pattern which opened a dinghy with two survivors in board and the wreckage of a motorboat.

While Mr. Nott was being loaded safely at St. Margaret's, coastguards were during the 100 tanker as the ship which began to make its way to the scene. A Sea King helicopter had put on standby at Cork.

An RAF spokesman said last night: "The weather is bad, showing a 40-knot northerly at 1.00 P.M. The

sea is such that the tanker won't be able to pick them up but it will create a breakwater for them.

"We don't know if they are still sleeping in the dinghy. We do hope that they have managed to climb into it, for for two people have been seen."

And a spokesman for the coastguards at Falmouth said that it was thought the wreckage could be that from a motorboat.

He added: "We believe this rescue has been possible because the dinghy was equipped with a radio transmitter which can send out distress calls on 121.5 MHz frequency."

"It was from this transmitter that the original distress call was picked up by the Nimrod in which Mr. Nott was travelling."

RAF saves yacht pair

TWO survivors of a wrecked yacht, were saved by an RAF pilot who dropped a dinghy to them in the storm-lashed Atlantic, and a coastguard helicopter crew.

The men were found drifting in a 10-foot dinghy 350 miles from Land's End last night, after their trans-Atlantic voyage ended in disaster.

As dusk fell, an RAF Nimrod spotted them in the huge wave troughs. At first, the plane, the pilot, Squadron Leader Norman Trench, dropped the dinghy within yards of the two men, America Williams and Nick Hallen, both from Bristol.

They managed to clamber onto it and survived another four hours in 40, seven and 50 mph winds.

Warning

Shortly before midnight a Sea King helicopter, on fast forward, disappeared into the sea.

After watching them to safety, the first pair came to them to Cork, having risked their own lives in the rescue.

Despite warnings that the Sea King was too big to land and refuel again at Cinclia, on the western tip of Ireland, a Super P. 11, Matt Williams took a chance and pointed an extra 45 minutes' fuel.

He said: "That gave us some time over the scene to pick up the men."

We only just managed to fit onto the end of Cinclia. Even then, if the wind had not abated, we would have been tough and getting back only then.

"When we arrived there was a 20ft swell, and when the Sea King was hooked several times."

Both men had survival gear on, which undoubtedly saved their lives.

ORDEAL IN ATLANTIC AFTER FREAK WAVE HIT BOAT

A TRANS-ATLANTIC journey turned into a nine-hour nightmare for two Bristol men when their yacht capsized in a ferocious gale 350 miles west of Land's End.

At one stage they were clinging desperately to a life raft as 70 m.p.h. winds whipped the sea into savage waves, some topping 40 feet.

But just as they were reaching the very limits of endurance, they were flung into safety by a Sea King helicopter which only nine minutes of fuel to reserve.

Nick Hallen and his friend, America Williams, were sailing the yacht, a 30-footer, from the east coast of America, to deliver it to a customer in the Isle of Man.

Capsized

"We were on the 21st day of the voyage and America and I were riding out a storm at the time," said Nick, from Haverhill, Bristol.

"We were both sitting in the cabin, reading, when a freak wave, capped us. Within ten seconds we were upside down and under water."

"We weren't trapped at

such because we could have found ourselves at any time, but because of the faster disaster where many of the yachtsmen abandoned their vessels and were swept away, we decided to stay put."

First thing we did was struggle into our one-piece survival suits and activate the radio beacon, which was eventually detected by a commercial airliner. The pilot then alerted the Falmouth coastguards.

"However, after about

two hours the weather started to pick and we realised we would have to get out."

An RAF Nimrod finally arrived and dropped a life raft.

The Nimrod, diverted from a training exercise, was forced to give up the rescue attempt because of lack of fuel, but later a Sea King helicopter appeared.

"Even then I wasn't just a simple matter of lowering a man on a winch," said Nick. "One minute he was a few feet above us, ready to pluck us to safety, and then he would jerk 40 ft into the air as the vessel was taken back to us."

But then it was suddenly all over and they were safely in the helicopter. Nick and America had been fighting for their lives for nine hours.

"Without doubt we owe our lives to the survival suits and the radio beacon — and especially the RAF," said Nick.

11th JUNE 1981.

THE DUTY CREW WERE CALLED TO WHITHAMPTON BAY AT 1545 TO CASEYAC A MAN SUFFERING FROM A HEART ATTACK TO WHITHAMPTON. UNFORTUNATELY THE MAN DIED IN HOSPITAL SEVERAL DAYS LATER.

CREW:-

P/L. JAMES D'ARBYN,
P/L. ROBERT ROOTH,
MAGP. PETER WILLIAMS,
RPM. BILL PATRICK.

10th. JUNE 1981.

A PIPER CEMANACE LIGHT AIRCRAFT C/S PWTCB BECAME OVERDUE AT APPROX. 092340A AFTER CROSSING THE FORD FROM WEST TO EAST.

A MANIFEST SEARCH WAS MOUNTED INVOLVING 5 NIMROD SORTIES, 1 ATLANTIC SORTIE, 4 SEA KING SORTIES AND 4 WRECKER SORTIES. THE HENRICULA LIFECRAFT AND KINLOSS MPT WERE ALSO INVOLVED.

ALL SEARCHES HAD PROVED NEGATIVE WHEN A ST. MARGAN NIMROD REPORTED SIGHTING A PARTIALLY INFLATED LIFECRAFT IN POON. 5405H 1520W. RPO WAS UNGRABBLED FROM BRANDY AT 1920A AND POUND ON ARRIVAL THAT THE OBJECT WAS IN FACT A SHIPS LIFEBELT WHICH HAD OBVIOUSLY BEEN IN THE WATER SOME TIME SINCE IT WAS HEAVILY ENCRUSTED WITH MARINE LIFE.

THE AIRCRAFT NIGHT STOPPED AT SHANBON AND THE MARINE LIFE WERE RETURNED TO THE SEA IN ST. HEINES BAY!!

CREW:-

P/L. JIM MACARTNEY,
P/L. PAUL CRITCHLEY,
P/L. TONY CASS,
MAGP. IAN MEDINA,
CPL. BREXK SONEY.

NEWSCLIP/ACUT

SCARBOROUGH EVENING NEWS

DAILY 11.164

11 JUN 1981

Sea search after life-raft alert

An RAF Sea King helicopter searched 200 miles west of Ireland yesterday after what was believed to be a life-raft with a

man in it was spotted in the sea by a Nimrod reconnaissance jet.

But all the helicopter found was a lifebelt which was later identified as coming from an American ship.

It was thought that the object in the sea came from a missing Piper Cemanace, with a crew of two, which was taking part in an air race across the Atlantic.

The race was organised by a group of French aero clubs, and organisers have named the two missing crew as Jacques Massard (35) and Oliver Hecquet (32), both from Nanterre, near Paris.

NEWSCLIP/ACUT

NEWCASTLE EVENING CHRONICLE

Daily 11.164

11 JUN 1981

Sea search for life-raft

An RAF Sea King helicopter searched 200 miles west of Ireland yesterday after what was believed to be a life-raft with a man in it was spotted in the sea by a Nimrod reconnaissance jet.

It was thought the object in the sea was from a Piper Cemanace, with a crew of two, that had been reported missing during an air race across the Atlantic.

NEWSCLIP/ACUT

GLASGOW EVENING TIMES

Daily 11.164

11 JUN 1981

AIRMEN LOST: FLIGHT PLANS RUMPU

BADLY-PRINTED flight plans could have cost the lives of two french airmen competing in a transatlantic race, it was revealed today.

And the poorly printed plans could have put more than 50 crews in the return Paris to New York race at risk.

By DICK TEMPEST

A massive air-sea search for the missing Piper Cemanace light aircraft was suspended today.

The plane was last spotted on military radar screens about 25 miles from the coast of Newfoundland in the Western Hemisphere, early yesterday.

But a 10,000 square search involving RAF Nimrod, Sea King, P-3, and the RAF's latest found nothing.

The race organisers in Paris last heard from the aircraft when it was about 70 miles from the Irish coast on Tuesday night.

The race organisers in Paris submitted: "We had a problem with the printing of the flight plans. Some details were missing."

21st. JUNE 1961.

THE DUTY CREW WERE SCRAMBLED BY THE ROC AT 1745A AFTER TWO DIVERS WERE REPORTED MISSING OFF GEMIC POINT 5132N 0400W. THE CREW WERE STILL ENROUTE WHEN THE DIVERS WERE FOUND SAFE.

CREW:-

P/L. MATT WILLIAMS.
P/L. JIM MACARTNEY.
P/L. TONY CAUS.
MALM. BILL PATNE.

22nd. JUNE 1961.

AT 2105A THE DUTY CREW WERE REQUESTED BY MILFORD CO TO HELP SEARCH FOR A CANOEIST REPORTED TO BE IN THE SEA OFF PENRICE BEACH. THE AIRCRAFT ARRIVED 32 MINUTES LATER AND FOUND THE CANOE AND WAS THEN INFORMED THAT THE CANOEIST HAD REACHED SHORE SAFELY.

CREW:-

P/L. MALCOLM CARLTYE.
P/L. STAN D'ARCT.
MAROP. TED LITTLE.
SOY. TONY PLUNKETT.

24th. JUNE 1961.

AT 1655A THE DUTY CREW WERE SCRAMBLED BY MILFORD CO TO FRESHWATER WEST BEACH WHERE A TODDLER WAS REPORTED TO BE IN THE SEA. THE CREW ARRIVED JUST AFTER AN AMBULANCE, AND DESPITE THE FACT THAT THE AMBULANCE CREW HAD GIVEN UP HOPE, THE WINCHMAN CARRIED OUT MOUTH TO MOUTH RESUSCITATION AND EXTERNAL HEART MASSAGE WHILE THE AIRCRAFT WAS ENROUTE TO WIRRYBUSH HOSPITAL. DESPITE HIS EFFORTS AFTER A FURTHER HOURS TREATMENT IN THE HOSPITAL THE LITTLE 17 MONTH OLD BOY WAS DECLARED TO BE DEAD, APPARENTLY HE HAD BEEN CARRIED BY HIS FATHER ALONG THE WATERS EDGE, WHEN THE MAN HAD SLIPPED AND KNOCKED HIMSELF UNCONSCIOUS ON A ROCK. WHEN HE REGAINED CONSCIOUSNESS HIS SON WAS LYING BACK DOWN IN A POOL OF WATER. POOR LITTLE CHAP.

CREW:- P/L. MALCOLM CARLTYE.
P/L. STAN D'ARCT.
MAROP. TONY JONES.
MALM. BILL PATNE.

Sea-rescue baby dies

A BABY boy died yesterday after being rescued from the sea at Freshwater West, Penrith-shire.
Emergency crews used desperately to save the 17-month-old boy from Penrith-shire but he died later in hospital.
An ambulance crew, first of the scene, tried to revive the boy. Then a rescue helicopter from RAF Brimley arrived and the crew told heart pumping and oxygen on the journey to Wirrybush Hospital, Newcastle.
At the hospital casualty staff argued for some time to save the boy before pronouncing him dead. A coastguard officer said the boy was with his father at the beach. "We are not certain how he came to be in the water."

Toddler dies in beach tragedy

A trip to the seaside ended in tragedy for a young boy when his father, Mr. Dennis Penrith-shire, slipped and fell into the water while carrying him. The boy, who was 17 months old, was found dead in the sea at Freshwater West on Thursday evening.
His father, 32-year-old power station worker Mr. Kenneth George Miller of Thomas Street, Orange Gardens, Penrith-shire, was looking unconscious when he slipped on rocks while walking the toddler along the shore.
At RAF Brimley rescue helicopter and an ambulance were sent to the scene. Mr. Miller who had remained in the car was unaware what had happened.
When the emergency services arrived they were puzzled by the incident because the distraught and confused father could not express himself.
The child was flown to Wirrybush Hospital, but was found to be dead on arrival. Police who are treating the matter as a "horrible accident" have appealed for witnesses to come forward. A spokesman said: "Would the man and woman who were on the scene immediately afterwards please contact our local police station."



Toddler Kenneth Miller

Helicopter rescuers win tourist award

The men of RAF Brimley's "famous search and rescue" squadron are used to awards, but one they received on Thursday will surely rank as the most unusual.
Their work has been recognized by the Tourist Board in the form of a gold-plated medal.
The award comes under the heading "Tourist Services" and is given to those who have made a contribution to the enjoyment of the coast and countryside of South Wales. It is the highest award given by the board.
The award was presented to the squadron by the Tourist Board headquarters in Cardiff. The award was presented to the squadron by the Tourist Board headquarters in Cardiff. The award was presented to the squadron by the Tourist Board headquarters in Cardiff.
The award was presented to the squadron by the Tourist Board headquarters in Cardiff. The award was presented to the squadron by the Tourist Board headquarters in Cardiff. The award was presented to the squadron by the Tourist Board headquarters in Cardiff.

Flying Minister returns to 'Land of his Fathers'

BY TOM BEDFORD

Lord Treigarn of Clonish, the Parliamentary Under Secretary of State for Trade, returned to the 'Land of his Fathers' on Thursday — from the air.
In an RAF Brimley Sea King helicopter, he was flown over Treigarn and Keyston, where his grandfather the Rev. David O'Carroll-Jones was Minister.
On a two-day visit to Wales, Lord Treigarn visited a Coastguard sector base at Broadwell Hayes, Tenby, on Wednesday evening after a day with Swansea Coastguard.
On Thursday, Lord Treigarn — who has spent responsibility for marine affairs — visited the 14th Marine and Salvage Depot at Penrith-shire Dock, spent last week in the defence role. He saw a demonstration of equipment used for transferring oil from damaged tankers.

Busy Esso

Milford Haven — Britain's busiest oil port — has fewer ships at anchor than June 1960, according to the latest figures issued by the Milford Haven Harbour Board.
A total of 500 ships (1,780,000 gross registered tons) visited the port during the month, compared with 511 (1,812,000 gross registered tons) in the same period last year.
Milford, one of the ports in the first six years of the new sea law, saw 110 ships (3,050,000 gross registered tons) in 1960, compared with 100 (3,000,000 gross registered tons) in 1959.

and oil pollution spraying gear.
Earlier, the Minister was shown around the St. Anne's Head, Coastguard Maritime Rescue sub-centre near Clai. Lord Treigarn said that the United Kingdom had the most advanced maritime search and rescue capability in Europe.
He drew attention to the £24 million that had been spent in the past four years on equipping the service with modern technology.
"Few people know that it is the Coastguard who is responsible for co-ordinating search and rescue at sea. People don't stop to consider who called out the helicopter or how they know where to be sent."

The Coastguard office decided which rescue service should be called into action, and then he controls the rescue team. Behind the scenes.

As a result of changing technology, the Coastguard service now devotes much less of its resources to coast-watching and much more to manning its rescue centre, more to training teams of auxiliary coastguards and more to preventing accidents by teaching the public about safety at sea and by offering help and advice whenever it is needed.

Lord Treigarn, the holder of a Royal Aero Club bronze medal for his flight from England to Australia and Canada in 1961, sat at the controls of the Sea King helicopter before his trip.



Ready for take-off — Lord Treigarn (left) with Flight Lieutenant Stan D'Arcy on board the Sea King.



Lord Treigarn and Broad Coastguard, Freshwater-shire. Regional Commander Dick Richards and Head Chief Coastguard Richard Sherry. Also pictured are the RAF Sea King helicopter crew and regular and auxiliary officers of Milford Haven Coastguard.

3rd JULY 1961.

AT 1716A THE DUTY CREW WERE CALLED TO LIFT A MAN SUFFERING A
HEART ATTACK OFF A CABIN CRUISER JUST OFF TERRY HARBOR.
THE MAN WAS LIFTED BY STRETCHER AND TAKEN TO WITHTHUSH.

CREW:-
P/L. MORRIS ROUGH.
P/L. MALCOLM CARLYLE.
JGROF. PETER WILLIAMS.
MALM. IAN MEDINA.

18th JULY 1961

AT 1210A THE DUTY CREW WERE REQUESTED TO SCRAMBLE TO ST.
GOVERNS HEAD WHERE A ROCK CLIMBER HADN'T!!!
THE CASUALTY WAS LIFTED BY NATO STROP AND TAKEN TO WITHTHUSH.

CREW:-
P/L. MALCOLM CARLYLE.
P/L. DAVE CARDUS (RENTA PILOT).
MAROP. STAN JONES.
SGT. TONY PLINKETT.

19th JULY 1961.

AT 1610A MILFORD CG REQUESTED R90 TO SCRAMBLE TO LOOK FOR A
CABIN CRUISER MISSING OFF ABERTSWITH.
THE VESSEL WAS FOUND SAFE AND WELL ALTHOUGH ITS ACTUAL
APPEARANCE WAS NOTHING LIKE THE DESCRIPTION GIVEN TO THE CREW!!!

CREW:-
P/L. JULES D'AUBYN.
P/L. JIM MACARTNEY.
P/L. TONY CASS.
MALM. IAN MEDINA.



CAPTION COMPETITION

1. and then with my right hand I tickle my armpit.
- 2) 202nd OWN NOCTURNAL PILOT. (TAKEN WITH FLASH)
- 3) I've just seen my first orographic cloud.
- 4) OK C SHIRT, I WAS ONLY TAKING JACQUARD (202nd) FLYING.
- 5) LOOK LADS, ABOUT THESE SWEET SHIRTS!
- 6) I SLEPT ROUGH WITH MORRIS AT TYWYN
7. He was a game of chess?
- 8 I wish this was A TAILOR
9. NEW POSTCARD £10 per 100 THOUSAND.
- 10 I WOULD FLY IT BUT I CAN'T FIND MY WAY IN THE NIGHT.
- 11 DON'T BLAME ME TODAY LADS, IT'S TIME IDEAS.
- 12 A NEW VERSION OF DAVID BOTTLE!
- 13) IF I UNFOLD MY ARMS MY TROUSERS WILL FALL DOWN
- 14) WHAT DO YOU MEAN, AM I A DUMMY?
15. My God this sweater is ticking
- 16 I NOW FLAP MY EARS FOR VERTICAL LIFT.
17. I'm A GOOD BOY NOW THEY WOULDN'T LET ME NEAR A/C WHEN I WAS
SARVING ROJ.
- 18) GOSH!
- 19 HAS ANYONE SEEN MY PARSLEY PIGGIES
20. Somebody told me the GCR had a sense of humor!
- 21) THE 2ND STANDBY PILOT? (READ STBO KNEE PAD)
- 22) LITTLE CHAPPIE NO 3 ON THE WAY SIR?
- 23) THE SUN HAS GOT HIS HAT ON! HIP-HIP-HIP-HOOHAY! THE SUN HAS
GOT HIS HAT ON AND HE'S COMING OUT TO PLAY!!!
- 24) DO US A HORNDPIPE THEN SAILOR!

21st JULY 1961

AT 1435A THE DUTY CREW WERE SCRAMBLED BY MILFORD CG TO THE
MPT BUREL, REPORTED TO BE SINKING 200. SW OF LINNEY HEAD.
ON ARRIVAL HOWEVER, THE VESSEL REPORTED THAT HIS SALT WATER PUMP
WAS O/S, BUT HE WAS NOT SINKING, R90 REMAINED WITH THE VESSEL
UNTIL ANOTHER SHIP ARRIVED ON SCENE.

CREW:-
S/L. PETER (PINCHPOD) CHADWICK.
P/L. DICK WINTON.
P/L. TONY CASS.
MALM. BILL PATHE.

UNCLAS
SIC ICJ
FORM R 518 ALL TIMES GMT
A SHIPPING 29 JUL 61
B PHILIP HAMBRIDGE AGE 21 YRS 63A CHURCH RD LLANSTADWELL MILFORD
C 0853
D SEAMAN WITH SHARK HOOK IN HEAD
E MILFORD CG ON CH16 AT 0611 FROM FV DESO

PAGE 2 RBDHC 062 UNCLAS
F MILFORD CG
G SHCC 0912 INFORMED BY MILFORD CG
H 5120N 0521W
J NA
K DOUBLE LIFT AT 0927
L(1) ONE (2) ONE (3) NIL
M(2) SEAKING MK3 202 SQN BRANDY RESCUE 50 29 JUL 61 1HR
N/R NA
S SCRAMBLED TO INITIAL DATUM POINT BUT VESSEL NOT TO BE FOUND.
CAPTAIN OF FV PASSED HIS DECCA POSITION AND WAS FOUND 15NM NW OF
ORIGINAL POSITION. CASUALTY WINCHED ABOARD AND TAKEN TO WITHTHUSH
HOSPITAL R90 RTB

CREW:-
P/L. BOB KING.
P/L. JULES D'AUBYN.
P/L. TONY CASS.
MALM. BOB GRIFFITHS.

UNCLAS
SIC 1CJ
FORM R310 ALL TIMES GMT
A COASTLINE 25 JUL 61
B ANDREW SKINNER, MILARY LEATHAN, ANGELA HASON, IAN QUARFFS
C 1230
D SWIMMER IN DIFFICULTIES AT ABERTAWNE AND 4 PERSONS CUT OFF BY TIDE
AT LYNMOUTH

PAGE 2 RBDHC 120 UNCLAS
E SWANSEA MRCC BY ABERTAWNE POWER STATION BY TELEPHONE AT 1220
F SWANSEA MRCC BY VESSEL PRIVATEER ON CH16 AT 1330
G SFCC 1227 INFORMED BY SWANSEA MRCC
H 5112N 0034W
J VISUAL 1340
K DOUBLE LIFT 1345
L (1) 4 (2) 1 (3) 0
M (2) SEAKING MK3, 202 SQN RAF BRANDY, 29 JUL 61, 2HR 09MIN
N-R N/A
S1 P50 SCRAMBLED BY SFCC TO THE CARDIFF AREA WHERE A SWIMMER WAS
REPORTED TO BE IN DIFFICULTIES, AT 1300 THE CASUALTY WAS REPORTED
TO BE SAFE ONSHORE
S2 P50 WAS THEN REQUESTED BY SWANSEA CG TO ASSIST 4 PERSONS CUT
OFF BY THE TIDE AT LYNMOUTH, THE CASUALTIES WERE LOCATED AND LIFTED
TO SAFETY AT LYNMOUTH BEACH
BT

CREW:-

P/L. DICK NEWTON.
P/L. STAN D'ARCY.
MAROP. STAN JONES.
SGT. TONY FLUNKETT.

UNCLAS
SIC 1CJ/EUA
FORM R310 ALL TIMES GMT
A SHIPPING 31 JUL 61
B YACHTSMAN MR HJ BURNE AGE 50 231 BRISTOL RD EDINGSTON
C 1230
D YACHT COUNTLESS ON FIRE
E MILFORD HAVEN MRCC AT 1230
F MILFORD HAVEN MRCC

PAGE 2 RBDHC 044 UNCLAS
G SFCC 1250
H 304 NW OF ST DAVIDS HD
J-L N/R
M (2) SEA KING MK3 202 SONDET BRANDY 31 JUL 61 45MIN
N-R N/R
S HELO DIVERTED FROM TRG TASK TO ST DAVIDS HD FOR YACHT COUNTLESS
YACHTSMAN FIRED A RED PARACHUTE FLARE THERE WAS SMOKE COMING FROM
THE CABIN AND THE YACHTSMAN WAS FIGHTING THE FIRE FROM COCKPIT.
THE WINCHMAN WAS PUT ON BOARD WITH BOTH A/C FIRE EXTINGUISHERS
AND MANAGED TO PUT THE FIRE OUT. MYV FAIR WEATHER ARRIVED 10 MINS
LATER TO TAKE THE YACHT IN TOW, HELO RECOVERED HIS WINCHMAN FROM
THE SEA AND RTD
BT

CREW:-

P/L. JULES D'AUBYN.
P/L. JIM MACARTNEY.
MAROP. TED LITTLE.
SGT. TONY FLUNKETT.

UNCLAS
SIC 1CJ/EUA
FORM R 311 ALL TIMES GMT
A COASTLINE 29 JUL 61
B DUNCAN MILLAR, AGE 21 YEARS OF 15, WALNUT RD, OXFINGTON,
KENT AND ONE UNKNOWN
C 1610

PAGE 2 RBDHC 075 UNCLAS
D MAN FALLEN FROM CLIFFS AND FISHERMAN FALLEN FROM ROCKS
E MILFORD CG BY TELEPHONE FROM MEMBER OF PUBLIC AT 1616Z
F MILFORD HAVEN CG
G SFCC 1606 INFORMED BY MILFORD HAVEN CG
H (A) 5113N 0112W (B) 5114N 0505W
J N/A
K WINCH 1635 (NEIL ROBERTSON STRETCHER)
L (1) 2 (2) 1 (3) 0
M (2) SEAKING MK 3 202 SQN BRANDY, P50, 29 JUL 61
1 HR 5 MINS
N-R N/A
S CLIFF FALLER LOCATED WITHOUT DIFFICULTY AND WAS UPLIFTED
AND TAKEN TO WITHYBUSH HOSPITAL. P50 WAS THEN REQUESTED
TO ASSIST IN SEARCH FOR FISHERMAN REPORTED FALLEN OFF
ROCKS. COASTLINE SEARCH WAS CARRIED OUT FOR 10 MINS BEFORE
DIVERS LOCATED THE BODY. P50 RTD
BT

CREW:-

P/L. DICK NEWTON.
P/L. STAN D'ARCY.
MAROP. STAN JONES.
MARIN. SGT. TONY FLUNKETT.

UNCLAS
SIC 1CJ
FORM R 323 ALL TIMES GMT
A SHIPPING 2 AUG 61
B NOT KNOWN
C 0430
D 2 MISSING YACHTS CARDIF AREA
E SWANSEA MRCC PHONE AT 012024 AUG AND 012229 AUG

PAGE 2 RBDHC 056 UNCLAS
F SWANSEA MRCC
G SFCC 020315 INFORMED BY SWANSEA MRCC
H SEARCH AREA NASH POINT TO PORLOCK TO CLEVEDON TO RIVER USK
J JA
K NA
L (1) 4 (2) NIL (3) NIL
M SEAKING MK3 202 SQN BRANDY P50 2.00HRS
N-R NA
S SWANSEA MRCC REQUESTED AN AIR SEARCH AT FIRST LIGHT FOR 2 MISSING
YACHTS. PRIMARY TARGET A 17FT LYSANDER SLOOP WITH A VERY INEXPERI-
ENCED CREW PROCEEDING FROM CLEVEDON TO BARRY MRCC VERY WORRIED OVER
THIS SLOOP. SECONDARY TARGET A SINGLE HANDED SLOOP ON PASSAGE
MINEHEAD TO CARDIFF DEPARTED MINEHEAD SAT 1 AUG AND NOT SIGHTED
SINCE P50 HOMED IN BARRY DOCK LIFEBAT TO PRIMARY TARGET OCCUPANTS
AND SLOOP OK. SECONDARY TARGET LOCATED AT ENTRANCE TO RHYMNEY RIVER.
P50 LANDED NEARBY AND WINCHMAN SPOKE TO OCCUPANT HE AND SUFFERED
ENGINE PROBLEM BUT WAS OK P50 RTD
BT

CREW:-

P/L. DICK NEWTON.
P/L. STAN D'ARCY.
P/L. TONY CASS.
MARIN. BOB GRIFFITHS.
CPL. POLLY PARROT.
CPL. IAN BRETT.

NNNN
RBDT

UNCLAS
SIC ICJ
FORM R 330 ALL TIMES GMT
A SHIPPING/REDEVAC 3 AUG 81
B PLEASURE STEAMER PRINCE IVANHOE/REDEVAC HR RN HOLYOAK
C (1) CHIVENDOR 1145 (2) BRANDY 1140
D STEAMER AGROUND WITH 100 P08

PAGE 2 RBDHC 065 UNCLAS
E (1) CHIVENDOR/TELEPHONE/1140/HARTLAND CG
E (2) BRANDY/TOL/1140/MILFORD CG
F SWANSEA HMC
G SICC INFO BY CHIVENDOR 1145
H PORT EYON DAY GOWER WEST GLANORGAN
J VISUAL/1) CHIVENDOR 1505/2) BRANDY 1500
K NA
L (1) 100 (2) 0 (3) 0
L (1) WHIRLWIND 10/22 SON DET CHIVENDOR/CHRS SONINS/3 AUG 81
H (2) SEAKING 3/202 SONDET BRANDY/CHRS SONINS/3 AUG 81
SEAKING 4/0 SON BUSCOMBE DOWN-POSITIONED AT CHIVENDOR/CHRS SONIN
3 AUG 81
N TO R NA
S UNITS SCRAMBLED AT REQUEST OF HMC (BUSCOMBE DOWN HELO SCRAMBLED
BY CHIVENDOR) TO PLEASURE STEAMER TRANSMITTING MAYDAY TAKING IN WATER
ON ARRIVAL FOUND BOAT AGROUND 100 YARDS OFF SEACH. BRANDY HELO
ASSUMED ROLE OF ON SCENE COMMANDER AND PUT WINCHMAN ON BOARD TO
ASSESS SITUATION AND DISCOVER MASTERS INTENTIONS. AS A RESULT THE
OTHER 2 HELOS WERE RELEASED BY THE BRANDY HELO WHO THEN STOODBY AS
THE PAX WERE EVACUATED BY NUMEROUS SMALL CRAFT. WHEN ALL PAX ASHORE

PAGE 3 RBDHC 065 UNCLAS
BRANDY HELO DEPARTED FOR REFUEL AT SWANSEA. EN ROUTE HELO RECALLED TO
ASSIST MR RONALD HOWARD HOLYOAK WHO HAD COLLAPSED WITH A HEART ATTACK
MR HOWARD (PLUS DOCTOR FROM MUMBLES LB) TRANSPORTED TO SWANSEA
SINGLETON HOSPITAL BUT FOUND TO BE DOW. HELO RETURNED DOCTOR TO
INCIDENT AND WAS THEN DIVERTED TO A FURTHER INCIDENT (SE 1331)
BT

CREW:-
P/L. MATT WILLIAMS.
P/L. STAN D'ARCY.
MAROP. STAN JONES.
MAIN. ROB GRIFFITHS.

UNCLAS
SIC ICJ
FORM R 331 ALL TIMES GMT
A COASTLINE 03 AUG 81
B TWO BOYS MISSING IN SEA OFF PENARTH
C 03162Z DIVERTED FROM RETURN TRANSIT FROM R330
D BOYS ADRIFT ON AIRBED
E 03172Z TO SWANSEA CG BY 999 FROM MR WILLIAMS LAVERNOK HOLIDAY
BT

PAGE 2 RBDHC 074 UNCLAS
VILLAGE
F SWANSEA CG
G SICC INFORMED BY R50 AIR MESSAGE
H OFF PENARTH NR CARDIFF
J BY LIFEBGAT
K BY LIFEBGAT
L (1) 2 (2) NIL (3) NIL
M (2) SEAKING 3 202 SONDET BRANDY 3 AUG 1 HR 20 MINS
N TO R NA
S HELO SCRAMBLED WHILST RETURNING FROM R330 TO ASSIST IN SEARCH FOR
TWO BOYS-MARK AND PAUL GOODCHAP AGED 10 AND 12 OF 5 LONGFELLOW
GARDENS CRIAG-Y-RHACCA WACHEN NR CAERPHILLY-FALLEN OFF AN AIRBED AND
BEING SWEEPED OUT TO SEA. BOYS RESCUED BY LIFEBGAT BEFORE ARRIVAL OF
HELO. HELO REFUELLED AT CARDIFF THEN RTD
BT

CREW:-
P/L. MATT WILLIAMS.
P/L. STAN D'ARCY. (P2).
MAROP. STAN JONES.
MAIN. ROB GRIFFITHS.



CAPTIONS PLEASE

You Be Good I'd carry on shooting.

Now don't you start giving me a hard time!

"Have you got a cigarette Stan?"

IAN I'd jump first, then you follow me. ~~Stan~~
Stan But HE HAV'NT ANY PARACHUTES.

You're Gonna HAVE TO STAY ON YOUR DIET OR YOU WON'T
BE COMING DOWN ON MY WING.

Good morning a Kiss!
IT'S LATE STAN - THEY JUST GET AND OF THE VASS & !-!-!-!
COOKIES

"Cut-Cut!"

You - You light up my life

Sshh, the pilots are probably asleep by now.

THE TIME HAS COME STAN; YOU HAVE GOT TO TAKE
THE PLUNGE SOMETIME. I GUESS

"OF COURSE I WILL TAKE CARE OF YOU, EVEN
THOUGH YOU DIDT GIVE ME A LIFT IN THIS
MORNING."

WHAT DO YOU MEAN? YOUR NOT FLYING IT!!

UP YOURS TOO!

FOR CRINGE AT LAND STAN - ANYONE WOULD THINK IT WAS YOUR
FIRST STIFF!!

NOW YOU KNOW WHAT YOUR NINCHOPINE'S LIKE!!

I want a bloody great fish or all stuff you!!

I Told You STAN, PAM DOESN'T HAVE LIPS LIKE TINA

OOOHH! YOU ARE A ONE
COME ON ENGLAND, AMERICA HATH NEED OF THEE!!

4th AUGUST 1981.

MILFORD CG REQUESTED R90 TO SCRAMBLE AT 0916A. TO ASSIST
THE CREW OF THE YACHT "ISOLINE" AGROUND AT FRESHWATER WEST.
ON ARRIVAL THE CREW FOUND THAT A CG MOBIL was IN ATTENDANCE
AND TWO CREW MEMBERS HAD SWIM ASHORE, LEAVING THE SKIPPER ON
BOARD. R90 REMAINED ON SCENE UNTIL THE YACHT WAS HARD AGROUND AND
THE SKIPPER WAS SAFE.

CREW:-
P/L. MATT WILLIAMS.
P/L. STAN D'ARCY. (P2).
MAROP. STAN JONES.
MAIN. ROB GRIFFITHS.

4th AUGUST 1981.

AT 1550A THE DUTY CREW WERE SCRAMBLED BY MILFORD CG TO ASSIST
A MAN WHO HAD FALLEN DOWN THE CLIFFS AT CALDEY ISLAND.

THE MAN WAS LIFTED IN THE KRILL ROBERTSON STRETCHER AND TAKEN
TO WITHYBUSH. HE HAD A BROKEN WRIST, HEAD WOUND/GRAZES AND BRUISES

CREW:-
P/L. MALCOLM CARLYLE.
P/L. MORRIS ROUGH.
P/L. TONY CASH.
MAIN. IAN MEDINA.

5th AUGUST 1981

AT 1825A WHILST EXERCISING WITH THE ABERDREY LIFEBGAT THE
DUTY CREW WERE INVENTED BY ABERDREY AND BARNMOUTH COASTGUARDS
TO LIFT A FISHERMAN WITH HIS FISHING BOAT 'DEEPLY EMBEDDED IN HIS
FINGER'. HE WAS TAKEN TO THE BARNMOUTH CH AND TRANSPORTED TO THE
LOCAL HOSPITAL.

CREW:-
P/L. MATT WILLIAMS.
P/L. STAN D'ARCY.
MAROP. PETE WILLIAMS.
MAIN. ROB GRIFFITHS.

[illegible]

P00T(1)Z02 SMDCT BAWDY /
BT
UNCLAS
SIC ICJ
FORM R350 ALL TIMES GMT
A SHIPPING 10 AUG 81
B MR INGELBRECHT 20 YRS BAKKER STRAAT 29 BLANKEN BERGE BELGIUM
C 1726
D TRANSFER INJURED SEAMAN FROM VESSEL TO HOSPITAL
E MILFORD HAVEN WSMAN AT 1730
F MILFORD HAVEN

37/CET/1981

CREW:-
P/L. STAN D'ARCY.
P/L. MATT WILLIAMS.
P/L. TONY CASS.
MALM. BILL PAYNE.

NNNN
RBDT

19th. AUGUST 1921

CREW:-
F/L. MATT WILLIAMS.
F/L. STAN D'ANCY.
MAJOP. STAN JONES.
MALM. BILL PAYNE.

1944. AUGUST 1961.

THE CREW WERE AIRBORNE AT 0605A AND CALRIED OUT A COASTAL SEARCH
SEARCH AND THEN A CIA, BUT NOTHING WAS FOUND.

CREW:-
P/L. MATT WILLIAMS.
P/L. STAN D'ARCY.
MAEOP. STAN JONES.
M/M. BILL PAYNE.

16th. AUGUST 1961.

THE CREW CARRIED OUT A CLA AND COASTAL SEARCH IN COOPERATION WITH THE LOCAL LIFEBOAT AND PENDINE RANGE LAUNCH. THE LAUNCH FOUND THE INNER TUBE BUT THE BOY WAS NOT LOCATED.

THE CREW RTB'D AFTER 2HRS 30 ON TASK.

CREW: -
F/L. MATT WILLIAMS.
F/L. DICK NEWTON.
MAEOP. STAN JONES.
MALM. BILL PAYNE.

ON ARRIVAL THE WINCHMAN WAS LAOCHERED TO THE FOUR TOWERS WHO SAID
THEY WERE GOING TO STAY THE NIGHT HERE AND SEAL WATCHING.
THE WINCHMAN WAS RECOVERED AND THE A/C LIFTED.

F/L. MALCOLM CARLILE.
 F/L. JULES D'AUNY.
 MAROP. TET LITTLE.
 MALM. IAN MEDINA.

UNCLAS
SIC ICJ
FORM R 381 ALL TIMES GMT
A FALSE ALARM 21/22 AUG 81
B YACHT CARTE BLANCHE MOORED IN FALMOUTH HARBOUR
C ASCOT 4111 211745 RESCUE 50 221430

PAGE 2 FBHGC 091 UNCLAS
 0 INDAVERTANT ACTIVATION OF LOCATOR BEACON
 E LONDON ATCC AT 1745 FROM ASCUT 4111
 F FCC PLYMOUTH
 G SFCC 1747 INFORMED BY WEST DRAYTON D AND D
 H FALMOUTH DOCKS
 I PLB SEARCH 1546 BY RESCUE 50
 K R/A
 M (1) 0 (2) 0 (3) 0
 M (1) HEALING MK1 175N LYNEHAM 21 AUG CHR LGMIN
 (2) SEAKING MK3 2025CN BRAWDY 22AUG 2HR LGMIN

PAGE 3 FSDIC OF UNCLAS
FOLLOWING FURTHER REPORTS OF ELB TRANSMISSIONS BEING RECEIVED BY
AIRCRAFT BETWEEN PLYMOUTH AND LANDSEEN DURING THE MORNING OF 22
AUG. BRADY DIRECTED TO SEARCH FOR 10NM SW OF LIZARD POINT.
SIGNAL PICKED UP FROM 10NM FROM GLOUWORTH HARBOR IN THE MORNING
CARRIED OUT TO THE YACHT CARTE BLANCHE MOORED AT 1000FT. HONING
WAS LOCATED AND CONDUCTED TO THE YACHT BY COASTGUARD OFFICER WHO
CONFIRMED BEACON ON BOARD AND ACTIVATED. BEACON SWITCHED OFF AND
BEING HELD AT MRSC GLOUWORTH
BT

CREW:-
F/L. JIM MACARTNEY.
F/L. NORMIE ROUGH.
MAEOP. PETE WILLIAMS.
MALM. BOB CRIFFITHS.

NNNN
FBDY
FBDYQI



RESCUE radio boats around the stricken vessel.



CHOWD LINE THE RAILS of the Prince Ivanhoe as the rescue begins.

PICTURE: R. A. Saunders of the Lady Helen.

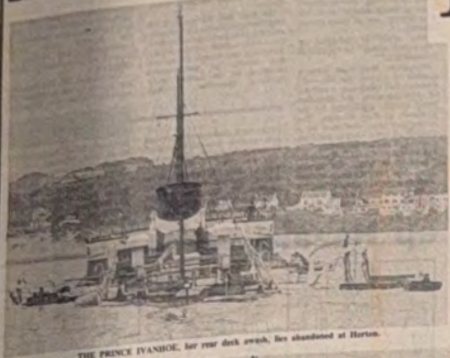
The great escape



A HELICOPTER hovers overhead as passengers are ferried from the stricken vessel.



RESCUE carry a passenger ashore.



THE PRINCE IVANHOE, her star deck awash, lies abandoned at Burton.



THE scene at Mumbles pier as the Mumbles lifeboat arrives after the rescue.



THE TIDE begins to hide the beached vessel.



A LAST POCKET of air escapes as the rising tide reaches the bridge of the Prince Ivanhoe.



More passengers are brought to safety.



A FILE of lifejackets that says passengers are nearly all safely ashore.



A man from Penarth who suffered a heart attack is rushed to a helicopter for treatment at Singleton Hospital. The boat was found to be dead on arrival.



BT
UNCLAS
SIC ICJ
FORM R350 ALL TIMES GMT
A COASTLINE 21 AUG 81
B DIETMAR SCHIDIE AGE 22YRS WEST GERMANY
C 1445
D MAN FALLEN ON CLIFFS, DISLOCATED SHOULDER
E MILFORD HAVEN MRSC 999 CALL FROM MOP

PAGE 2 RBDHC 066 UNCLAS
F MILFORD HAVEN MRSC
G SRCC 1136 INFORMED BY MILFORD HAVEN MRSC
H 5152N 0515W
J VISUAL 1140
K STRETCHER WINCHED 1155
L (1) 1 (2) 1 (3) 0
M (2) SEAKING 3 202 SQN BRANDY 24 AUG 81 35 MINS
N - R N/A
S SCRAMBLED BY MRSC MILFORD HAVEN TO CAERFAI BAY CASUALTY WITH
DISLOCATED SHOULDER WINCHED INTO HELO AND TAKEN TO WYTHBUSHE
HOSPITAL
BT

CREW:-
P/L. NORRIE ROUGH.
P/L. JIM MACARTNEY.
P/L. TONY CASS.
SGT. TONY PLUNKETT.

NNNN
RBDT
RBDTQI

BT
UNCLAS
SIC ICJ
FORM R601 ALL TIMES GMT
A COASTLINE 29 AUG 81
B DAVID BOWEN 66 TIP-EINCH LLWYRHENDY LLANELLI
C 1420
D BOY TRAPPED ON CLIFFS
E MILFORD HAVEN CG 999 CALL 1415 FROM MOP

PAGE 2 RBDHC 089 UNCLAS
F MILFORD HAVEN MRSC
G SRCC 1120 INFORMED BY MILFORD HAVEN MRSC
H 5111N 0433W CLIFFS AT PENDINE ROCKS
J VISUAL 1140
K WINCHED IN STROP 1145
L (1) 1 (2) 1 (3) 0
M (2) SEAKING 3 202 SQN BRANDY 29 AUG 81 24 MINS
N - R N/A
S BOY LOCATED STUCK ON CLIFFS, WINCHED ON BOARD, AIRCRAFT LANDED
ON BEACH AND BOY HANDED OVER TO LOCAL POLICE
BT

CREW:-
P/L. STAN D'ARCY.
P/L. NORRIE ROUGH.
MAROP. TED LITTLE.
MALM. BOB GRIFFITHS.

NNNN
RBDT
RBDTQI

SIC ICJ
FORM R411 ALL TIMES GMT
A COASTLINE 30 AUG 81
B MR GEOFFREY JONES AGE 34 (NON-SWIMMER) TAL GOED FARM
C 1527
D MAN DISAPPEARED PADDLING ON SAND BAR
E MILFORD HAVEN MRSC 999 CALL FROM POLICE 1525

PAGE 2 RBDHC 055 UNCLAS
F MILFORD HAVEN MRSC
G SRCC 1528 INFORMED BY MILFORD HAVEN MRSC
H TRAETH PENBRYN BEACH 5208N 0430W
J N/A
K N/A
L (1) ONE (2) NIL (3) NIL
M (2) SEAKING 3 202 SQN BRANDY 30 AUG 81 58 MINS
N - R N/A
S HELO SCRAMBLED TO TRAETH PENBRYN BEACH TO SEARCH FOR
100 YDS OFF SHORE, HELO SEARCHED WITH ILB FOR 10 MINS
FOUND, HELO DEPARTED FOR FURTHER TASK
BT
C WA 100 YDS

CREW:-
P/L. JULES D'AUBIN.
P/O. MARK CROUCHMAN.
MAROP. PETE WILLIAMS.
MALM. BILL PAYNE.

NNNN
RBDT
RBDTQI

BT
UNCLAS
SIC ICJ
FORM R 393 ALL TIMES GMT
A COASTLINE 25 AUG 81
B MR DOUGLAS CORR
C 1339
D STUCK HALFWAY UP CLIFFS
E MILFORD HAVEN CG/TELEPHONE/1335/MOP
F MILFORD HAVEN CG

PAGE 2 RBDHC 116 UNCLAS
C SRCC INFO BY MILFORD HAVEN CG 1340
H MARLOGS BEACH NEAR ST ANNS HEAD
J VISUAL 1345
K WINCH 1350
L1 ONE 2 ONE 3 NIL
M2 SEA KING 3/202 SQN DET BRANDY/25 AUG 81/0HRS 20 MINS
S HELO SCRAMBLED FROM BRANDY AND LIFTED CASUALTY TO TOP OF
CLIFF, CASUALTY BEEN STUCK FOR ONE HOUR
BT

CREW:-
P/L. MALCOLM CARLYLE.
P/O. MARK CROUCHMAN.
MAROP. STAN JONES.
MALM. BILL PAYNE.

NNNN
RBDT
RBDTQI

UNCLAS
SIC ICJ
FORM R603 ALL TIMES GMT
A COASTLINE 29 AUG 81
B MR WAKER, A WAKER 8 RIDGEMILL CLOSE DAGENHAM, 1 COUSINS 30
ROOSEVELT WAY, DAGENHAM, M HARTIGAN 10 BARNHARD GUNS DAGENHAM
C 1448
D 4 PERSONS ON INFLATABLE DINGHY BEING SWEEP OUT TO SEA

PAGE 2 RBDHC 110 UNCLAS
E SWANSEA MRCC RADIO FROM RHOSILLI MOBILE 1448
F SWANSEA MRCC
G SRCC 1456 INFORMED BY MILFORD HAVEN REQUEST FROM SWANSEA
H 5131N 0416W RHOSILLI BEACH
J VISUAL 1458
K WINCHED 1500
L (1) 1 (2) 1 (3) 0
M (2) SEAKING 3 202 SQN BRANDY 29 AUG 81 56 MINS
N N/A
O N/A
P RHOSILLI MOBILE, BROUGHTON ILB
Q N/A
R N/A
S DIVERTED AFTER COMPLETING TASK AT PENDINE TO 4 PERSONS ON
INFLATABLE BEING SWEEP OUT TO SEA 3 GLOUCESTER CANOE CLUB BOATS IN
ATTENDANCE BUT UNABLE TO TOW INFLATABLE ASHORE, ALL LANDED ON BEACH
THE FOUR PERSONS, 2 GIRLS AGE 13 YRS 2 YOUNG MEN APPROX 18 YRS.
WE HAVE BEEN INFORMED BY THE COASTGUARD THAT THE 4 WERE ADVISED OF
OFF SHORE WIND AND ITS PROBLEMS AND SAW FIT TO BE VERY ABUSIVE TO
AUXILIARY COASTGUARD GIVING THIS ADVICE, IN VIEW OF THE OUTCOME OF

PAGE 3 RBDHC 110 UNCLAS
THEIR ACTIONS FEEL THIS MAY BE A CASE FOR RECOVERY OF HELO COSTS,
OR PART OF THE COST, FEELINGS ARE HIGH IN THIS PARTICULAR CASE
BT

CREW:-
P/L. STAN D'ARCY.
P/L. NORRIE ROUGH.
MAROP. TED LITTLE.
MALM. BOB GRIFFITHS.

NNNN
RBDT
RBDTQI

BT
UNCLAS
SIC ICJ
FORM R413 ALL TIMES GMT
A SHIPPING 30 AUG 81
B YACHT GAY VIKING
C 1626
D YACHT LOST AND UNCERTAIN OF POSITION
E MILFORD HAVEN MRSC CHAN O WIF FM YACHT GAY VIKING

PAGE 2 RBDHC 120 UNCLAS
F MILFORD HAVEN MRSC
G SRCC INFORMED BY BRANDY 1630
H 5223N 0555W
J N/A
K N/A
L N/A
M (2) SEAKING 3 202 SQN BRANDY 30 AUG 81 1 HR 30 MINS
N - R N/A
S ON DEPARTING TASK (SEE R411) AT 5208N 0430W HELO WAS REDESK
CG TO ASSIST IN SEARCH FOR MISSING YACHT GAY VIKING, COASTGUARD
IN CONTACT WITH GAY VIKING WHO ESTIMATED HER POSITION AS NEAR
OF CALDEY ISLAND, HOMINGS MADE ON NUMEROUS VESSELS IN AREA
PROBABILITY AND AT 1740 MY MURELL SIGHTED GAY VIKING 1000 M
TUSKAR ROCK, HELO RTB
BT

CREW:-
P/L. JULES D'AUBIN.
P/O. MARK CROUCHMAN.
MAROP. PETE WILLIAMS.
MALM. BILL PAYNE.

NNNN

BT
UNCLAS
SIC ICJ
FORM R 1306 ALL TIMES GMT
A COASTLINE 23 AUG 81
B TWO 13 YEAR OLD GIRLS TWINS, AMANDA AND SANDRA SIGNAL OF 23
HEDWAY, MIDDLETON ON SEA SUSSEX
C 1520
D GIRLS BEING SWIFT OUT TO SEA IN RUBBER DINGHY

PAGE 2 RBDHC 010 UNCLAS
E MILFORD HAVEN MRSC TWO 599 CALLS AT 1152 FROM MOP
F MILFORD HAVEN MRSC
G SRCC 1515 INFORMED BY MILFORD HAVEN CG
H 513N 011W WISDOMS BRIDGE SAUNDERSFOOT
J N/A
K N/A
L (1) 2 (2) 0 (3) 0
M (2) SEAKING 3/202 SQN BRANDY 23 AUG 0 HR 30 MIN
N - R N/A
S AS HELD ARRIVED AT DATUM WAS INFORMED BY CG THAT GIRLS WERE
NOT SAFE HAVING BEEN PULLED ASHORE BY THE SAUNDERSFOOT BEACH
LIFEGUARD, NO ASSISTANCE REQUIRED HELD FTS
BT

CREW:-
P/L. MATT WILLIAMS.
P/O. MARK CROUCHMAN.
MAROP. STAN JONES.
MAIN. BILL PAYNE.

NNNN
RBDT
RBDTCI

BT
UNCLAS
SIC ICJ
FORM R 126 ALL TIMES GMT
A COASTLINE 5 SEP 81
B MARGARET WISLUCKY AGED 13 TREFFGARN OWEN
C 1622Z
D GIRL DROWNING IN SURF NEWGATE BEACH
E MILFORD HAVEN MRSC FOLLOWING 599 CALL FROM MOP AT 1615Z

PAGE 2 RBDHC 036 UNCLAS
F MILFORD HAVEN MRSC
G SRCC 1622Z INFORMED BY MILFORD HAVEN MRSC
H POSN 5151.2N 00507W G/S SHEET 157 650 210
J VISUAL AT 1622Z
K DOUBLE LIFT 1622Z
L (1) 1 (2) 1 (3) 0
M (2) SEAKING MK3 202 SQN DET BRANDY 05 SEP 24 MIN
N TO R NA
S GIRL LOCATED SEMI-CONSCIOUS WITHIN 30 SECONDS OF ARRIVING ON SCENE,
CASUALTY FLOWN TO WITTHUBSH HOSPITAL RECOVERING CONSCIOUSNESS DURING
FLIGHT. P50 MTS
BT

CREW:-
P/L. JULES D'AUDIN.
P/O. MARK CROUCHMAN.
P/L. TONY CARO.
MAIN. IAN MEDINA.

NNNN
RBDT
RBDTCI

ZNR UUUUU
R 081600Z SEP 81
FM RCC PLYMOUTH
TO 202 SQN DET BRANDY
BT
UNCLAS
SIC ICJ
BT YOUR 071500Z SEP 81
CONGRATULATIONS OF YOUR RAPID REACTION AND CONSEQUENT SUCCESS
OF THE MISSION
BT

210 SEPTEMBER 1981.

AT 1455A THE DUTY CREW WERE DIVERTED FROM TRAINING BY
MILFORD CG TO 13 CANDIDATES REPORTED TO BE IN DIFFICULTY JUST
SOUTH OF TENBY, HOWEVER ON ARRIVAL ALL 13 HAD BEEN PICKED UP BY
THE LOCAL RNLI.

CREW:-
P/L. JULES D'AUDIN.
P/L. STAN D'ARCY.
P/L. TONY CARO.
MAIN. IAN MEDINA.

BT
UNCLAS
SIC ICJ
FORM R 135 ALL TIMES GMT
A COASTLINE 10 SEP 81
B NOT KNOWN
C 1745
D REPORT OF RED FLARES OFF TENBY
E MILFORD HAVEN MRSC PHONE CALL FROM MEMBER OF TENBY

PAGE 2 RBDHC 095 UNCLAS
F LIFEGUARD CREW AT 1705
G MILFORD HAVEN MRSC
H SRCC 1712Z FROM MILFORD HAVEN
M 5131N 0125W
J N/A
K N/A
L (1) 0 (2) 0 (3) 0
M (2) SEAKING MK3 202 SQN BRANDY 10 SEP 1HR 20 MIN
N - R N/A
R MILFORD HAVEN MRSC AT 1650
S HELD DIVERTED FROM TRAINING TO INVESTIGATE FLARES IN THE VICINITY
OF THE HELMICK LIGHTSHIP. AFTER 40 MINUTES SEARCH WHEN AREA HAD
BEEN OVERFLOWN SEVERAL TIMES INFORMANT DECIDED HE COULD HAVE
MADE A MISTAKE AND SEARCH WAS TERMINATED
BT

CREW:-
P/L. MORRIS ROOGE.
P/L. DICK NIXON.
MAROP. PETE WILLIAMS.
MAIN. BILL PAYNE.
CPL. POLLY PERROT.

NNNN
RBDT
RBDTCI

BT
UNCLAS
SIC ICJ
FORM R 137 ALL TIMES GMT
A LAND/FALSE ALARM 11 SEP 81
B POSS AIRCRAFT CRASH
C 1633
D AS PARA D
E1 WEST DRAYTON D AND D/26394Z TRANSMISSION/1631
2 ABERYSTWYTH POLICE/TIME UNKNOWN/MOP

PAGE 2 RBDHC 006 UNCLAS
F WEST DRAYTON D AND D
G SRCC INFO BY WEST DRAYTON D AND D 1631
H 10 MLS RADUS DEVILS BRIDGE/5225N 00550W
J N/A
K N/A
L 10 20 30
M2 SEAKING 3/202 SQN DET BRANDY/11 SEP 01/1 HR 10 MINS
N N/A
D N/A
P N/A
Q N/A
R WEST DRAYTON D AND D AT 1732Z
S HELD SCRAMBLED BY D AND D AFTER GARBLED MESSAGE HEARD ON 26394Z
IN DEVILS BRIDGE AREA (AUTO TRIANGULATION FIX). MEMBER OF PUBLIC
REPORTED SIGHTING AN AIRCRAFT TRAILING SHORE AND A POSSIBLE
PARACHUTE ALSO IN DEVILS BRIDGE AREA. NOTHING FOUND BY AIR SEARCH
OR LAND SEARCH (BY ABERYSTWYTH POLICE IN WHICH SAME MEMBER OF
PUBLIC ASSISTED) AND NO AIRCRAFT REPORTED MISSING. FINALLY
ASSESSED AS GOOD INTENTIONED FALSE ALARM AND SEARCH TERMINATED
BT

CREW:-
P/L. MATT WILLIAMS.
P/O. MARK CROUCHMAN.
MAROP. TED LITTLE.
MAIN. ROB CRIFFIELD.

NNNN
RBDT
RBDTCI

BT
UNCLAS
SIC ICJ
FORM R 139 ALL TIMES GMT
A SHIPPING 12 SEP
B SMALL SPEEDBOAT
C 1740
D ENGINE BROKEN DOWN DRIFTING ON TO ROCKS
E MILFORD HAVEN CG/TELEPHONE/1717/MOP
F MILFORD HAVEN

PAGE 2 RBDHC 005 UNCLAS
G SRCC INFO BY BRANDY 1710
H FRESHWATER EAST/5135N 0151W
N JA

K NA
L (1) 3 (2) 0 (3) 0
M (2) SEAKING 3/202 SQN DET BRANDY/12 SEP/25 MINS
N - R NA
S HELD SCRAMBLED TO ASSIST CG AS WEATHER WAS REDUCING SPEED OF
TENBY 118 HOWEVER 118 REACHED SPEEDBOAT AS HELD ARRIVED AND TOOK
SPEEDBOAT IN TOW
BT

CREW:-
P/L. JULES D'AUDIN.
P/L. STAN D'ARCY.
MAROP. PETE WILLIAMS.
MAIN. BILL PAYNE.

NNNN
RBDT
RBDTCI



● The goats arrive at the old Dale airfield.

Airlift as goats leave island

Western Mail Reporter

A SMALL herd of goats which have become a nuisance on a Welsh island were airlifted to the mainland yesterday ready to be taken to their new home.

A few of the animals were introduced to Skokholm Island off the Pembrokeshire National Park coastline several years ago to provide milk for visitors, but their numbers have increased and they have become very wild.

Volunteers from the West Wales Naturalists' Trust, which runs the nature reserve island, spent last weekend rounding up the island's 14 goats and the animals were airlifted to the mainland in a safety net by a helicopter from RAF Brandy.

Damage

The secretary of the trust, Mr David Saunders, said, "They have been inhibiting some of the vegetation on the island and have been causing damage. At one time they were milked, but not any more."

A veterinary surgeon was on hand to supervise the operation and the helicopter landed the goats at a farm near Marston. They will be given to a wildlife park in Cardiff.

Mr Saunders said, "They had become a liability on the island and 10 volunteers spent the weekend rounding them up ready for the airlift."

Last Friday a herd of red deer were airlifted from Ramsey Island near St David's by helicopter. The deer will form the nucleus of a new deer farm being set up at Pabaguan.



Double rescue mission for Sea King crew

Two rescue missions were successfully accomplished within a short time of one another off Aberporth and nearby Trevaeth by the crew of this Sea King helicopter from RAF Brandy on Tuesday.

Incident number one involved three wind surfers who got into difficulties off Aberporth. A 999 call by Mr Derek Clarke, of Sea View, Aberporth, alerted New Quay coastguards and the helicopter rescued the three to safety and landed them at Aberporth beach, as our photograph shows.

The shore, Mr P. G. Daykin and Mr G. W. Steen, both from Leeds, and Mrs E. R. Raine, of Ploverton, Bedfordshire, were saved.

Incident number two involved the helicopter crew again "scrambling" to the scene of a Caravan Bay ferry on four later, with the occupants of a capsize yacht clinging to a dinghy.

After rescuing Mr J. H. Peters, of Cardiff, and Mr. Simon Lawrence, from Cheltenham, the helicopter landed them at Trevaeth beach and they too were unhurt. It is understood that their craft was later towed in.

A local coastguard involved in both operations told the Telegraph, "These people were their heads round for making it in going out there in such foul weather. They must be as mad as hatters."

(Picture: Enid Rhyll Williams)

An airlift to fresh pastures for island's herd of goats



A herd of wild goats on Skokholm Island have eaten themselves out of a home. And a helicopter crew from RAF Brandy became aerial herdsmen for a day last week when the goats were flown to fresh pastures on the mainland.

The goats, 14 in all, were originally introduced to the island about 1946 to provide milk for visitors. But the goats have not been domesticated since 1967.

And because of their well known capacity for eating anything and everything, the 140 acre island, run by the West Wales Naturalists' Trust, was too small for them.

Volunteers spent a weekend rounding the animals up on the island ready for the journey by helicopter to the old Dale airfield.

The minutes and young goats travelled first class aboard inside an RAF Sea King helicopter, but the larger billies had to go stowed - hung underneath the helicopter in a rope net.

After landing, the goats were taken by road to Cardigan Wildlife Park to begin a new life. Transport was provided for the Trust by Mr. Watkin Jones of Landrepping.

Mr David Saunders, of the West Wales Naturalists' Trust, said the population of goats on the island had fluctuated ever since they were introduced.

The Trust had, in the past, taken one or two animals off the island to keep the population stable, but had finally decided to remove the goats altogether to solve the problem.

(Picture: RAF Brandy)



BT
UNCLAS
SIC ICG
FORM 1449 ALL TIMES GMT.
A COASTLINE 19 SEP 81
B GORDON STEELE (32) LEEDS, PETER DAYKIN (27) LEEDS, EILEEN
FADNEDGE (35) BEDFORD
C 191335Z
D 3 WINDSURFERS IN DIFFICULTY

PAGE 2 FBDHC 100 UNCLAS
E BY MOP TO MILFORD HAVEN BY 599 AT 191334
F MILFORD HAVEN MFSC
G SFCC INFORMED BY BRANDY 191340
H 5205N 0433N (NORTH OF CARDIGAN S WELLS)
J VISUAL 1355
K DOUBLE LIFT
L (1) THREE (2) THREE (3) NIL
M (2) SEA KING 3 202 SQUAD BRANDY 19 SEP 81 1HR 00 MIN
N-R N/E
S HELO DIVERTED FROM TRAINING SORTIE TO INVESTIGATE A REPORT
OF 3 WINDSURFERS IN DIFFICULTIES OFF ABERPORTH, CASUALTIES
LOCATED WITHOUT DIFFICULTY AND TOWING IMMEDIATELY. THIRD
WAS CLOSER INSHORE AND WAS WINCHED AFTER STORING SCARD ON
ROCK LEDGE, CASUALTIES LANDED ON ABERPORTH BEACH, CALE WARRING
FOR IRISH SEA IN FORCE ALL DAY, FORCE 6 INCREASING 9 WITH STORM
10 LATER
BT

CREW:-

F/L. MAIT' WILLIAMS.
F/L. DICK NANTON.
MEOP. STAN JONES.
SGT. TONY PLUNKETT.
CPL. SCHEY (DERRECK).

NNNN
FBDT

FBDTQ1

BT
UNCLAS
SIC 10J
FORM 1500 ALL TIMES GMT.
A SHIPPING/29 SEP 81
B MR LAWRENCE AGED 26 OF CLAPHAM LONDON. MR J PETERS AGED 33 OF
C 1535
D 1535
E CAPSIZED DINGHY
F MILFORD HAVEN CG/TELEPHONE/1527/HOP

PAGE 2 RBDHC 066 UNCLAS
F MILFORD HAVEN
G SHCC INFO BY (BRANDY/1526
H 2000N 00150W (NEAR ABERPORTH)
J VISUAL
K NATO STAG
L (1) 2 (2) 3 (3) 0
M (2) SEAKING 3/202 SON BRANDY/15 SEP 81/1 HR 00 MIN
N-R N/A
S SCRAMBLED BY MILFORD HAVEN TO A CAPSIZED DINGHY OFF ABERPORTH.
ON ARRIVAL DINGHY HAD FIGHTED BUT WAS SHAMPOED AND UNABLE TO
REACH SHORE. THE 2 CREW MEMBERS WERE WINCHED OFF AND PASSED
OVER TO COASTGUARD

BT
CEN:-
P/L. MATT WILLIAMS.
P/L. DICK NEWTON.
MAROP. STAN JONES.
SOT. TONY FLOWETT.

NNNN
BT
UNCLAS
SIC 10J
FORM 1500 ALL TIMES GMT
A COASTLINE/20 SEP 81
B MISSING OCCUPANT OF DINGHY
C 0225 AND 0530
D EMPTY DINGHY WASHED ASHORE
E HANFORD WEST POLICE/TELEPHONE/0610/HOP
F MILFORD HAVEN MRC
G SHCC INFO BY MILFORD HAVEN/0200

PAGE 2 RBDHC 044 UNCLAS
H ONE MILE EITHER SIDE OF A LINE FROM 5112.1N 00150W TO 5112N
00300W
J VISUAL 0616
K NATO STAG 0620
L (1) 1 (2) 0 (3) 1
M (2) SEAKING 3/202 SON BRANDY/20 SEP 81/ 2HRS 10 MINS
N-R N/A
S HELO SCRAMBLED TO SEARCH FOR MISSING MAN AFTER HIS DINGHY FOUND
WASHED ASHORE. SEARCHED FOR ONE HOUR WITH NEGATIVE RESULTS.
AIRBORNE AGAIN AT FIRST LIGHT FOR SECOND SEARCH. AFTER SEARCHING
AREA A REPORT WAS RECEIVED THAT A BODY HAD BEEN SIGHTED IN THE
WATER BY GULF OIL JETTY. BODY WAS WINCHED OUT AND TAKEN TO MILFORD
HAVEN CONSERVANCY JETTY

BT
CEN:-
P/L. MATT WILLIAMS.
P/L. DICK NEWTON.
MAROP. STAN JONES.
SOT. TONY FLOWETT.

NNNN

Ferry Joins Search For Non-Swimmer⁷²

ANGLE LIFEBOAT, an RAF helicopter from Brandy, Milford Haven, launched a search for a non-swimmer who was swept out to sea in a tiny dinghy, in the search of Sunday's Page 10 story.

He was 46-year-old Mr. Penrose Thomas Gay of Haverhill, Hampshire, who was swept out to sea in a tiny dinghy, in the search of Sunday's Page 10 story.

Mr. Gay, a non-swimmer, was going out to where another small boat was swept out to sea when he was swept out to sea.

In the harbor itself, Conserancy Board launches were joined by Angle lifeboat which was called out by Coastguards, while a Seaking helicopter from RAF Brandy hovered over the sea joining in the battery of searchlights from all the craft taking part.

The B&I Ferry vessel MUNSTER, outward bound from Pembroke Dock to Breckers, got permission to sail through the search area. The aid to which her searchlights blazed and keeping a special lookout.

Mr. Gay's body was spotted at 7 a.m. on Sunday floating in the sea off the Gulf Jetty. The Conserancy board launch which found him was unable to recover the body due to the difficult sea conditions. The RAF helicopter then lowered a winchman who managed to retrieve the body from the sea. Mr. Gay was not wearing a lifejacket.

PAGE 3 RBDHC 040 RESTRICTED
S E S T R I C T E D
SIC 10J/EL
SAR FORM R 990
A CASEVAC 39 SEP
B SPANISH F/V ARRANCO
C RESCUE 37 291156Z SEP 81, RESCUE 01 291922Z SEP 81, RESCUE 39
29 045Z
D SEAMAN WITH PERFORATED ULCER
E SHANNON MRC VIA VALENCIA RADIO (LIMERICK) TO SHANGHEA CG
F BELFAST CG
G EDINBURGH R2C 231100Z SEP 81
H 54.1N 0.5W
J NIMROD 291922Z SEP 81
K 200 SUN HELICOPTER 291922Z SEP 81
L (1) ONE (11) ONE
M 1 SEAKING LOSSIEMOUTH 3 HR 40 MIN.
1 SEAKING BRANDY 7 HR 20 MIN
1 NIMROD ST HAVEN 5 HR 10 MIN
N NA
O NIL

PAGE 3 RBDHC 040 RESTRICTED
P NA
Q NA
R NA
S SHANNON MRC REQUESTED SHANGHEA MRC TO ORGANISE CASEVAC OF
SICK SEAMAN WITH PERFORATED ULCER FROM SPANISH F/V. REQUEST
MADE TO SHANGHEA AT INITIAL POSITION OF F/V REPORTED AS 2900N
SOUTHWEST OF DONEGAL. POSITION LATER REPORTED 2000N NORTHWEST OF
DONEGAL (DOWN WEST OF BENNECULA HELD FUEL FACILITY). MRC
SHANGHEA THEN HANDLED OVER CO CONTROL TO BELFAST MRC. SPANISH
F/V HAD NO ENGLISH SPEAKERS ON BOARD. THIS IMPEDED COMMS
THROUGHOUT INCIDENT AS ALL TRAFFIC HAD TO BE WORKED THROUGH
SPANISH SPEAKER AT VALENCIA RADIO, LIMERICK. LOSSIEMOUTH
ORDERED TO LAUNCH RESCUE 37 TO ROUTE VIA BENNECULA. BECAUSE OF
EXTREME RANGE OF TRAILER AND UNCERTAINTY OF POSITION NIMROD
RESCUE 01 WAS LAUNCHED FROM ST HAVEN TO LOCATE F/V AND PROVIDE
TOP COVER FOR HELICOPTER. LAUNCH OF RESCUE 01 TIMED SUCH THAT
RESCUE 01 WOULD BE ON TASK 2 HOURS BEFORE ETA OF RESCUE 37.
RESCUE 37 DEPARTED BENNECULA 291932Z SEP 81. AT 22 1613Z SEP 81
RESCUE 37 HAD A TRANS CHIP WARNING ILLUMINATION. A PAN CALL WAS
PUT OUT AND RESCUE 37 RETURNED TO BENNECULA. AT 29 1620Z SEP 81

PAGE 4 RBDHC 040 RESTRICTED
RESCUE 01 LOCATED F/V 9000N WEST OF BALLYKELLY. RESCUE 90 (BRANDY
SEAKING) WAS LAUNCHED AND REFUELLED AT SHANNON AIRPORT. RESCUE 01
SUBSEQUENTLY VECTORED 950 TO F/V. CASUALTY MARCEL PERAZ LIFTED BY
STRETCHER 291922Z SEP 81. CASUALTY TREATED ENROUTE BY RAF M.O.
WITH IV INFUSION AND PAINKILLERS. RESCUE 01 ESCORTED RESCUE 90
TO IRISH COAST THEN RTB. RESCUE 90 LANDED ALDRINGHAM HOSPITAL
WITH AID OF NIGHT SUN PROVIDED BY AAC HELICOPTER AT 22 1600Z SEP 81.
RESCUE 90 PROCEEDED TO ALDRINGHAM AND RTB 23 SEP. RECEPTION AND
SECURITY ARRANGEMENTS AT ALDRINGHAM HANDLED BY ASSC LISBURN WHO
ONCE AGAIN PROVED THEIR WORTH AS RSC.
RSC SUBSEQUENTLY INFORMED BY DOCTOR THAT PERAZ WOULD MOST
PROBABLY HAVE DIED IF SURGERY HAD BEEN DELAYED BY MORE THAN TWO
HOURS
BT
CEN:-
P/L. DICK NEWTON.
P/O. MARK CROUCHMAN.
MAROP. PETER WILLIAMS.
MAM. BILL PAYNE.
P/L. IAN STEVENSON (DOC).

NNNN
RBDT

RESTRICTED

BT
UNCLAS
SIC 10J
FORM 1500 ALL TIMES GMT
A COASTLINE 25 SEP 81
B MR V. PEELE OF DALL, MR J AND MR H WAGE OF CARDIFF
C 1931
D 3 PERSONS OVERBOARD FROM CAPSIZED DINGHY
E MILFORD HAVEN MRC, 999 CALL, 1916, HOP AND POLICE

PAGE 2 RBDHC 066 UNCLAS
F MILFORD HAVEN MRC
G SHCC INFO BY (BRANDY/1526
H 2000N 00150W (NEAR ABERPORTH)
J VISUAL
K NATO STAG
L (1) 2 (2) 3 (3) 0
M (2) SEAKING HARS, 202 SON RAF BRANDY, 25 SEP 81, 1 HR 13 MINS
N-R N/A
O N/A
P N/A
Q N/A
R N/A
S R90 SCRAMBLED TO THREE PERSONS IN WATER FROM CAPSIZED DINGHY
PICKED UP BY LOCAL VESSELS, AFTER CARRYING OUT VISUAL SEARCH OF
AREA AND CHECKING THAT ALL CASUALTIES WERE ACCOUNTED FOR, R90 RTB
BT

CEN:-
P/L. MORRIS ROUGH.
P/O. MARK CROUCHMAN.
MAROP. STAN JONES. MAM. BOB GRIFFITHS.

BT
UNCLAS
SIC 10J
FORM 1500 ALL TIMES GMT
A LAND 26 SEP 81
B UYLAN THOMAS, 191, GATE ROAD, DENTON, GOSWORTHY
C 1150
D INJURED CLIMBER WITH HYPERTHERMIA
E CARMARTHEN POLICE, 999 CALL, 1130, HOP

PAGE 2 RBDHC 123 UNCLAS
F CARMARTHEN POLICE
G SHCC 1133 REQUEST FOR ASSISTANCE FROM CARMARTHEN POLICE
H 5115N 0035W
J VISUAL 1212
K STRETCHER 1215
L (1) 1 (2) 1 (3) 0
M (2) SEAKING HARS, 202 SON RAF BRANDY, 26 SEP 81, 1 HR 16 MIN
N-R N/A
S SUBJECT AN ATC CADET WAS SUFFERING FROM EXPOSURE AND HEAD INJURY.
TAKEN TO SHANGHEA HOSPITAL
BT

CEN:-
P/L. DICK NEWTON.
P/L. JIM MACARTNEY.
MAROP. TED LITTLE.
MAM. IAN MEDINA.

NNNN
BT
UNCLAS
SIC 10J
FORM 1500 ALL TIMES GMT
A COASTLINE 26 SEP 81
B MR J. STUCKFORD 2 MOUNT PLEASANT CHURCH STREET BARNHOUTH
C 0738
D YACHT ON FIRE AND MAN IN WATER
E MILFORD HAVEN MRC 999 CALL 0708 HOP WHO REPORTED SIGHTING RED

PAGE 2 RBDHC 066 UNCLAS
F MILFORD HAVEN MRC
G SHCC INFO BY (BRANDY/1526
H 2000N 00150W (NEAR ABERPORTH)
J VISUAL
K NATO STAG
L (1) 1 (2) 0 (3) 0
M (2) SEAKING HARS 202 SON RAF BRANDY 26 SEP 81 17 MIN
N-R NA
S R90 SCRAMBLED BY MILFORD HAVEN MRC TO MAN IN THE WATER FROM A
BURNING YACHT JAYBEE. AFTER 6 MIN IN TRANSIT R90 INFORMED MAN HAD
BEEN PICKED UP BY BARNHOUTH LIFEBOAT R90 RTB
BT

CEN:-
P/L. D'ARCY.
P/O. MARK CROUCHMAN.
P/L. TONY CASS.
MAM. BILL PAYNE.

NNNN
RBDT

77

3. REPORT FM HELIX HAYEN CG OF FISHING VESSEL ON FIRE IN CARMARTHEN BAY. BRANDY HELIX SCRAMBLED. ON ARRIVAL ON SCENE CREW OF FISHING VESSEL INDICATED THEY WANTED TO BE WINCHED AND JUMPED INTO THEIR LIFEPAK. FROM WHERE THEY WERE LIFTED TO HELIX. SURVIVORS SUFFERING FROM BURNS AND SLIGHT BURNS TAKEN TO WITHBUSH HOSPITAL. FIRE EVENTUALLY EXTINGUISHED BY CREW OF HAF NORDAD AND VESSEL TOWED TO TONY MARBOUR.
BT

CHEN:-
F/L. MALCOLM CARLITIE.
F/L. MATT WILLIAMS.
MAROP. STEW JONES.
MALM. BOB GRIFFITHS.
MAROP. JOHN KEESEY (CHENEVER).

NNNN
FEDT
FEDTQ

(78)

PAGE 2 FBIHQ 054 UNCLAS
G SRCC
H ABERYSTWYTH HOSPITAL
J NA
K NA
L (1) 1 (2) 1 (3) 0
M (2) SEAKING 3 202 SON RAF BRANDY 05 OCT 61 1 HR 30 MINS
N TO R NA
S DIVERTED FROM TRAINING BY RCC PLYMOUTH TO MEDEVAC MAN CRITICALLY
ILL WITH INTERNAL BLEEDING FROM ABERYSTWYTH HOSPITAL LS TO CARDIFF
HOSPITAL LS
RT.

CREW:-
F/L. DICK NEWTON.
F/L. JULES D'AUBRYN.
F/L. TONY CASS.
MAJOR STAN JONES (WINCHIE).

NIH-NI
FBI/DOJ

BT
UNCLAS
31C ICJ/EUA
FORM 4493 ALL TIMES GMT
A SHIPPING 6 OCT 81/9 OCT 81
B NOT KNOWN
C 250Z

(79)

PAGE 2 FBIRC 161 UNCLAS
D YACHT AROUND WITH 2 ADULTS AND 3 CHILDREN ONBOARD
E WAYNE NESS FROM THE YACHT JERMAHNY AT 2357 - SWANSEA CG
F SWANSEA CG
G SHCC INFORMED BY HORNSEA CG AT 2307
H GORICH BAY BOWER PENINSULA
I N/A
J N/A
K (1) 5 (2) 0 (3) 0
L (1) SEA RISE 202 SEN FAF BRAHWD 06 OCT 61 10 MINS 09 OCT
M HELD RECALLED DURING TRANSIT TO SCENE AFTER INFORMED SURV
N HAD BEEN TAKEN ASHORE BY CG
O RT.

CREW:-
F/L. JIM MACARTNEY.
F/L. MALCOLM CARLYLE.
MABOP. PETE WILLIAMS.
WAIN. BILL PAYNE.

NNNN
FBOT
FBOTCI

BT
UNCLAS
SIC 1CJ
FORM F506 ALL TIMES GMT
A SHIPPING 18 OCT 81
B TUG -VERNICO GEORGOUS- TOWING TWO OTHER TUGS, OWNERS
VERNICO SHIPPING LTD PIRAEUS, GREECE

80

PAGE 2 FBDC 056 UNCLAS
C 2310
D THREE TUGS AGROUND IN ST BRIDES BAY
E MILFORD HAVEN MRSC, VHF, 1916, VERNICOS GIORGOS
F MILFORD HAVEN MRSC
G SFOCC 2252 INFORMED BY RAF BRANDY
H 5152Z 00513W
I ST DAVIDS LIFEBOAT
J 3 CREW BY ST DAVIDS LIFEBOAT, 5 CREW BY RESCUE 90 2315
K 1 0 2 3 0
L NO SINKING MAR3, 202 SON RAF COLTISHALL, 18 OCT 81, 20 MINS
M N/A
N FED PARA FLAKE, 2NM, 1000FT
P N/A
Q N/A
R N/A
S RESCUE 90 SCRAMBLED TO TUG TOWING 2 OTHER TUGS CLOSE INSHORE
IN ST BRIDES BAY, ON ARRIVAL AT SCENE ALL THREE VESSELS WERE
FOULDED TO BE AGROUND, IN SMALL COVE UNDER CLIFFS, ST DAVIDS
LIFEBOAT UNABLE TO LIFT REMAINING FIVE MEMBERS OF CREW. SURVIVORS
WINCHED BY DOUBLE STROP, CLIFFS ILLUMINATED BY CG TEAM AND LIFEBOAT
BT

F/L. DICK NEWTON.
F/L. MALCOLM CARL/IE.
MAEOP. STAN JONES.
MALM. NORMAN PRIIGLE (POACHING AGAIN).



Two of the three tugs — one half submerged — are battered by waves near Seaside.

**Tug company
denies slow
SOS action**

Western Mail Reporter

and they must have known of the
much earlier on."

The Greek company, Vernicos Shipping Line, had bought six tugs in this country including one from Newport, and there already been taken to France, and that he based...

Each of the tugs is worth about \$20,000 and Mr. Vernon said they have almost started removing equipment from the dard vessels. But other people had already been at the scene yesterday and taken some bottles of spirits kept on board, he alleged.

Salvage experts examined all three wrecks at low tide as darkness fell last night, and another representative of the Greek owner, Mr. Nicholas Vernon, said it was very likely that only one of the three lives was saved.

Earlier two were still afloat, one the being on its side, but the salvage team covered that one of the others was holed.

BT
UNCLAS
SIC ICG
FORM F 515 ALL TIMES GMT
A SHIPPING 01 NOV 81
B MARCEL LH HALLANT FROM LORIENT FRANCE
C 1303Z

PAGE 2 RBDHC 051 UNCLAS
D CASEVAC FROM FRENCH FISHING VESSEL TO HOSPITAL
E MRS MURPHY DUNMORE EAST FRENCH AGENT TO MGC SHANNON PHONED AT
F SHANNON MGC
G SACC BY SHANNON AT 1303Z
H 5150N 00647W
I RADAR 1605Z
J STRETCHER LIFT 1602Z
K (1) 1 (2) 1 (3) 0
L (1) 1 (2) 1 (3) 0
M (2) SEAKING 202 SON FAF BRAWDY 1 NOV 81 2 HRS 05 MINS
N TO R NA
O HELO LOCATED VESSEL (FRENCH TRAWLER CAP AU LARGE) AND LIFTED
VERY BADLY INJURED SEAMAN AND TOOK HIM TO HAVENFORD WEST HOSPITAL.
SEAMAN WAS DEAD ON ARRIVAL AT HOSPITAL.
BT

CSN:-
P/L. DICK NEWTON.
P/L. MATT WILLIAMS.
MAGP. STAN JONES.
MAGP. PETER WILLIAMS (ON LOAN TO THE VINCRIES.)

BT
UNCLAS
SIC ICG/EUA
FORM F523 ALL TIMES GMT
A COASTLINE 5 NOV 81
B HEATHER AND JOHN WILLIAMS, RUTHERHAM, 5 YORKS, PETER HOOK AND
KEVIN HOLLINGS, KINGS LYNN NORFOLK

PAGE 2 RBDHC 053 UNCLAS
C 1630Z
D A PEOPLE CUT OFF BY THE TIDE
E HILFORD HAVEN MISC, 999 CALL 1610, HOP
F HILFORD HAVEN MISC
G SACC 1130 INFORMED BY HILFORD HAVEN MISC
H 05 SHT 197 0402Z
I VISUAL 1630
K DOUBLE LIFT BETWEEN 1635 AND 1505
L (1) 1 (2) 1 (3) 0
M (2) SEAKING MAR 3, 202 SON FAF BRAWDY, 9 NOV 81, 30MIN
N NA
O NA
P NA
Q NA
R NA

S R 90 DIVERTED FROM TRAINING SORTIE TO ASSIST FOUR PEOPLE CUT OFF BY
TIDE, LOCATED ON SLOPING ROCK FACE AT BASE OF CLIFF, AND WINCHED
ABOARD HELO, SURVIVORS LEFT WITH LOCAL POLICE IN NEARBY CAMPSITE
BT
P/L. MATT WILLIAMS.
P/L. MALCOLM CARLYLE.
MAGP. STAN JONES.
MAGP. BOB GRIFFITHS.

BT
UNCLAS
SIC ICG/EUA
SAR FORM F 446 NOV 81
A SHIPPING 02 NOV 81

PAGE 2 RBDHC 110 UNCLAS
B F/V VICTORIA
C 022127Z (VALLEY), 022255Z (BRAWDY)
D FISHING VESSEL SUNK
E MISC HOLYHEAD CHANNEL 16 VHF MAYDAY CALL 022057Z
F MISC HOLYHEAD
G EDINBURGH RCC 022113Z
H 5326N 0135W
I N/A
J N/A
K N/A
L N/A
M (2) WESSEX 2 C FLT 22 SON VALLEY 02 NOV 81 2HRS
SEAKING 3 B FLT 202 SON BRAWDY 02 NOV 81 2HRS 10MINS
N N/A
O AS PARA E
P RCC PLYMOUTH BY PHONE
Q N/A
R N/A
S VALLEY HELO SCRAMBLED BY HOLYHEAD FOLLOWING RECEIPT OF MAYDAY CALL
FROM F/V VICTORIA. INITIAL POSITION PASSED AS TWELVE THOUSAND YDS
NORTH OF HOLYHEAD BREAKWATER. HOLYHEAD LIFEGUARD AND BRITISH RAIL

PAGE 3 RBDHC 110 UNCLAS
VESSEL ASSISTED IN SEARCH, HELO FORCED TO RTB DUE POOR WEATHER BUT
FOLLOWING DISCUSSION WITH VALLEY DUTY PILOT RCC EDINBURGH DECIDED
TO LAUNCH SEAKING HELO FOR SEARCH, WHILST BRAWDY SEAKING WAS BEING
PREPARED FOR LAUNCH FURTHER INFORMATION RECEIVED THAT POSITION MAY
HAVE BEEN TWELVE HUNDRED YARDS NORTH OF BREAKWATER SO VALLEY HELO
LAUNCHED AGAIN TO COVER COASTLINE TO EAST OF HOLYHEAD. BRAWDY
ALLOWED TO CONTINUE TO REACT TO COVER ORIGINAL DATUM FURTHER OUT TO
SEA. 15 MINUTES AFTER AIRCRAFT LEFT BRAWDY TWO SURVIVORS MADE IT TO
SHORE, VALLEY HELO RTB. BRAWDY HELO DIVERTED TO CARDIFF DUE WEATHER
BT

CSN:-
P/L. MORRIS ROODE.
P/L. JULIAN D'AUVER.
P/L. TONY GASS.
MAGP. BILL PATRICK.

BT
UNCLAS
SIC ICG
FORM F 526 ALL TIMES GMT
A MEDEVAC/10 NOV 81
B MARTIN JOHN KIRBY/55 OVERLAND RD MUMBLES SWANSEA
C 2130
D PSYCHIATRIC CASE ON COASTER
E ILFRACOMBE RADIO/RADIO/2142015/MASTER OF COASTER ANNO PIONEER

PAGE 2 RBDHC 111 UNCLAS
F HARTLAND MISC
G SACC INFO BY HARTLAND CG/2015
H 5111N 00115W
I RADAR/VISUAL
K NEIL ROBERTSON STRETCHER/HEAVE HO HOIST
L (1) 1 (2) 1 (3) 0
M (2) SEA KING 3/202 SON DET BRAWDY/10 NOV 81/2 HRS 10 MINS
N HELO SCRAMBLED TO SHIP WHERE PSYCHIATRIC CASE WAS REQUIRING URGENT
MEDEVAC. DOCTOR AND WINCHMAN WITH STRETCHER LOWERED TO COASTER
USING 2 LIFTS. AFTER TREATING PATIENT DOCTOR WAS RECOVERED TO HELO
FOLLOWED BY WINCHMAN WITH PATIENT ON THE STRETCHER. PRIOR TO
STRETCHER ENTRY THE HOIST FAILED AND DESPITE CARRYING OUT HOIST
FAILURE DRILL THE HOIST REFUSED TO WINCH ON ANY SELECTION, THE HEAVE
HO HOIST WAS USED TO SECURE THE STRETCHER AND THE CABLE WAS THEN CUT.
THE STRETCHER WAS RECOVERED TO THE HELO AND THE PATIENT FLOWN
TO BARNSTAPLE HOSPITAL
BT

P/L. DICK NEWTON.
P/O. MARK CROUCHMAN.
P/L. TONY GASS.
MAGP. IAN MEDINA/
S/L. CHRIS ABBOTT (STATION SENIOR MEDICAL OFFICER).

BT
UNCLAS
SIC ICJ/EUA
FORM F310 ALL TIMES GMT

81

PAGE 2 RBDHC 033 UNCLAS

A AIRCRAFT 21 OCT 81
B SON LDR AUBREY REES FLT LT D GANLEY RAF BRANDY
C NIMROD RESCUE 51 1251 SEAKING RESCUE 90 1244
D 2 PILOTS FROM CRASHED HUNTER T7
E WEST DRAYTON D AND D BYPHONE AT 1231 FROM BRANDY
F WEST DRAYTON D AND D
G SRCC 1235 INFORMED BY WEST DRAYTON
H 5122N 0604W
I PLB HOMING TO VISUAL AT 1306 BY RESCUE 51
K GRABBIT WINCH, 1ST SURVIVOR 1510 2ND SURVIVOR 1516 BY RESCUE 90
L (1) 2 (2) 2 (3) 0
M (1) NIMROD MK1 22 SON RAF ST MARGAN 21 OCT 1 HR 13 MIN
(2) SEA KING MK3 202 SONDET RAF BRANDY 21 OCT 1 HR 15 MIN
N NA
O PYE PLBS 60NM AT 5000FT BY RESCUE 51, 6NM AT 500FT BY RESCUE 90
NIGHT END OF DAY/BRIGHT FLARE INN AT 500FT BY RESCUE 90
P-R NA
S 1203, FROM WEST DRAYTON, TWO AIRCRAFT FROM YEOVILTON RECEIVING
PLB SIGNALS ON 21344Z IN THE SW OF ENGLAND, SIGNALS NOT RECEIVED BY
ANY GROUND STATION AND NO AIRCRAFT KNOWN TO BE OVERDUE

PAGE 3 RBDHC 033 UNCLAS

1205, SIGNAL FROM LANDSEND MFSC STATING THAT THE FERRY ST KILLIAN
HAD HEARD A LARGE EXPLOSION AND SAW DISTURBED WATER IN POSITION
512 IN 0604W AT 1132, PASSED WITHIN TWO MILES OF TURBULENT WATER
NO SIGN OF WRECKAGE, OIL OR ANY DEBRIS
1211, INFORMED BY WEST DRAYTON THAT 32 MU ST ATHAN HAD BEEN TESTING
LOCATOR BEACONS AND THAT TRANSMISSIONS HAD NOW CEASED
1235, FROM WEST DRAYTON, BRANDY HUNTER OPERATING WEST OF BRANDY
NOW 15 MIN OVERDUE, RESCUE 90 SCRAMBLED TO SEARCH AREA BASED ON
REPORT FROM THE ST KILLIAN AND NIMROD DUE TO BE AIRBORNE AT 1300
INSTRUCTED TO EXPEDITE AND CARRY OUT A PLB SEARCH,
RESCUE 51 INITIALLY CLIMBED TO FL100, GOOD AUDIO PLB SIGNALS REC-
EIVED AT FL090 WITH INITIAL PLB INTERCEPT AT FL050 INDICATING
AT LEAST TWO PLBS, VHF CONTACT ESTABLISHED WITH RESCUE 90 AND
PLB HOMING CARRIED OUT TO DATUM WHERE TWO SINGLE SEAT DINGHIES WERE
SIGHTED, DATUM MARKED WITH SMOKE, GREEN VEREY AND LOFAR, RESCUE
90 HOMED TO SMOKE FLOAT AND DUAL PYE PLB TRANSMISSION, TWO
DINGHIES SIGHTED 450 METRES APART, THE TWO SURVIVORS WERE WINCHED ON
BOARD, ONE SUFFERING FROM LOW BACK PAINS, RESCUE 90 THEN RETURNED TO
BRANDY TO PICK UP A DOCTOR AND THEN PROCEED TO WITHBUSH HOSPITAL,
RESCUE 51 REPORTED PERFORMANCE OF PYE PLBS WAS EXCELLENT WITH

PAGE 4 RBDHC 033 UNCLAS

VERYGOOD RECEPTION AND HOMING INDICATIONS AND WITH MARKED AUDIO
INDICATION AT ON TOP

BT

CRDY:-

/L. NORRIS ROUGH.
/L. JIM MACARTNEY.
MAOP. PETE WILLIAMS.
MAIM. IAN MEDINA.

BT
UNCLAS
SIC ICJ

86

FORM F327 ALL TIMES GMT

A COASTLINE 11 NOV 81
B MR BRIAN CLAYTON 26YRS 11 BARTON DRIVE PAIGTON
C 11110 NOV 81
D SICK LIGHTHOUSE KEEPER TO HOSP
E SHANSEA MRCC 111102 NOV 81

PAGE 2 RBDHC 066 UNCLAS

F SHANSEA MRCC
G SRCC 11110 NOV 81 INFORMED BY SHANSEA MRCC
H SMALLS LT 5143N 0510W
J N/A
K N/A

L1 ONE 2 - 3 ONE
M2 SEAKING MK2, 202 SONDET BRANDY 20 MINS 11 NOV 81
N-R N/A

S HELO DIVERTED FROM TRG TO SMALLS LT TO PICK UP KEEPER WITH
POSSIBLE POISONING SYMPTOMS AND TAKEN TO WITHBUSH HOSP

BT

/L. NORRIS ROUGH.
/L. JIM MACARTNEY.
MAOP. STAN JONES.
MAIM. BILL PAYNE.

BT
UNCLAS
SIC ICJ

87

FORM F 526 ALL TIMES GMT

A MEDEVAC/15 NOV 81
B DOMENICO CARUSO/PARGHELIA ITALY
C 0930
D CREWMAN WITH BROKEN RIBS
E MILFORD HAVEN/TELEPHONE/0915/MR MILLER OF MILFORD HAVEN PORT

PAGE 2 RBDHC 096 UNCLAS
HEALTH AUTHORITY

F MILFORD HAVEN

G SRCC INFO BY BRANDY 0920

H 5110N 00520W

J VISUAL

K STRETCHER LIFT/0955

L(1) 1 (2) 1 (3) 0

M(2) SEAKING 3/202 SONDET BRANDY/15 NOV 81/40 MINS

S CASUALTY UPLIFTED FROM THE ITALIAN TANKER NAI DI STAFANO AND

TAKEN TO WITHBUSH HOSPITAL

BT

/L. JULES DAUBEN.
/L. NORRIS ROUGH.
MAOP. TED LITTLE.
MAIM. BOB GRIFFITHS.

49KCE/1510

BT
UNCLAS
SIC ICJ/EUA
FORM 1546 ALL TIMES GMT
A AIRCRAFT 01 DEC 81
B 2 PILOTS, CREW OF HUNTER T7
C 1115
D CREW OF HUNTER T7 EJECTED
E BRANDY ATC, RADIO, BRANDY TIVR FREQ, 1110, A/C IN DISTRESS
F BRANDY ATC
G SRCC INFORMED BY 202 DET BRANDY

PAGE 2 RBHC 060 UNCLAS
H 5150N 0507W
J BY RESCUE 90 1117
K BY RESCUE 90 1127
L (1) 2 (2) 2 (3) 0
M (2) SEARING NARS, 202 SON RAF BRANDY, 01 DEC 81, 1HR
N NA
O PTE PLB
P NA
Q NA
R NA
S RND SCRAMBLED BY BRANDY ATC TO CRASH SCENE NORTH OF BRANDY, TWO PARACHUTES WERE LOCATED AND BOTH PILOTS PLUS DOCTOR TAKEN BY RND TO WITHBUSH HOSP. RND THEN RETURNED TO SCENE AND TOOK AERIAL PHOTOS OF CRASH SITE
BT

CREW:-
P/L. JIM MACARTNEY.
P/O. MARK CHOCURDAY.
MAJOP. PETER WILLIAMS.
SGT. TONY PLUNKETT.

NNNN

BT
UNCLAS
SIC ICJ/EUA
FORM 1546 ALL TIMES GMT
A SHIPPING 12 DEC 81
B PETER ALMOND AGED 36 KINGSBURY, STATION RD, ULCEBY, COMPANY DORISMAR LTD
C 0610

PAGE 2 RBHC 070 UNCLAS
D CAPTAIN OF TRAWLER WITH CHEST PAINS, PARALYSIS AND DIFFICULTY IN BREATHING
E LANGSAND RADIO FROM VESSEL DORIS MAR PASSED TO FALMOUTH MRSC AT0232
F FALMOUTH MRSC
G SRCC 0535 INFORMED BY FALMOUTH MRSC
H 5037N 0710W
J VISUAL 0710
K STRETCHER LIFT
L (1) 1 (2) 1 (3) 0
M (2) SEARING 3 202 SON DET BRANDY 12 DEC 2 HR 25 MIN
N - P NA
S FOLLOWING ADVICE OF PORT MED OFFICER PENZANCE FOR IMMEDIATE HELICOPTER EVACUATION RESCUE HELD WITH DOCTOR PROCEEDED TO TRAWLER PICKED UP CASUALTY AND TOOK HIM TO WITHBUSH HOSPITAL
BT

CREW:-
P/L. NORRIS ROUGH.
P/L. JIM MACARTNEY.
MAJOP. PETER WILLIAMS.
MAJ. BILL PATNE.

NNNN

BT
UNCLAS
SIC ICJ/EUA
FORM 1543 ALL TIMES GMT
A MEDICAL 11 DEC 81
B MRS THOMAS PAIG YREITHAN FARM LLANTEITHAN
C 0230
D PREGNANT WOMAN WITH CONTRACTIONS
E RAF BRANDY FROM HAVEFORD WEST AMBULANCE CONTROL AT 0230Z
F HAVEFORD WEST AMBULANCE CONTROL
G SRCC 0230 INFORMED BY RAF BRANDY

PAGE 2 RBHC 072 UNCLAS
H 5155N 0506W
J N/A
K N/A
L (1) 1 (2) 1 (3) 0
M (2) SEARING 3 202 SON DET BRANDY 11 DEC 40 MIN
N-R N/A
S WOMAN IN LABOUR LIFTED FROM FARM CUT OFF BY SNOW TO WITHBUSH HOSPITAL
BT

CREW:-
P/L. MALCOLM CARLYLE.
P/L. JULIA D'ARBY.
MAJOP. PETER WILLIAMS.
MAJ. BILL PATNE.

NNNN
NNNN

BT
UNCLAS
SIC ICJ/EUA
FORM 1540 ALL TIMES GMT
A SHIPPING
B MV GRAINVILLE

PAGE 2 RBHC 068 UNCLAS
C SEE PARA H
D SINKING SHIP
E ILFRACOMBE RADIO, 141815Z, GRAINVILLE
F MRSC MILFORD HAVEN
G SRCC, 1830, INFORMED BY MILFORD HAVEN
H 10 MILES SOUTHWEST OF TUSKER ROCK, SOUTHERN IRELAND
J RED FLAKES
K WINCHED, DOUBLE LIFT FROM SEA
L (1) 12 (2) 5 (3) -
M (2) WESSEX, VALLEY DETACHED BRANDY, 11 DEC 81 - 2 HRS 30,
15 DEC 2HRS 05.
(2) SEARING, BRANDY, 11/15 DEC 81, 11 HRS 30 M INS
N -
O ONE FLASHED TORCH, 4 OTHERS SPOTTED BY REFLECTIVE TAPE ON LIFE-JACKETS
P -
Q -
R 151100Z DEC MILFORDHAVEN CG MRSC
S THE CARGO SHIP MV GRAINVILLE, WITH 12 PUB, RADIOU A DISTRESS

PAGE 3 RBHC 068 UNCLAS
THAT IT WAS TAKING WATER FAST AND REQUIRED IMMEDIATE AID, A VALLEY WESSEX DETACHED TO BRANDY WAS SCRAMBLED, THE WESSEX REQUESTED SEA KING ASSISTANCE AND A BRANDY SEA KING WAS ALSO SCRAMBLED WHEN THE HELOS AFFIVED ON THE SCENE, THE CASUALTY HAD SUNK. THE WESSEX RECOVERED 2 SURVIVORS FROM THE WATER AND THE SEA KING RECOVERED 3. ALL WERE TRANSFERRED TO WITHBUSH HOSPITAL. 3 SURVIVORS WERE RECOVERED BY FRENCH TRAWLERS OPERATING IN THE AREA. 1 BODY WAS RECOVERED BY THE KILMORE LIFE BOAT. THEREFORE 2 OF THE CREW ARE STILL MISSING, SEARCH TERMINATED AFTER 20 HOURS
BT

CREW 1:-
P/L. MATT WILLIAMS.
P/O. MARK CHOCURDAY.
P/L. TONY CASS.
P/L. GUYFF THOTT (V/M).
CPL. JOHN ROSS.

CREW 2:-
P/L. DICK NEWTON.
P/L. NORRIS ROUGH.
MAJOP. STAN JONES.
MAJ. BOB GRIFFITHS.
P/L. PAUL STEVENS. (JMO).

NNNN
NNNN

90

91-92

1610, DECEMBER 1991.

93

WELLY BUILDING FIRST DEPARTURE FOR VALLEY THE CREW WERE DISMISSED AT 2040Z TO INVESTIGATE THE REPORT OF A CAR OVER THE QUAYSIDE AT NARROW. THE VEHICLE WAS PUT ONTO THE MED ALONGSIDE THE VEHICLE TO CHECK FOR ANY OCCUPANTS BUT THE CAR WAS EMPTY. IT DID HAVE THREE RIMMER PLATES THROUHH!!!!

CREW:-
P/L. MATT WILLIAMS.
P/L. NORRIS ROUGH.
P/L. BRIAN CAMPOR (BUNTA WINCHUP FROM BRTO).
MAJ. BOB GRIFFITHS.
P/L. CHARLES GILLON (FUTURE PILOT!!!!),

BT
UNCLAS
SIC ICJ/EUA
FORM 1543 ALL TIMES GMT
A SHIPPING 19 DEC 81
B UNKNOWN
C 1937Z
D BOAT OVERTURNED 3 PEOPLE ON BOARD
E SHANNON RX INFORM REGARDING OVERTURN BOAT AT 1500

PAGE 2 RBHC 072 UNCLAS
F SHANNON MRSC/MILFORD HAVEN CG
G SRCC INFORMED BY RAF BRANDY AT 1521
H 5130N 0610W
J NA
K NA
L (1) 3 (2) 0 (3) 0
M (2) SEARING RAF BRANDY 202 SON 19 DEC 1 HRS 15 MIN
N TO G NA
R HELD SEARCH TERMINATED BY SHANNON MRSC AT 1600Z
S HELD AFFIVED ON SCENE AT LAST LIGHT AND COMPLETED SEVERAL SWEEPS OF AREA, WX CONDITIONS WERE DREADFUL AND THE SEARCH WAS TERMINATED BY SHANNON
BT

CREW:-
P/L. DICK NEWTON.
P/L. NORRIS ROUGH.
MAJOP. STAN JONES.
MAJ. IAN MEDINA.
DR. GEORGE MIDDLETON.

NNNN

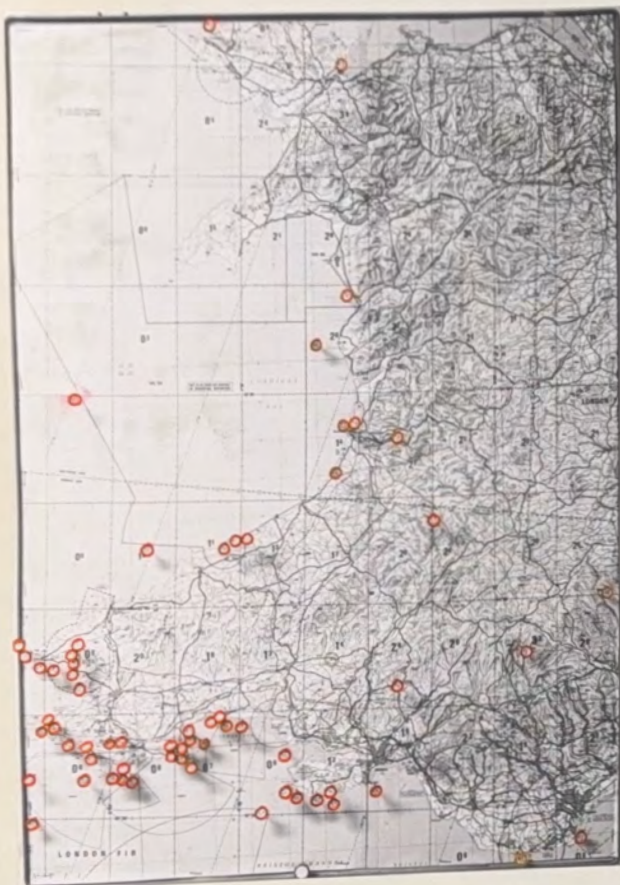
BT
UNCLAS
SIC ICJ/EUA
FORM 1540 ALL TIMES GMT
A SHIPPING 31 DEC 81
B CYLINDRICAL METAL OBJECT

PAGE 2 RBHC 029 UNCLAS
C 311015
D IDENTIFY POSSIBLE HAZARD TO SHIPPING
E LANGSAND RADIO, REPORTED BY GERMAN VESSEL AZTEK/DHNA, 310600
F FALMOUTH MRSC
G SRCC
H 5103N 0515W
J VISUAL NEAR DATUM
K N/A
L (1) NIL (2) NIL (3) NIL
M (2) WESSEX, BRANDY, 31 DEC 81, 2HRS 35
N-R N/A
S THE GERMAN VESSEL AZTEK SIGHTED A CYLINDRICAL METAL OBJECT WHICH HE SUSPECTED MIGHT BE A TORPEDO. BRANDY HELD INVESTIGATED AND PASSED DESCRIPTION OF OBJECT, WHICH IS CONE SHAPED APPROX 6 FEET DIAMETER, NOT A TORPEDO BUT IS HEAVY AND MAY PRESENT A HAZARD TO SHIPPING. HYDROGRAPHER CONSIDERS BROADCAST TO SHIPPING UNNECESSARY. THE OBJECT HAS NOT BEEN RECOVERED
BT

CREW:-
P/L. NORRIS ROUGH.
P/L. DICK NEWTON.
MAJOP. STAN JONES.
MAJ. BOB GRIFFITHS.

NNNN

95



DATE	DESCRIPTION	REMARKS
1941	...	...
1942	...	...
1943	...	...
1944	...	...
1945	...	...
1946	...	...
1947	...	...
1948	...	...
1949	...	...
1950	...	...
1951	...	...
1952	...	...
1953	...	...
1954	...	...
1955	...	...
1956	...	...
1957	...	...
1958	...	...
1959	...	...
1960	...	...
1961	...	...
1962	...	...
1963	...	...
1964	...	...
1965	...	...
1966	...	...
1967	...	...
1968	...	...
1969	...	...
1970	...	...
1971	...	...
1972	...	...
1973	...	...
1974	...	...
1975	...	...
1976	...	...
1977	...	...
1978	...	...
1979	...	...
1980	...	...
1981	...	...
1982	...	...
1983	...	...
1984	...	...
1985	...	...
1986	...	...
1987	...	...
1988	...	...
1989	...	...
1990	...	...
1991	...	...
1992	...	...
1993	...	...
1994	...	...
1995	...	...
1996	...	...
1997	...	...
1998	...	...
1999	...	...
2000	...	...



CAPTION COMPETITION

1. 1st...I'm wire.ed for sound 1st.
2. ALL SECURE & HAPPY IN THE REAR CABT!!!
3. And here, comrades, see world famous cosmonaut dreamink of hees next tour in Polandt.
4. BOY!!! I NEEDED THAT!
5. Jules, that last stab out drum was -mmmm-
6. Wets dream?
7. obviously quite payreless!!
8. And to think I didnt believe the sun shone from there.
- 9) He always looks like that - when he fish out his la-less are going to stay!
- 10) P.T. INSTRUCTOR - WIRELESS OPERATOR - M.T. DRIVER - DREAMER
- 11) Your LIFE IN MISS HANDS
12. I've passed the corona fuggled!
13. Has I remember 1981.
- 14 THE HAND IN THE BACK TELL'S THE STORY
(*NOTE THE SHAPE)
- 15 Can you smell it?
- 16 NOTHING TO THIS FLYING LARK EH? I WONDER IF I CAN TRUST SEVURICOR WITH MY PAY THIS MONTH.
- 17 THIS IS WHAT YOU LOOK LIKE WHEN YOUR BIG END IS SHOT.



9.1.82

BOAT SHOW PRESENTATION FOR 202 SQUADRON RESCUE HELICOPTER PILOT

An RAF Brawdy Sea King Captain who rescued the crew of a capsized trimaran 200 miles out in the Atlantic, was presented with framed artwork depicting the rescue at London's Earl's Court Boat Show today (9 Jan). The rescue took place in May 1981, in 60 knot winds and heavy seas. Operating at the limit of their Sea King helicopter's endurance, Flight Lieutenant Williams and his crew recovered both members of the trimaran's crew from their liferaft and returned them safely to Brawdy. The survivors subsequently wrote a feature describing the rescue for Yachting Monthly magazine, and the artwork for this - suitably inscribed with the insignia of 202 Squadron and framed - was presented to Flight Lieutenant Williams (right) by the editor of the magazine, Mr J D Sleightholme.

Weather Note: Even RAF rescue helicopter crews can't get through sometimes! Flight Lieutenant Williams' crew were scheduled to join him for the presentation, but their train was held up by snow and only the co-pilot, Flight Lieutenant Julian D'Aubyn was able to attend.

Pic credit: Adrian Morgan, Yachting Monthly Magazine.

NNNN
EADT

F/L. DICK NEWTON.
F/O. MARK CROUCHMAN.
MAJOP. PETE WILLIAMS.
SGT. TONY PLUNKETT.

F/L. DICK NEWTON.
F/O. MARK CROUCHMAN.
MAEOP. PETE WILLIAMS.
SGT. TONY PLUNKETT.

F/L. DICK NEWTON.
F/O. MARK CROUCHMAN.
MAJOP. PETE WILLIAMS.
SGT. TONY PLUNKETT.

NNNN
E80T

F/L. MALCOLM CARLYLE.
F/L. CHARLES GILLOW.
F/L. GEOFY TROTT.
MALM. BILL PAYNE.

F/L. MALCOLM CARLYLE.
F/L. CHARLES GILLOW.
F/L. GEORGE TROTT.
MALM. BILL PAYNE.

W1-
F/L. MALCOLM CARLYLE
F/L. CHARLES GILLOW.
F/L. GEOFF TROTT.
MAM. BILL PAYNE.

61/04/12
 BT UNCLAS
 SIC 102/EUA
 FORM 1069 ALL TIMES GMT
 A CASHING LAND 16 JAN 82
 B UNKNOWN LADY
 C 161335Z JAN
 D LADY WITH APPENDICITIS FROM ROUTE FARM CUT OFF BY VX
 E ABERYSTWYTH AMBULANCE AUTHORITY
 F ABERYSTWYTH AMBULANCE AUTHORITY
 G SACC REQUESTED AT 1335Z BY PATA F

PAGE 2 180HC 066 UNCLAS
 H 201HR 041N
 J N/A
 K N/A
 L(1) 1 (2) 1
 M(2) SEA KING 202 SON RAF BRAWDY 16 JAN 82 1 HR 15 MIN
 N CASUALTY PICKED UP AND TAKEN TO ABERYSTWYTH HOSP

CRW:-
 S/L. OWEN WRIGHT.
 S/L. MATT WILLIAMS.
 MAROP. TWO LITTLE.
 SGT. TONY PLUNKETT.

BT UNCLAS
 SIC 102/EUA
 FORM 1069 ALL TIMES GMT
 A SHIPPING 17/16 JAN 82
 B MAN FROM FV CREDO DU MARIN
 C 17235Z
 D MAN OVERBOARD

PAGE 2 180HC 069 UNCLAS
 E FROM VESSEL AT 2323 ON 2319 MHZ
 F MILFORD HAVEN CO SHANNON MROC
 G SACC REQUESTED AT 172340
 H 5115N 0720W
 J N/A
 K N/A
 L(1) 1 (2) 0 (3) 0
 M(2) SEA KING 202 SON RAF BRAWDY 17
 N 315Z 1011N
 S SEARCH CARRIED OUT AS REQUESTED. MA
 BT CRW:-
 S/L. JULES D'AUBRYN.
 S/L. MARK CROUCHMAN.
 S/L. TONY CARR.
 MAROP. IAN MESSINA.
 CPL. JOHN ROSS.

PAGE 2 180HC 144 UNCLAS
 G SACC INFO BY ABERYSTWYTH AT 1130
 H 5216N 00352W
 J 1130N/1235
 K LAND ON/1235
 L(1) 1 (2) 1 (3) 0
 M(2) SEAKING 3/202 SONDET BRAWDY 16 JAN 82/1HR 15MIN
 N TO R N/A
 S 1805Z RABBIT BY SACC TO UPLIFT 4 YRSOLD BOY SUFFERING FROM
 CANCER OF THE LIVER AND IN NEED OF URGENT ATTENTION BY 1600. BOY
 UPLIFTED FROM SNOWED IN VILLAGE 5NM NNE OF TREGARON AND FLOWN TO
 ABERYSTWYTH GENERAL HOSPITAL
 BT

CRW:-
 S/L. MATT WILLIAMS.
 S/L. CHARLES GILLW.
 MAROP. STAN JONES.
 SGT. TONY PLUNKETT.

COLOURMASTER
 INTERNATIONAL
 TC 122

Thanks for all
 your help during
 the snow -
 Grateful citizen
 of Solva

Officers and Crew
 202 Squadron,
 R.A.F. Brawdy
 Haverfordwest
 DENAS

SOLVA

PT1200



A 21-E

Mr Mark Crouchman
 Mr Tony Plunkett.
 My Husband & myself would
 like to thank you very
 much for all you did
 for me, on the morning
 of January the 11th I hope
 you like the enclosed
 photo of myself and our
 healthy son John-Meuney,
 we cannot express our thanks
 enough to one and all
 we say Thank You
 Carol & Meuney
 Leyshon.

You're
 just too wonderful
 for words!

**'Helicopter crews
 deserve awards'**

HELICOPTER CREWS who have been working around the clock in life-saving operations during the weather crisis have been praised by a West Wales local authority.

Powys District Council say that the crews at RAF Brawdy, near Haverfordwest, deserve the thanks of the whole community and the authority will ask the Council to make some sort of public recognition to the air crew involved.

The council's chief executive officer, Mr Roy Jenkins, said yesterday that the helicopter crews had worked long, tough hours and that local people were deeply grateful for the rescue work they did, not only in the district area but throughout South Wales.

"There is no doubt that they have saved many lives," he said. "They did not hesitate to carry out urgent humanitarian rescue. Their efforts deserve nothing but the highest praise."

Some of the helicopter crews have been working on duty for 16 hours and, according to Mr Roy Jenkins, in two days as normally they would do in three weeks.

The helicopters based at Brawdy have been busy since early in the week as well as delivering vital supplies to villages cut off by deep snow.

Yesterday the Sea King helicopters at the base carried out a rescue mission to a van stuck at Tregaron, near Haverfordwest, and took a 70-year-old man to hospital in Penarth.

West Wales was taken to its coldest point in the Aberystwyth area.

One of the worst-hit areas is still South Penarth, where 2,000 residents have been without power, telephone or in some cases, water since Friday.

The power failure meant that the Welsh Water Authority's pumping station at Penarth, near Penarth, was not able to pump water to the village of Penarth.



YOUTH HOSTELS ASSOCIATION (England & Wales)
CYMDEITHAS HOSTELI IEUENCTID (Lloegr a Chymru)

SOUTH WALES REGION
DE MATTHEWS Regional Secretary
131 WOODVILLE ROAD, CARDIFF, CF2 4DZ
0222 31370



YOUTH HOSTEL
BROAD HAVEN
HAVERFORDWEST
DYFED SA62 3JH
0437 83 688

WARDEN J.A. GARNER
12.1.82

Dear Mr. Williams,

Thank you for giving my dad a lift to Haverfordwest

to get my insulin -

Please thank everyone who helps the helicopter for all their

help.

best wishes

Andrew Garner

BT
UNCLAS
SIC ICJ/EUA
FORM 1063 ALL TIMES GMT
A FALSE ALARM 1 FEB 82
B NOT KNOWN
C 2150
D RED FLARES
E RAF BRANDY 202 SQN DET/WORD OF MOUTH/2130/SAC DAVIES AND JT
JEFFRIES OF RAF BRANDY

PAGE 2 RBDHC 118 UNCLAS
F MILFOR HAVEN MRSC
G SRCC INFO BY BRANDY/2130
H ST BRIDES BAY
J NA
K NA

L (1) 0 (2) 0 (3) 0
M (2) SEAKING 3/202 SQN EST BRANDY/1 FEB 82/30 MINS
N-R N/A
S RED FLARES REPORTED BY ANGLERS FROM RAF BRANDY. BRANDY REPORTED
INCIDENT TO MILFORD HAVEN WHO REQUESTED HELO ASSISTANCE AS IT WOULD
TAKE THE LIFEBAT AT LEAST AN HOUR TO ARRIVE IN THE AREA. THE
WHOLE OF THE ST BRIDES BAY AREA WAS SEARCHED BY THE HELO USING RADAR.
NOTHING WAS FOUND AND THE FLARES WERE PRESUMED TO BE THE RED LIGHT ON
SKORHOLM ISLAND REFLECTED IN CLOUD

BT

CRM:-

P/L. MALCOLM CARLILE.
P/L. JULES D'AUBRYN.
P/L. TONY GASS.
SGT. TONY FLOKETT.

BT
UNCLAS
SIC ICJ/EUA
FORM 1063 ALL TIMES GMT
A COASTLINE 11 FEB 82
B UNKNOWN
C 2230Z
D 3 BOYS REPORTED MISSING AT PORTHCAML
E BRIDGEEND POLICE PHONED CG AT 112055Z

PAGE 2 RBDHC 013 UNCLAS
F SWANSEA CG
G SRCC REQUEST FOR ASSISTANCE FROM SWANSEA AT 2223Z
H 512EN 0343W
J NA
K NA

L (1) 3 (2) 0 (3) 0
M(2) SEA KING 202 SQN RAF BRANDY 11 FEB 1 HR
N TO R NA
S HELO ARRIVED ON SCENE AND WAS INFORMED BY PORTHCAML CG MOBILE
THAT YOUTHS WERE SAFE AND WELL

BT

CRM:-

P/L. NORRIS BOUGH.
P/O. MARK CROUCHMAN.
MAROP. STAN JONES.
SGT. TONY FLOKETT.

BT
UNCLAS
SIC ICJ/EUA
BAR FORM PHL FEB 82
A AIRCRAFT 12 FEB 82
B HARRIER GFB X2973
C FIRST ALLEY HELO WGEETZ
AIRCRAFT OVERDUE BELIEVED TO HAVE CRASHED
E PHONE CALL WEST DRAYTON D AND D CELL TO EDINBURGH FCC 121310Z
G EDINBURGH FCC 121310Z
H 5253N 0323W
J CLYWD CIVILIAN MRT 131107Z
K N/A
L (1) ONE (11) NIL (111) ONE
M (11) WESSEX 2 C FLT 22 SQ VALLEY 7 SORTIES 23 HRS 40 MIN
(111) SEAKING HAR 38 FLT 202 SQN BRANDY 1 SORTIE 2 HRS
(111) WESSEX 2 2 AFTS SHAWBURY 3 SORTIES 7 HRS P MIN
(IV) HERCULES RAF LYNEHAM 2 SORTIES 6 HRS

PAGE 3 RBDHC 082 UNCLAS

FA MRT MAN HOURS AND MILEAGES
(V) VALLEY 3 SRCC 15 AIRMEN 502.5 HRS. MILEAGE BEDFORD LOD
(A) CARRIER 86 5 LAND ROVER 1951
(B) ST ATHAN 2 SRCC 17 AIRMEN 532 HRS. MILEAGE BEDFORD LOD
(C) STAFFORD 1 OFF 1 SRCC 21 AIRMEN 621 HR. MILEAGES
5 LAND ROVERS 507

(VI) OWEN VALLEY LLANBERIS AND CLYWD MRTS. RAPHA, SARCA
S AT 121310 WEST DRAYTON D-CLL REPORTED HARRIER X2973 VERGE
AND REQUESTED SAR ACTION. C FLT 22 SQN VALLEY WERE ALERTED TOGETHER
WITH VALLEY, STAFFRD AND ST ATHAN MRTS. AN IMMEDIATE CHECK WAS
MADE WITH POLICE AUTHORITIES IN CENTRAL AND NORTH WALES AND WEST
MIDLANDS TO FIND OUT IF ANY SIGHTINGS HAD BEEN REPORTED. VALLEY
WESSEX RESCUE 22 SCRAMBLED AND COMMENCED A TRACK SEARCH OF THE
FLIGHT PLAN ROUTE FROM A TURNING POINT 2NM NORTH OF RUTHIN TO
WELSHPOOL AND A SECOND HARRIER FROM WITTHING FLEW THE ROUTE TO
CARRY OUT AN IMMEDIATE FAST SEARCH. AT 121100Z A REPORT WAS
RECEIVED OF A POSSIBLE CRASH NEAR RUTHIN. RESCUE 23, A SECOND
WESSEX FROM VALLEY, PICKED UP MEMBERS OF THE VALLEY MRT TO COMMENCE
DEPLOYMENT-THIS REPORT WAS PROVED FALSE AND APPEARS TO HAVE BEEN THE

PAGE 4 RBDHC 082 UNCLAS
RESULT OF CONFLUENCE BETWEEN LANCASHIRE POLICE, WHO WERE ASKING IF AN
AIRCRAFT HAD CRASHED AND CIVILIAN ATC AUTHORITIES. RESCUE 23 MADE A
PRECAUTIONARY LANDING NEAR ABERGELLE WITH A LOSS OF TRANSMISSION DUE
TO PRESUMED INDICATIONS. A THIRD WESSEX FROM VALLEY RESCUE 24 PICKED UP
THE MRT MEMBERS FROM ABERGELLE AND DEPLOYED THEM TO CORPEN. DURING THE
REMAINING DAYLIGHT HOURS HE TWO VALLEY HELOS AND A FURTHER TWO FROM
2 AFTS SHAWBURY RESCUE 92 AND RESCUE 93 CARRIED OUT SEARCHES ALONG
ND IN THE VICINITY OF THE FLIGHT PLAN ROUTE BUT WITHOUT SUCCESS
TO LOW CLOUD AND POOR VIS OVER MUCH OF SEARCH AREA. THE THREE
MRTS WERE DEPLOYED TO CORPEN AND GIVEN AREAS TO SEARCH DURING THE
NIGHT - OVERALL COORDINATION OF THE GROUND SEARCH WAS DELEGATED TO
THE VALLEY MRT TEAM LEADER. AFTER DARK A HERCULES FROM LYNEHAM
CARRIED OUT A PLB SEARCH OVER MIDWALES AND PICKED UP A POSSIBLE
SPEECH TX IN THE CLEE HILL AREA AS A RESULT OF WHICH BRANDY SEAKING
RESCUE 90 WAS SCRAMBLED TO SEARCH TH AREA. THIS SEARCH WAS UNPROG-
UCTIVE AND RESCUE 90 PROCEEDED TO A SECOND INCIDENT UNDER THE UPRON
OF CG PLYMOUTH DURING THE NIGHT OF 1206 FEB 82 EDINBURGH
EVALUATED THE MANY REPORTS RECEIVED FROM MEMBERS OF THE PUBLIC
FOLLOWING APPEALS FOR INFORMATION BROADCAST ON RADIO AND TV. ON THE
MORNING OF 13 FEB THE AIR SEARCH WAS RECOMMENCED USING THREE VALLEY

PAGE 5 RBDHC 082 UNCLAS
WESSEX. RESCUE 23 RESCUE 24 AND RESCUE 47 AND ONE SHAWBURY WESSEX
RESCUE 98. AS HF COMMS WITH EDINBURGH HAD BEEN DIFFICULT ON 12 FEB
A LYNEHAM HERCULES (RESCUE BOSS) WAS TASKED TO FLY A HOLDING PATTERN
OVER THE SEARCH AREA AT FL 100 TO ACT AS A COMMS LINK BETWEEN
HELICOPTERS AND CG. THE GROUND AND AIR SEARCH CONTINUED UNTIL
131107Z WHEN MEMBERS OF CLYWD CIVILIAN MRT LOCATED THE WRECKAGE OF
VALLEY WESSEX RESCUE 24. PROCEEDED TO THE WEST OF ITS PLANNED TRACK
A POSITIVE IDENTIFICATION. THE PILOT WAS DEAD. TWO VALLEY HELOS
RESCUE 23 RESCUE 24 DEPLOYED MEMBERS OF THE VALLEY MRT FOR CRASH
GUARD DUTIES BEFORE RTB

CRM:-

P/L. JULES D'AUBRYN.
P/L. JIM MACARTHY.
P/L. GBOFF TROTT.
MALM. IAN MEDINA.

1340. FEBRUARY 1982.

IN THE WAS SMALL BOAT OF THE MISSING WHILEST RETURNING FROM THE SEARCH FOR THE MISSING HARKER PILOT, R90 WAS DIVERTED TO LOOK FOR SOME PEOPLE MISSING IN THE SEA OFF ANNETSTOWN. ON ARRIVAL IT WAS FOUND THAT A 10/15FOOT SWELL WAS FURTING AND THE WAVES WERE FOUNTING THE SEA WALL, BEADING WATER 50FO 60 FOOT INTO THE AIR.

ONE BOAT WAS SIGHTED IN THE SURF, BUT DUE TO THE DANGER TO THE WINCHMAN FROM THE CHANGING SEA, AND IN VIEW OF THE FACT THAT ALL ON BOARD CONSIDERED HIM BEYOND HELP, NO ACTION WAS TAKEN AND R90 RETURNED TO BRANDY.

CREW:-
P/L. JULIUS D'AUBRY.
P/L. JIM MACARTNEY.
P/L. GEOFF THOFT.
NAIN. IAN MEDINA.

1900. FEBRUARY 1982.

AT 1900 HOURS WHILEST TRAINING IN ST. BRIDGES BAY, 41 WAS REQUESTED BY MILFORD CG TO LOCATE THE YACHT 'CELINIE' WHICH HAD BROKEN DOWN NEAR HECKHORN ISLAND.

THE YACHT WAS QUICKLY FOUND AND ITS POSITION PASSED TO BOTH THE YACHT AND MILFORD CG.

THE YACHT WAS EVENTUALLY TAKEN IN TOW BY ANGLE LIFEBOAT AND TWO SEA KING HTB'D.

CREW:-
P/L. JIM MACARTNEY.
P/O. MARK CROUCHMAN.
P/L. TONY CASS.
DOT. TONY PLUNKETT.

BT
UNCLAS
SIC ICJ/EUA
FORM R103 ALL TIMES GMT
A SHIPPING 21 FEB 82
B H/V CITY OF TEHA
C 0217Z
D VESSEL RUNNING BEFORE FORCE 9 GALE
E LANDS END RADIO/RADIO 2162 RHE/202215Z/CITY OF TEHA

PAGE 2 RBDHC 016 UNCLAS
F SHANNON HMSC
G SRCC INFO'D BY SHANSEA HMSC AT 0036Z
H 520 IN 00650W
I RADAR AT 20NM/VISUAL 5NM/0324Z
J N/A
L (1) 20 (2) NIL (3) NIL
M (2) SEA KING 3/2025QDET BRANDY/21 FEB 82/2 HRS 40 MINS
N-R N/A

S H/V CITY OF TEHA EN ROUTE TO BELFAST RUNNING BEFORE FORCE 9 GALE INFO WATERFORD HARBOUR. SHIP IN BALLAST AND UNABLE TO STEER AND WAS IN POSSIBLE DANGER OF GOING AGROUND IN THE HOOK HEAD AREA. MASTER OF H/V UNTIL VESSEL HAD PASSED ROUND HOOK HEAD, BRANDY SEAKING LAUNCHED, DUNMORE EAST LIFEBOAT ALREADY LAUNCHED AT 0215Z, HELD GAINED CONTACT WITH H/V ON FREQ 2162 RHEZ AND MAINTAINED TOP COVER UNTIL H/V SAFELY IN HARBOUR IN COMPANY WITH LIFEBOAT

BT
CREW:-
P/L. JULIUS D'AUBRY.
P/L. CHARLES GILLOW.
NAIN. PETER WILLIAMS.
NAIN. IAN MEDINA.

PAGE 2 RBDHC 060 UNCLAS
D CREW MEMBER SUFFERING FROM AMMONIA BURNS
E ILFRACORRE RADIO, LINK CALL, 1704, H/V WHITE LADY
F MILFORD HAVEN HMSC
G SRCC INFORMED BY BRANDY 2127
H 5157N 00514W
J N/A

K STRETCHER LIFT 1740
L (1) 1 (2) 1 (3) 0
M (2) SEAKING MAR 3, 202 SON RAF BRANDY, 26 FEB 82, 1HR 10MIN
N N/A
O 10NM RADAR, 5NM VISUAL, 200FT AMSL
P - R N/A
S SCRAMBLED BY MILFORD HAVEN CG AFTER EXPLOSION ON BOARD H/V WHITE LADY HAD LEFT SEAMAN WITH AMMONIA BURNS, CASUALTYSTRETCHER LIFTED TO WITHTHUSHE HOSP. CASUALTY GIVEN OXYGEN EN ROUTE
BT

CREW:-
P/L. OWEN WRIGHT.
P/L. CHARLES GILLOW.
NAIN. TED LITTLE.
NAIN. IAN MEDINA.

BT
UNCLAS
SIC ICJ

FORM R 116 ALL TIMES GMT
A LAND 10 MAR 82
B HRS MENNA THOMAS ST DAVIES PSYCHIATRIC HOSPITAL CARMARTHEN
C 1350
D WOMAN JUMPED INTO RIVER TYWI AT CARMARTHEN
E SHANSEA CG BY CARMARTHEN POLICE AT 1323

PAGE 2 RBDHC 110 UNCLAS

F SHANSEA CG
G SRCC INFORMED BY BRANDY AT 1353
H 5149 0120
I VISUALLY 1105
J DOUBLE LIFT AT 1110
L (1) 1 (2) 0 (3) 1
M (2) SEA KING 202 SON RAF BRANDY 10 MAR 25 MINS
S HELD LOCATED WOMAN AND LIFTED HER TO CARMARTHEN HOSPITAL, SE WAS DECLARED DOA
BT

CREW:-
P/L. MATT WILLIAMS.
P/O. MARK CROUCHMAN.
P/L. TONY CASS.
NAIN. BILL PAYNE.

Helicopter in airlift drama

A SEA KING helicopter from RAF Brandy lifted eight men to safety from a grounded Spanish container vessel this morning in mountainous seas.

The Ranga Valencia was sheltering in a bay off the coast of County Kerry when a gale force wind gusting up to 60 mph drove her aground 400 yards offshore. On board were 14 men.

The local lifeboat was launched following a Mayday signal from the ship but was unable to approach in the darkness because of the high seas and rocks.

Brandy's long range Sea King

helicopter was called out at 12.30 am, and took 2 1/2 hours, flying through heavy rain and gale force winds to reach the stricken ship.

By then six of the crew had managed to scramble over rocks to

the safety of the cliffs and were taken to hospital bleeding from cuts, exhausted and suffering from exposure.

Despite what a spokesman at the rescue co-ordinating centre in Ireland described as "extreme conditions", the Brandy helicopter plucked the remaining eight survivors off the stricken ship which was being battered by the waves.

"REMARKABLE"

The spokesman described the rescue as "remarkable". The Sea King flew the survivors to Shannon where they were taken to hospital.

A spokesman at Brandy said this morning that the Sea King crew, flight lieutenant Owen Wright, Dick Newton, Jeff Trott and master broker Warren Officer Bob Griffiths.

BT
UNCLAS
SIC ICJ/EUA
FORM R117 ALL TIMES GMT
A COASTLINE 11 MAR 82
B N/A
C 110933Z
D LIFERAFT DRIFTING ONTO ROCKS
E MILFORD HAVEN CG 559 CALL FROM HOP AT 0916Z

PAGE 2 RBDHC 131 UNCLAS
F MILFORD HAVEN CG
G SRCC INFORMED BY RAF BRANDY AT 0935Z
H 520 IN 0156W
J-L N/A
M SEAKING 202 SON RAF BRANDY 11 MAR 82 35 MINS
S HELD WINCHMAN CONFIRMED LIFERAFT WAS EMPTY
BT

CREW:-
P/L. MATT WILLIAMS.
P/O. MARK CROUCHMAN.
P/L. TONY CASS.
NAIN. BILL PAYNE.

BT
UNCLAS
SIC ICJ/EUA
FORM R119 ALL TIMES GMT
A SHIPPING 12 MAR 82
B CREW OF SPANISH H/V 'RANGA'
C 0025

PAGE 2 RBDHC 103 UNCLAS
D SPANISH H/V AGROUND
E VALETIA RADIO, RADIO, 112200, H/V RANGA
F SHANNON HRC
G SRCC REQUEST FROM SHANNON HRC AT 2352
H 5025N 01033W
J VISUAL 0355

K NATO STROP PLUS HI LINE 0120
L (1) 6 (2) 6 (3) 0
M (2) SEAKING MAR3, 202 DET RAF BRANDY, 12 MAR 82, 5 HRS 15 MIN
N-R N/A

S R90 SCRAMBLED BY SRCC AT 0001, STRONG HEADWINDS, CB, AND ICING ABOVE 3000 FT PREVENTED DIRECT ROUTING. ON ARRIVAL AT SCENE SURVIVORS HAD REACHED BASE OF CLIFFS BUT OVERHANG WAS HINDERING CLIFF RESCUE. R90 EFFECTED RESCUE IN SPITE OF SEVERE TURBULENCE AND THEN LANDED ON CLIFF TOP. ALL CREW WERE ACCOUNTED FOR, AN ADDITIONAL 7 CREW MEMBERS WERE RESCUED BY BREECHES BUOY. R90 TOOK 8 SURVIVORS TO SHANNON AND THEN RTB AFTER 6 HRS CREW REST. COMMS FAIR BUT R90 UNABLE TO TALK TO IRISH AUTHORITIES ON SCENE OR CONTACT VALENTIA LIFEBOAT ON CH16.
WEATHER: WIND GUSTING 50 KTS, HEAVY SWELL, SQUALLS AND HEAVY RAIN
BT

CREW:-
P/L. OWEN WRIGHT.
P/L. DICK NEWTON.
P/L. GEOFF THOFT.
NAIN. BOB GRIFFITHS.
DOT. JOHN STEVENS.

BT
UNCLAS
SIC ICJ/EUA
FORM R123 ALL TIMES GMT
A LAND 14 MAR 82
B DARRAN MILLS, AGE 14 YRS, BRISTOL
C DIVERTED BY SRCC 1430
D INJURED WALKER
E ABERGAVENNY POLICE, TELEPHONE, 1330, MEMBER OF PUBLIC
F GWENT CONSTABULARY AT 1430
G SRCC, AS PARA F
H 5158N 0030W

PAGE 2 RBDHC 056 UNCLAS
J VISUAL 1515
K STRETCHER LIFT 1520
L (1) 1 (2) 1 (3) 0
M (2) SEAKING MAR3, 8 FLT 202 SQN RAF BRAWDY, 14 MAR 82 3HRS 10 MINS
N NA
O DISTINCT LACK OF VISUAL SIGNALS FROM THE GROUND
P-R NA
S GWENT POLICE HAD ATTEMPTED TO RESCUE BOY BY AMBULANCE, BUT AT 1430 REQUESTED HELO ASSISTANCE, HELO DIVERTED FROM TRNG SORTIE AND, AFTER SOME DIFFICULTIES WITH LOCATION, STRETCHER LIFTED BOY, SUFFERING FROM HYPOTHERMIA AND PARALYSIS OF LOWER BODY, TO MERTHYR TYDFIL HOSP
T REMARKS, CREW OF R90 REPORTED NO VISUAL SIGNALLING FROM GROUND PARTY, GWENT POLICE INFORMED, FOR FUTURE REFERENCE, THAT GROUND SIGNALLING GREATLY AIDS MELOS TO LOCATE CASUALTIES
BT

CREW:-
P/L. MATT WILLIAMS.
P/L. CHARLES GILLON.
MAROP. PETE WILLIAMS.
MALM. BILL PATNE.

BT
UNCLAS
SIC ICJ/EUA
FORM R 131 ALL TIMES GMT
A SHIPPING 27 MAR 82

PAGE 2 RBDHC 034 UNCLAS
B FV QUOTE JEANIE UNQUOTE, BURNHAM-ON-SEA
C 1615Z BRAWDY SEAKING DIVERTED FROM TRAINING, 1743Z CHIVENOR WESSEX LAUNCHED
D MAYDAY ON CHANNEL 16
E SWANSEA MRCC, CHANNEL 16, 271534Z, FV JEANIE?
F SWANSEA MRCC
G SRCC INFO BY SWANSEA MRCC AT 1618Z
H VICINITY OF 5115N 0030W
J ON RETURN TO HARBOUR
K-L N/A
M (2) SEAKING MK 3/BRAWDY/27 MAR 82/2 HOURS
N (2) WESSEX 2/CHIVENOR/27 MAR 82/1 HR 45 MIN
O N/A
R 271503Z
S SWANSEA CG PICKED UP A MAYDAY CALL ON CHANNEL 16 FROM A FISHING VESSEL JEANIE
THEY CONTACTED A BRAWDY SEAKING WHO WAS AIRBORNE ON A TRAINING SORTIE AND DIVERTED IT TO SEARCH FOR THE VESSEL.
THE SEAKING DID NOT FIND THE VESSEL AND EVENTUALLY RETURNED TO BASE

PAGE 3 RBDHC 034 UNCLAS
A CHIVENOR WESSEX WAS LAUNCHED TO CONTINUE THE SEARCH AND WAS FINALLY RECALLED WHEN THE FV JEANIE SAILED INTO ITS HOME PORT. DUE TO ADVERSE WEATHER AT BASE THE WESSEX DIVERTED TO RHOOSE AIRPORT.
THE CREW OF THE FV JEANIE DENY TRANSMITTING THE MAYDAY CALL
THE CG WILL CONDUCT A LOCAL INVESTIGATION
BT

CREW:-
P/L. JULES D'AUBYN.
P/L. MORRIS BOUGH.
MAROP. PETE WILLIAMS.
MALM. BOB GRIFFITHS.

BT
UNCLAS
SIC ICJ/EUA
FORM R135 ALL TIMES GMT
A SHIPPING 03 APR 82
B MY WOJOYLA
C 0320
D VESSEL OVERDUE ON PASSAGE CLEGGAN CO GALWAY TO INVER CO
D ONEGAL IRELAND

PAGE 2 RBDHC 086 UNCLAS
E FCC PLYMOUTH BY PHONE AT 0047 FROM MRCC SHANNON
F MRCC SHANNON
G SRCC 0047 INFORMED BY MRCC SHANNON
H AREA 5331N TO 5418N COASTLINE OUT TO 1036W
J N/A
K N/A

L1 2 2 0 3 0
M2 SEAKING 3 202 SQNDT BRAWDY 03 APR 8HRS 35 MINS
N-R N/A
S HELO DEPLOYED TO SHANNON, REFUELLED AND COMMENCED SEARCH AT FIRST LIGHT, COAST LINE AND ALL OFFSHORE ISLANDS SEARCHED FOLLOWED BY A TRACK SEARCH, ALL RADAR CONTACTS INVESTIGATED, SEARCH CONTINUED UNTIL PLE AND THEN HANDLED OVER TO THE IRISH AIR CORPS, HELO REFUELLED AT SHANNON AND RETURNED TO BRAWDY ALSO INVOLVED IN THE SEARCH WERE THE IRISH NAVAL VESSEL EIMER IRISH AIR CORPS KING AIR AND HELICOPTER AND ONE CIVIL HELICOPTER MY WOJOYLA EVENTUALLY LOCATED BY THE FV CARRIG BUI 3 MILES WEST OF TORY ISLAND, VESSEL HAD DEVELOPED ENGINE AND COMPASS DIFFICULTIES
BT

CREW:-
P/L. DICK NEWTON.
P/L. MATT WILLIAMS.
P/L. TONY CASS.
SGT. TONY PLUNKETT.
CPL. DESK DORY.

BT
UNCLAS
SIC ICJ/EUA
FORM R136 ALL TIMES GMT
A 041035Z APR COASTLINE
B 2 MEN IN WATER
C 1046Z
D 2 MEN SIGHTED CLINGING TO PARTIALLY SUBMERGED DINGHY
E MILFORD HAVEN CG/TELEPHONE/041036Z/ANGLE LIFEBOAT STATION

* PARESQ RBDHC086UNCLAS
G PLYMOUTH RCC/041049Z/INFORMED BY BRAWDY
H 5142N 0050W
J VISUAL 041051Z
K NATO STROP 041109Z
L1 TWO 2 TWO 3 NIL
M SEAKING MAR 3/202 SQN/RESCUE 90. 0 HRS 30 MINS 04 APR 82
N-R N/A
S RESCUE 90 SCRAMBLED BY MILFORD CG TO 2 MEN IN WATER ANGLE LIFEBOAT STATION, SURVIVORS FOUND IMMEDIATELY CLINGING TO PARTIALLY SUBMERGED DINGHY, WINCHED TO SAFETY AND TAKEN TO WITHBUSH HOSPITAL HAYFORDWEST. WX AND COMMS GOOD. RESCUE 90 LANDED BACK AT BRAWDY 041133Z APR
BT

CREW:-
P/L. MATT WILLIAMS.
P/L. TONY CASS.
SGT. TONY PLUNKETT.

BT
UNCLAS
SIC ICJ/EUA
FORM R150 ALL TIMES GMT
A COASTLINE TWO OVERDUE DIVERS 11 APR 82
B TWO SPORTS DIVERS, NAMES NOT KNOWN
C 111845 APR
D OVERDUE DIVERS
E MILFORD HAVEN CG LANDLINE 1633Z DIVING PARTY ORGANIZED
F MILFORD HAVEN MRCC

PAGE 2 RBDHC 002 UNCLAS
G SRCC INFORMED BY MILFORD HAVEN 1641Z
H WHITESANDS BAY, 5155.5N 0518W
J CRASH OBSERVER 1650Z
K HELO LIFT 1652Z
L (1) TWO (2) TWO (3) -
M SEA KING 3/202 SQDN B FLT BRAWDY/25 MINS
N-R NA
S SEA KING HELICOPTER SCRAMBLED TO SEARCH FOR TWO DIVERS 1.30 HR OVERDUE, THE DIVING PARTY HAD SEARCHED FOR 1 HR BEFORE REPORTING OVERDUE DIVERS, HELICOPTER DIRECTED BY MEMBER OF PUBLIC TO THE PERSONS CALLING FOR HELP IN POSITION 2 NM DOWN COAST OF ORIGINAL POSITION, DIVERS LIFTED SAFELY TO WHITSANDS CAR PARK
BT

CREW:-
P/L. DICK NEWTON.
P/L. CHARLES GILLON.
MAROP. STAN JONES.
SGT. TONY PLUNKETT.

The Cambrian News, Friday, April 2nd 1982

A blizzard victim's tribute to rescue pilot

THE PILOT of an RAF helicopter was formally thanked on Friday for rescuing a Devil's Bridge man during the January blizzard.

Pt Lt Malcolm Carlyle received a wine table for his part in the early morning rescue of Geraint Morgan, 76, of Och Rhos, Devil's Bridge.

As the storm raged, Pt Lt Carlyle took off from his RAF Brawdy, Pembrokeshire, base and, after helping another sick man, made for Och Rhos, where the family had found a landing ground and placed a torch to guide the aircraft.

Mr. Morgan, who was suffering from breathing difficulties was taken to Bronglais General Hospital, Aberystwyth, where he stayed for a few days until he was better.

He is pictured (left) presenting the wine table to Pt Lt Carlyle at a Royal Welsh Agricultural Society dinner — and event postponed because of the winter snow — in Aberystwyth last Friday.





TAKE 521, ACTION

DOES HE MEASURE UP TO THE OCCASION?

GREGORY LOBO, PLEASE, MAKE-UP!

I am going to place this miniature radio-controlled land-mine behind your head, and another mine in your lines and -

Get you taped Matt Williams,

IF HE MOVES FROM THIS POSITION WE WILL KNOW HE IS ALIVE!

TO MAKE IT MORE AUTHENTIC, HANDS VAL'S KNIVES HERE!

"WHAT DO YOU MEAN JAFFA CAKES, ON THIS BUDGET YOU ARE JOINING"

HIS HEAD AIN'T THAT BIG!!

AS YOU CAN SEE THE BARRETT CROWROOM IS NOT NORMALLY THIS TIDY IT USUALLY IS AWASH WITH DIRTY COFFEE CUPS ETC.

NO ACTION SHOT

THIS IS THE WORLD'S RECORD, FOR THE LONGEST Moustache MATT! (BUT YAK'S IS THE UGLIEST!)

WHY DOES CHIVENOR HAVE NICE CLEAN SEAT COVERS?

A 'STAR' IS BORN!

NO! JULES WE CAN'T GO ROUND ALL THE NUDIST

BEACHES AGAIN.

Roll on later ranging!

↑ Note the subtle snipe!



1. NOW BOB - I JUST WANT A CLOSE-UP OF THE WINCH HOOK.
2. But what dramatic impact is there in a winchman's armpit?
3. Close-up of a camel caravan getting stoppy!
4. Cable T.V.?
5. Lined for sound?
6. Hooked on it?
7. and - - - CUT.
8. I THINK YOU HAVE A FAIR EXCHANGE, ONE HELMET FOR ONE CROWN.
- 9) LOOK DON- NOW DO YOU BELIEVE ME? - NO BLOODY SURVIVOR!!
- 10) I DIDN'T KNOW IT WAS A CLOCKWORK CAMERA!
- 11) YOU FLUTY MAN- STOP POINTING THAT DOWN THE INSIDE OF MY SUIT!
- 12) ROUND-ROUNDER THE GARDEN. - LIKE A TROOP BEAR. ONE STEP! TWO STEPS! TICKLE HIM UNDER THERE!!
- 13) SAY 'AAGH!' "AAA G-LLHHH!"
- 14) "IT ALL LOOKS A BIT COMPLICATED, BRIAN."
- 15) DUNNARME MATE! I'M ONLY A DECKHAND-ENIT!!
16. And me for a few words from our sponsor.
- 17) DON'T ZOOM IN ON THE NEXT SHOT-WE CAN SWING YOU IN - IN FACT THAT IS THE ONLY WAY WITH THIS WHOLE!!

UNCLAS
SIC ICJ/EUA
BAR FORM F150
A AIRCRAFT 22 APR

PAGE 2 RBDHC 056 UNCLAS
B JCT PROVOST TO SON RAF BRAWDY
C BRAWDY RESCUE 50 1330Z, VALLEY RESCUE 22 1325Z, VALLEY RESCUE 23 1410Z, VALLEY MHT 1412Z
D EJECTION
E EJECTION CALL ON 263 MHZ PICKED UP BY VARIOUS UNITS
F WEST DRAYTON D AND D
G EDINBURGH ROC 221521Z APR 82
H 2220N 00350W
J HARRIER AC 1341Z
K 1 X 202 SON HELO 1100Z, 1 X 22 SON HELO 1100Z
L (1) TWO (2) TWO
M 1 SEAKING BRAWDY 45 MIN, 2 WESSEX VALLEY 1HR 15MIN AND 2HR 35MIN, VALLEY MHT 176 MAN HOURS
N NIL
O PYE BEACON HALF NH
P NA
Q NA
R NA
S WEST DRAYTON CONTACTED EDINBURGH ROC WITH REPORT OF A CALL OF QUOTE EJECTING UNQUOTE IN THE LLANBEDR AREA, EDINBURGH ROC SCRAMBLED VALLEY

PAGE 3 RBDHC 056 UNCLAS BRAWDY RTC
RESCUE 22 AND VALLEY MHT, WEST DRAYTON DIVERTED BRAWDY SEAKING FROM TRAINING IN THE LLANBEDR AREA, BRAWDY HELO TOOK C/S RESCUE 50, WHILE BOTH HELOS WERE ENROUTE WEST DRAYTON RECEIVED REPORT FROM 2 HARRIERS OF 2 SURVIVORS IN NANT-Y-MOCH RESERVOIR NGS 135 749 876. ONE SURVIVOR IN DINGHY OTHER IN WATER, RESCUE 22 RECOVERED SURVIVOR FROM WATER AND FLEW HIM TO VALLEY MEDICAL CENTRE (FLT LT D MCINTYRE). RESCUE 50 RECOVERED SURVIVOR FROM DINGHY AND FLEW HIM TO THE NEAREST MEDICAL FACILITIES AT ABERYSTWYTH HOSPITAL (COMMANDER PRAKASH INDIAN NAVY). VALLEY RESCUE 23 ENBARKED ADVANCE PARTY OF 3 MHT MEMBERS AND FLEW TO SCENE, RESCUE 23 SALVAGED ALL FLOATING SAFETY EQUIPMENT AND THE FLOATING STABBOARD WING, WRECKAGE LEFT WITH MHT CRASH GUARD, MAJORITY OF AIRCRAFT HAD SUNK IN RESERVOIR, REMAINDER OF MHT PROCEEDED BY ROAD, VALLEY MHT HANDED OVER CRASH GUARD DUTIES TO PARTY FROM BRAWDY AT 221540Z APR 82 AND RETURNED TO BASE
BT

CREW:-
P/L. STAN D'ARCY.
P/O. CHARLES GILLON.
MAROP. TED LITTLE.
SGT. TONY PLUNKETT.
P/O. MARK CROUCHMAN. (INTERESTED SPECTATOR.)

BT
UNCLAS
SIC ICJ/EUA
FORM F156 ALL TIMES GMT
A COASTLINE 22 APR 82
B COLIN BROADBENT ABERAERON AGED 12
C RETASKED AT THE END OF ANOTHER RESCUE INCIDENT AT 1500
D SEARCH FOR LOST BOY
E CARDIGAN POLICE - 1347
F CARDIGAN POLICE

PAGE 2 RBDHC 116 UNCLAS
G ICC PLYMOUTH
H CARDIGAN COASTLINE
J NOT LOCATED
K N/A
L (1) ONE (2) - (3) -
M SEAKING 202 SON DET BRAWDY 2 HRS 00 MINS
N N/A
O N/A
P N/A
Q N/A
R CARDIGAN POLICE
S RESCUE 50 WAS DIVERTED TO ANOTHER TASK FOLLOWING EJECTION NEAR ABERYSTWYTH TO ASSIST CARDIGAN POLICE IN SEARCH FOR LOST BOY, R90 LANDED AND HAD BRIEFING WITH POLICE THEN CONDUCTED SEARCH ALONG AND OFF SHORE AND UP TWO VALLEYS, NOTHING FOUND, R90 LANDED AND TALKED TO POLICE AGAIN TOOK OFF AND CARRIED OUT SEARCH EN ROUTE TO BRAWDY STILL NOTHING FOUND, THE YOUNG BOY TURNED UP LATER IN THE EVENING
BT

CREW:-
P/L. STAN D'ARCY.
P/O. MARK CROUCHMAN.
MAROP. TED LITTLE.
SGT. TONY PLUNKETT.
P/L. CHARLES GILLON. (DISINTERESTED SPECTATOR.)

BT
UNCLAS
SIC ICJ/EUA
FORM F 166 ALL TIMES GMT
A MEDEVAC 23 APR 82
B INJURED GREEK SEAMAN/DIMITRIUS KATINGAS AGE 37 YEARS
C 2310
D SEAMAN ON GREEK MV ALEXANPROS INJURED BY FALL
E MILFORD HAVEN CG
F MILFORD HAVEN CG/RAD10/2230/MASTER OF MV ALEXANPROS
G SHCC
H 5156N 0334W

PAGE 2 RBDHC 050 UNCLAS
J VISUAL AFTER RADAR HOMING 2330
K STRETCHER LIFT 240035
L (1) 1 (ONE) (2) 1 (ONE) (3) NIL
M(2) SEAKING 3/202 SON BRAWDY/23 APR 82 24 APR 82/0HRS 50 MINS
O HRS LOMINS (TOTAL 1 HR 30 MINS)
N-R NA
S RESCUE 50 SCRAMBLED TO MV ALEXANPROS TO RECOVER INJURED SEAMAN, AFTER LOCATION WINCHMAN STRETCHER AND DOCTOR LOWERED TO DECK, AFTER 15 MINUTES OF FORMAL INQUIRIES AND FRACTURED PERIAP PATIENT, WINCHMAN AND DOCTOR RECOVERED TO HELO, PATIENT DELIVERED TO WITHYBUSH HOSPITAL HAVENFORDWEST, RESCUE 50 RTB, COMMS GOOD ON 123.1 MHZ, NO CONTACT ON HF, WEATHER GOOD, SUPPLIES USED DURING TREATMENT ENTODX, OHPOM AND INFLATABLE SPLINT
BT

CREW:-
P/L. JULES D'AURYS.
P/O. MARK CROUCHMAN.
MAROP. PETER WILLIAMS.
MAIN. BILL PAYNE.
S/L. CHRIS ABBOTT (SNO).

BT
UNCLAS
SIC ICJ
FORM R166 ALL TIMES GMT
A COASTLINE 4 MAY 82
B BRIAN THOMAS JEHU/AGE 15/BRYNDA, LLANHYSTUD
C 010910
D MISSING BOY
E ABERYSTWYTH POLICE/PERSONAL CALL/031115/BOYS AUNT

PAGE 2 RBDHC 110 UNCLAS
F MILFORD HAVEN CG
G SHCC INFO BY MILFORD/010903
H GS 135 GRID 570816 TO 550857
JK N/A
L(1) ONE (2) NIL (3) NIL
M(2) SEA KING3/202 SONDET BRAWDY/L MAY 82/2 HRS 45 MINS
N-R NA
R ABERYSTWYTH POLICE
S HELO SCRAMBLED AT REQUEST OF MILFORD TO SEARCH FOR BOY MISSING SINCE AM ON 3 MAY 82, AFTER EXTENSIVE SEARCH OF ASSIGNED AREA HELO LANDED TO DISCUSS SITUATION WITH LOCAL POLICE AND CG, HELO SUBSEQUENTLY STOOD DOWN AND RTB, SHCC LATER INFORMED BY ABERYSTWYTH POLICE THAT BOY HAD WALKED AROUND UNTIL 041500 WHEN HE VISITED ANOTHER AUNT, THIS WAS NOT REPORTED TO POLICE UNTIL 041730
BT

CREW:-
P/L. MATT WILLIAMS.
P/L. DICK NEWTON.
P/L. TONY CASS.
SGT. TONY PLUNKETT.

BT
UNCLAS
SIC ICJ/EUA
FORM R191 ALL TIMES GMT
A COASTLINE 6 MAY 82
B MR P HANSON AGED 29 PONTYPRIDD
C 1140
D CLIFF FALLER
E MRSC MILFORD HAVEN 599 CALL 1436 FROM CALDY ISLAND ABBEY

PAGE 2 RBDHC 074 UNCLAS
F MRSC MILFORD HAVEN
G SHCC 1449 INFORMED BY MILFORD HAVEN
H CALDY ISLAND GS 156 110965
J VISUAL 1/2NM AT 200FT
K NR STRETCHER LIFT 1520
L(1) 1 (2) 1 (3) 0
M(2) SEAKING MK3 202 SON BRAWDY 6 MAY 55 MIN
N-R NA
S HELO DIVERTED FROM TRNG TO CASUALTY WHO HAD FALLEN 20/30 FT, WINCHMAN PLACED ON BEACH AND WINCHED IN WITH NR STRETCHER, CASUALTY TAKEN TO HAVENFORDWEST HOSPITAL, CONSCIOUS BUT WITH PAINS IN BACK
BT

CREW:-
P/L. MATT WILLIAMS.
P/L. CHARLES GILLON.
P/L. TONY CASS.
SGT. TONY PLUNKETT.
MAROP. TED LITTLE.
MAROP. JOHN REESON. {CATTING}

UNCLAS
SIC ICJ/EUA
FORM F157 ALL TIMES GMT
A AIRCRAFT/13 MAY 82
B PILOT/FLTLT ROBINSON/RAF BRAWDY
C 1002

PAGE 2 RBDHC 062 UNCLAS
D CRASHED RAF HUNTER CALLSIGN BOY 36/PILOT EJECTED
E WEST DRAYTON DISTRESS AND DIVERSION CELL (WDDO)/243 MVE WATKIN
G CALL/0955/HUNTER A/C
F WDDO
G SHCC INFO BY WDDO/0957
H 5218N 00347W
J PLB HOMING/VISUAL
K NEIL ROBERTSON STRETCHER/CERVICAL COLLAR
L (1) ONE (2) ONE (3) NIL
M (2) SEAKING3/202 SON DET RAF BRAWDY/13 MAY 82/3 HRS 30 MINS
N-R NA
S HELO R90 SCRAMBLED BY WDDO FOR AN EJECTION 13 MLS ESE OF ABERYSTWYTH, GAINED RADIO CONTACT WITH CRASHED AIRCRAFTS PLUNGED UP PLB SIGNALS AND HOMED TOWARDS BOY 61 TRANSMISSIONS, THEN FOR FLARE ON SIGHTING R90 APPROX 2 MLS AWAY, R90 LOCATED CASUALTY LYING ON HIS BACK AMONGST SHOULDERING PEAT APPROX 10 YDS FROM IMPACT POINT OF AIRCRAFT, CASUALTY UNABLE TO STAND DUE BACK INJURIES, CASUALTY PLACED IN CERVICAL COLLAR AND NEIL ROBERTSON STRETCHER AND WINCHED UP TO HELO, DURING TRANSIT CASUALTY TREATED FOR CUTS TO

PAGE 3 RBDHC 062 UNCLAS
HEAD, AFTER PICKING UP A RAF MEDICAL OFFICER FROM RAF BRAWDY WHO TOOK BOTH CASUALTY AND MO TO HAVENFORDWEST HOSPITAL, R90 RTB FOR REFUEL PRIOR TO FERRYING CRASH GUARD TO SITE
BT

CREW:-
P/L. DICK NEWTON.
P/O. MARK CROUCHMAN.
MAROP. STAN JONES.
SGT. TONY PLUNKETT.

UNCLAS
SIC ICJ/EUA
FORM R203 ALL TIMES GMT
A SHIPPING 20 MAY 82
B MR N THOMAS, AGE 48, 10 LANDSHORE PLACE, PORTHEAD, SWANSEA
C CREW MEMBER OF SCAR WEATHER LIGHTSHIP
C 2045

PAGE 2 RBDHC 112 UNCLAS
D CREW MEMBER WITH RESPIRATORY COMPLAINT
E SWANSEA MRCC, TELEPHONE, 1957, TRINITY HOUSE SWANSEA
F SWANSEA MRCC
G SRCC, REQUEST FOR ASSISTANCE AT 2024
H 5127N 0035W
J N/A
K BOSUNS CHAIR LIFT 2135
L (1) 1 (2) 1 (3) 0
M (2) SEAKING MAR 3, 202 SQN RAF BRANDY, 20 MAY 82, 1 HR 20 MIN
N-R N/A
S CASUALTY TAKEN TO SINGLETON HOSP SWANSEA
BT

CREW:-
P/L JULES D'AUBIN.
P/L CHARLES GILLON.
P/L GROFF TROTT.
MAJ. IAN REDTRA.

UNCLAS
SIC ICJ/EUA
FORM R207 ALL TIMES GMT
A COASTLINE 23 MAY 82
B MISS WENDY JOHNSON, AGE 16 YRS, 36 HAMILTON AVE BARKINGSIDE ILFORD
C DOUBBLE CANOEIST PARALYSED FOLLOWING CAPSIZE
D DOUBBLE CANOE LIFTED ON BOARD USING COASTGUARD STRETCHER
E RHOSSILI CG/TELEPHONE/1009/MEMBER OF PUBLIC
F MRCC SWANSEA

PAGE 2 RBDHC 042 UNCLAS
G SRCC/1015 INFORMED BY MRCC SWANSEA
H RHOSSILI BEACH/5131N 00125W/OS SHEET 199 GRID 414 850
J VISUAL 1035
K LIFT 1035
L (1) ONE (2) ONE (3) NIL
M (2) SEA KING 3/202 SQN BRANDY/23 MAY 82/1HR 10MINS
N-R N/A
S HELD SCRAMBLED TO ASSIST YOUNG CANOEIST PARALYSED BY BACK
INJURY CAUSED BY CAPSIZE PD HELD REQUESTED DUE TO LOCATION
HAVING LIMITED ACCESS FOR LAND ROVER ONLY PD HELD LANDED ON
BEACH AND CASUALTY LIFTED ON BOARD USING COASTGUARD STRETCHER
THEN TAKEN TO SWANSEA SINGLETON HOSPITAL PD WEATHER AND
COMMS GOOD PD RESCUE 90 RTB 1035
BT

CREW:-
P/L. MATT WILLIAMS.
P/O. MARK CROUCHMAN.
MARCOF. STAN JONES.
P/L. TONY GARR. (VINCINAB).

UNCLAS
SIC ICJ
FORM R210 ALL TIMES GMT
A MEDEVAC
B MR JAMES KIDNEY FAILURE
C 281755Z MAY 82
D MEDEVAC
E DRYED AMBULANCE AUTHORITY
F RCC PLYMOUTH
G PLYMOUTH

PAGE 2 RBDHC 010 UNCLAS
H ABERYSTWYTH TO CARDIFF HOSPITALS
J N/A
K N/A
L (1) ONE (2) ONE (3) NIL
M (1) NIL (2) SEA KING 3/202 SQN 8 FLT (3) NIL
N NIL
O-R N/A
S SCRAMBLED BY RCC TO MEDEVAC KIDNEY FAILURE CASE FROM ABERYSTWYTH
TO CARDIFF IN COMPANY OF DOCTOR AND NURSE CLOUDBASE 200-700 FT
BT

CREW:-
P/L. DICK NEWTON.
P/L. CHARLES GILLON.
MARCOF. TED LITTLE.
SGT. TONY PLUNKETT.

UNCLAS
SIC ICJ/KPJ
FORM R213 ALL TIMES GMT
A SHIPPING 29 MAY 1982
B FRENCH TRAWLER AMPHITRITE
C 0307
D TRAWLER WITH FIRE IN ENGINE ROOM

PAGE 2 RBDHC 161 UNCLAS
E BEST RADIO AT 0210 ON 2102 NMZ, FROM AMPHITRITE
F FALMOUTH CG
G SRCC 0255 INFORMED BY FALMOUTH CG
H 5014N 0030W
J N/A
K N/A
L (1) N/A
M (2) SEA KING 3 202 SQN BRANDY 29 MAY 82 10MINS
S AT 0345 BEST INFORMED FALMOUTH THAT ANOTHER TRAWLER HAD GIVEN
ASSISTANCE TO AMPHITRITE-FIRE OUT BUT NO FURTHER ASSISTANCE REQUIRED.
MAYDAY CANCELLED. HELD RECALLED
BT

CREW:-
P/L. DICK NEWTON.
P/L. JULES D'AUBIN.
P/L. GROFF TROTT.
SGT. TONY PLUNKETT.
CPL. FULLERTON.

UNCLAS
SIC ICJ/KPJ
FORM R229 ALL TIMES GMT
A SHIPPING 31 MAY/1 JUN 82
B CREWMAN ON SPANISH TRAWLER PUNTA FISTINANZO-RICARDO VASQUEZ AGE
47 YEARS
C HELD A/B 312342 MAY, NIMROD A/B 010010 JUN
D CREWMAN WITH STRANGULATED HERNIA

PAGE 2 RBDHC 172 UNCLAS
E CRS VALENCIA BY RADIO AT 2235 FROM PUNTA FISTINANZO
F MRCC SHANNON
G SRCC AT 2316 INFORMED BY MRCC SHANNON
H 5116N 1345W
J BY NIMROD AT 010159 JUN
K SEA KING STRETCHER LIFT AT 010355
L (1) ONE (2) ONE (3) NIL
M (1) NIMROD MR MK1 42 SQN ST MARGAN 6 HRS 23 MINS
(2) SEA KING 3 B FLT 202 SQN BRANDY 31 MAY/1 JUN 7 HRS 5 MINS
O ONE SIGNAL ROCKET FIRED BY TRAWLER, FIRST CONTACT BY RADAR AT 20 NM
AT 5000FT
P VALENCIA RADIO, TRANSLATED AND RELAYED MSGS FOR NIMROD/HELD TO
TAWLER
S HELD REFUELLED AND PICKED UP DOCTOR AT SHANNON THEN FLEW DIRECT
TO TRAWLER WHICH AT BEEN LOCATED AND IDENTIFIED BY NIMROD. PATIENT
LIFTED BY STANDARD STRETCHER LIFT AND TAKEN TO SHANNON. LANDED
AT SHANNON 0540. HELD AGAIN REFUELLED AT SHANNON AND RETURNED TO
BRANDY. NIMROD DIVERTED TO KINLOSS DUE TO POOR WX AT ST MARGAN
BT

CREW:-
P/L. DICK NEWTON.
P/L. NORRIS BODGE.
MARCOF. STAN JONES.
MAJ. BILL PATR.
CPL. DICK POT.

UNCLAS
SIC ICJ/KPJ
FORM R228 ALL TIMES GMT
A MEDEVAC 1 JUN 82
B LEUKAEMIA PATIENT
C 1330
D TO TRANSFER CRITICALLY ILL WOMAN WITH LEUKAEMIA FROM CARMARTHEN
HOSP TO WESTLANDS HELIPORT
E SRCC BY PHONE AT 1254 FROM CARMARTHEN AMBULANCE AUTHORITY
F CARMARTHEN AMBULANCE SERVICE
G SRCC 1254

PAGE 2 RBDHC 704 UNCLAS
L (1) ONE (2) N/A (3) N/A
M (2) SEAKING MAR 3, 202 DET BRANDY, 1 JUN 82, 1HR 10MIN
S HELD DIVERTED FROM TRAINING SORTIE TO PICK UP CRITICALLY ILL
WOMAN (SUFFERING FROM LEUKAEMIA) FROM CARMARTHEN HOSP TO TAKE HER TO
WESTLANDS HELIPORT, UNFORTUNATELY 15 MIN AFTER TAKE OFF FROM
CARMARTHEN THE WOMAN DIED. HELD RETURNED TO CARMARTHEN
BT

CREW:-
P/L. JULES D'AUBIN.
P/O. MARK CROUCHMAN.
P/L. GROFF TROTT.
SGT. TONY PLUNKETT.
CPL. GROFF LIGHTFOOT.

UNCLAS
SIC ICJ/KPJ
FORM R233 ALL TIMES GMT
A COASTLINE 2 JUN 82
B MR WHITCHER OF MATLOCK DERBYSHIRE
C 1939
D DROWNING MAN
E MILFORD HAVEN MRSC 999 CALL 1506 HOP (MR K PHILLIPS)

PAGE 2 RBDHC 056 UNCLAS
F MILFORD HAVEN MRSC
G SRCC 1100 BY MILFORD HAVEN 1346Z
H NEWGALL BEACH/5154N 01300E
J VISUAL 1512 GUIDED IN BY TELEPHONE INFORMANT
K DOUBLE LIFT NATO STROP
L (1) 1 (2) 1 (3) 0
M (1) SEAKING 3 402 SQN DET BRANDY 2 JUN 82/20 MINS
N-R N/A
S RESCUE A) SCRAMBLED BY CG TO SWIMMER SIGHTED OFF NEWGALL BEACH,
CASUALTY FOUND ON BEACH AND TAKEN TO WITHTHURST HOSP WHERE HE WAS
LATER DECLARED DEAD
BT

CREW:-
P/L. DICK NEWTON.
P/L. CHARLES GILLON.
P/L. TONY GARR.
MARCOF. STAN JONES. (VINCINAB).

UNCLAS
SIC ICJ/KPJ
FORM R233 ALL TIMES GMT
A COASTLINE 3 JUN 82
B 5 WATERHOUSE AGED 15 OF 1, RUSSET CLOSE TUFFLEY GLOUCESTERSHIRE
C 2100
D FALLEN CLIFF WALKER
E MRSC MILFORD HAVEN 999 CALL AT 2015 FROM HOP

PAGE 2 RBDHC 061 UNCLAS
F MRSC MILFORD HAVEN
G SRCC 2039 INFORMED BY MILFORD HAVEN CG
H POPPIT SANDS OS 115 155486
J N/A
K STRETCHER LIFT 2115
L (1) 1 (2) 1 (3) 0
M (2) SEAKING 3 202 SQN DET BRANDY 3 JUN 50 MIN
N-R N/A
S BOY HAD FALLEN 30 TO 40 FEET DOWN CLIFF AND HAD SUSTAINED SPINAL
INJURIES. CASUALTY WAS TAKEN FROM BEACH BY ILB TO A CLEAR AREA FOR
WINCHING BY HELO, CASUALTY THEN STRETCHER LIFTED BY HELO AND TAKEN
TO WITHTHURST HOSPITAL
BT

CREW:-
P/L. JULES D'AUBIN.
P/O. MARK CROUCHMAN.
MARCOF. TED LITTLE.
SGT. TONY PLUNKETT.
SGT. JOHN STEVENS.

UNCLAS
SIC ICJ/KPJ
FORM R234 ALL TIMES GMT
A COASTLINE 04 JUN 82
B INFLATABLE WITH 4 PERSONS ON BOARD FROM MANCHESTER DIVING GROUP
C 1910
D OVERDUE INFLATABLE
E MILFORD HAVEN MRSC BY PHONE AT 1715 FROM MR ROGERSON MEMBER OF

PAGE 2 RBDHC 060 UNCLAS
MANCHESTER DIVING PARTY
F MRSC MILFORD HAVEN
G SRCC 1500 INFORMED BY MILFORD HAVEN CG
H 5152N 0520W
J VISUAL 1534 BY HELO
K PICKED UP BY ST DAVIDS LIFE BOAT AT 2000
L (1) 1 (2) 0 (3) 0
M (2) SEAKING MK3 202 SQN DET BRANDY 04 JUN 55MIN
N N/A
O HANDHELD RED FLARE 3/1MM 200FT
P N/A
Q N/A
S HELO SCRAMBLED TO ASSIST ST DAVIDS LIFEBOAT AND LITTLEHAVEN ILB
IN LOCATING INFLATABLE WHICH WAS LAST SEEN AT 1602 PD SURVIVORS
SURVIVORS WERE ALL SAFE AND WELL
BT

CREW:-
P/L. DICK NEWTON.
P/L. CHARLES GILLON.
P/L. TONY GARR.
P/L. GROFF TROTT. (VINCINAB).
CPL. ATKINSON.

BP Shipping Limited

G 13



Britannic House, Moor Lane, London EC2Y 9BR

Base Commander Forces,
Ascension Island.

RC MSC Detachment,
M.V. BRITISH Aves,
AT Clarence Bay Anchorage.

Our reference	Your reference	Telex	Date
77		91-420	25th May 1982

Live Body Receipt

This is to certify that I have this day 25th May 1982, accepted into my custody aboard the M.V. British Aves, the live body of PW Captain Alfredo Astiz, for movement to the United Kingdom in accordance with my instructions.

Maj.
 Military Provost Staff Corps.



20th MAY 1982
EMBARKED ON DUMBARTON CASTLE FROM
WEST OF ASCENSION ISLAND.



15th JUNE 1982
LINCHING SICK SCAMMAN OFF HMS SPARTAN & DELIVERING
STEALBERGIES & CREAM.
2400ms. WEST OF ASCENSION ISLAND.



4th JUNE 1982.
STORES TRANSFER BETWEEN DUMBARTON
CASTLE & Q.E. II.



Telex No. London 9588-1
A-558811 BP/DA G.O.
In a letter to the
London office

Foreign Office
Admiralty London G.O.
In a letter to the
London office

Registered Office
Admiralty London G.O.
In a letter to the
London office

Registered
Admiralty
London G.O.

UNCLAS
SIC 100/RPJ
FORM R276 ALL TIMES GMT
A COASTLINE 06 JUN 82
B MI FIELD OF STRETCHLEY BIRMINGHAM AND HIS DOG A WOLFHOUND CALLED CLARIDGE
C DIVERTED FROM TRAINING AT 1530
D MAN AND DOG STUCK HALF WAY DOWN CLIFF PD ANIMAL ROLLED DOWN CLIFF

PAGE 2 RBDHC 069 UNCLAS
AND MI FIELD BECAME STUCK TRYING TO RESCUE IT
E MRSC MILFORD HAVEN BY PHONE AT 1524 FROM MOP
F MRSC MILFORD HAVEN
G SRCC 1530 INFORMED BY MILFORD HAVEN CG
H HARLES CLIFFS
J VISUAL 1530
K DOUBLE LIFT 1535
L (1) 1 AND DOG (2) 1 AND DOG (3) 0
M (2) SEAKING MK3 202 SONDET BRANDY 06 JUN 10 MIN
N TO R/A
O HELD IN AREA ON TRAINING EXERCISE, DIVERTED TO SCENE, MAN AND DOG STUCK ON CLIFF LEDGE AND LIFTED TO MARCES AUXILIARY CG ON CLIFF
BT

CREW:-
P/L. JULES D'AUTRY.
P/L. CHARLES GILLON.
P/L. TONY GASS.
SOT. TONY PLUNKETT.
P/L. SILLICK (VST FAX).

UNCLAS
SIC 100/RPJ
FORM R267 ALL TIMES GMT
A COASTLINE 23 JUN 82
B MI J GRANT AGE 19 YRS BURY LANC

PAGE 2 RBDHC 036 UNCLAS
C 1610
D SWIMMER SWEPT OUT TO SEA BY TIDE
F MILFORD HAVEN CG TELEPHONE 1610 MISS HAKIN
F MILFORD HAVEN MRSC
G SRCC 1615 INFORMED BY BRANDY
H SQUAD 0012N
J N/A
K N/A
L (1) 1 (2) 0 (3) 0
M (2) SEA KING 3 2025N RAF BRANDY 23 JUN 82. 2 HRS 45 MIN
N 0 P 0 N/A
O AIR SEARCH CALLED OFF BY SRCC/MILFORD HAVEN MRSC AT 1642.
CG PATROLS CARRIED OUT COASTAL SEARCH AM 24 JUNE, NEGATIVE RESULTS
S. HELD SCRAMBLED BY MILFORD HAVEN MRSC TO SEARCH FOR SWIMMER SWEPT OUT BY TIDE, THROUGH SEARCH OF AREA CARRIED OUT BY HELO AND NEWQUAY ILB, CG GROUND SEARCH CARRIED OUT AM 24 WITH NEGATIVE RESULT
BT

CREW:-
P/L. DICK NEWTON.
P/O. MARK CROUCHMAN.
MAROP. STAN JONES.
MAIM. BILL PATRICK.
P.O. PAM SALTER.

UNCLAS
SIC 100/RPJ
FORM R 266 ALL TIMES GMT
A SHIPPING 26 JUN 82
B NOT KNOWN
C 0106

PAGE 2 RBDHC 100 UNCLAS
D MAN OVERBOARD
E HARTLAND MRSC ON CHAN 16 AT 2310 FROM SHELL EXPLORER C/S GPHF
F MILFORD HAVEN CG
G SRCC 0030 BY TELEX FROM MILFORD HAVEN MRSC
H TRACK SEARCH FROM 5150N 0551W TO 5017N 0603W AMENDED TO 5118N 0559W TO 5051N 0601W
J N/A
K N/A
L (1) 1 (2) 0 (3) 0
M (2) SEAKING 3 202 SON BRANDY 24 JUN 82 2HRS 45MINS
R MRSC MILFORD HAVEN
S HELD SCRAMBLED BY MILFORD HAVEN CG TO SEARCH FOR A MAN OVERBOARD FROM THE SHELL EXPLORER, THE FIRST DATUM WAS LATER MODIFIED WHEN THE TIME THE CASUALTY WAS LAST SEEN WAS CHANGED FROM 231600A TO 232100A A TRACK CRAWL SEARCH WAS MADE COVERING BOTH DATUMS AND 190 RETURNED TO BASE WHEN DETERIORATING WX AT BASE AND DIVERSION FUEL DICTATED, SEARCH CONTINUED BY SURFACE UNITS UNTIL 240700 WHEN SEARCH TERMINATED BY MILFORD HAVEN
BT

P/L. DICK NEWTON.
P/O. MARK CROUCHMAN.
MAROP. STAN JONES.
MAIM. BILL PATRICK.
CPL. CAMPBELL.

UNCLAS
SIC 100/RPJ
FORM R 272 ALL TIMES GMT
A COASTLINE 27 JUN 82
B NOT KNOWN

PAGE 2 RBDHC 190 UNCLAS
C 1125
D PERSONS IN WATER FROM OVERTURNED BOAT
E PENRYN AUX CG/TELEPHONE/1116/MOP
F MILFORD HAVEN
G SRCC INFO BY MILFORD HAVEN 1125
H CARDIGAN ISLAND/307N 041W
J NA
K NA
L (1) FOUR (2) NIL (3) NIL
M (2) SEAKING 3/202 SONDET BRANDY/27 JUN 82/20 MINS
N TO R/A
S SCRAMBLED BY MILFORD HAVEN AFTER REPORT RECEIVED THAT DINGHY HAD OVERTURNED WITH 2 OF THE OCCUPANTS ACCOUNTED FOR AND 1 MISSING, THIS WAS SUBSEQUENTLY CHANGED TO 4 OCCUPANTS WHEN THEY WERE ALL LOCATED SAFE ON THE BEACH, HELD WAS THEN RELEASED BY CG
BT

CREW:-
P/L. JULES D'AUTRY.
P/O. MARK CROUCHMAN.
P/L. GEOFF THOTT.
MAIM. IAN MEDINA.

UNCLAS
SIC 100/RPJ
FORM R275 ALL TIMES GMT

PAGE 2 RBDHC 086 UNCLAS
A COASTLINE 26 JUN 82
B JAPANESE BULK CARRIER GIBRALTAR PANSY C/S ABBM
C CHIVENDOR A/B 1210 BRANDY A/B 1215
D MAN OVERBOARD
E BY PILOT CUTTER MARGAM ABBEY BY RADIO AT 1227 FROM GIBRALTAR PANSY
F SWANSEA CG
G SRCC AT 1215 INFORMED BY MILFORD HAVEN CG
H 5135N 0335W
L (1) ONE (2) NIL (3) NIL
M (2) WESSEX 2 A FLT 22 SON DET CHIVENDOR 26 JUN 82 3 HRS 50 MINS
N SEA KING 3 202 B SON BRANDY 26 JUN 82 30 MINS
O TERMINATED BY SWANSEA MRCC AT 1652
S THOROUGH SEARCH BY HUMBLE LIFEBAT ASSISTED BY SEVERAL LOCAL VESSELS AND HELOS - NIL FOUND
BT

CREW:-
P/L. DICK NEWTON.
P/L. CHARLES GILLON.
MAROP. PETE WILLIAMS.
SOT. TONY PLUNKETT.

UNCLAS
SIC 100/RPJ
FORM R277 ALL TIMES GMT
A COASTLINE 26 JUN 82
B IAN HOLLINGSHEAD AGE 14 OF STOKES ON TRENT
C 1620

PAGE 2 RBDHC 077 UNCLAS
D BOY IN WATER FROM DINGHY
E MRSC MILFORD HAVEN BY PHONE FROM MOP AT 1610
F MILFORD CG
G SRCC AT 1620 FROM BRANDY
H 5143N 041W
J NA
K ASSISTED ASHORE BY BROTHER AND FRIEND
L (1) ONE (2) NIL (3) NIL
M (2) SEA KING 3 202 SON DET BRANDY 26 JUN 82 40 MINS
S HELD FOUND DINGHY BUT NO BOY - CONDUCTED SEARCH WITH ILB THEN INFORMED BY CG THAT BOY HAD BEEN TAKEN TO HOSPITAL BY POLICE
BT

CREW:-
P/L. DICK NEWTON.
P/L. CHARLES GILLON.
MAROP. PETE WILLIAMS.
SOT. TONY PLUNKETT.

UNCLAS
SIC 100/RPJ
FORM R279 ALL TIMES GMT
A COASTLINE 30 JUN 82
B WILLIAM JEFFREY GRIFFITHS AGED 24, ADDRESS CARNAL PENY-BONT

PAGE 2 RBDHC 115 UNCLAS
CARNATHEN
C 2510
D PERSON MISSING FROM CAPSIZED SPEEDBOAT
E MILFORD HAVEN CG 2235 CALL FROM MOP AT 2235
F MILFORD HAVEN CG
G SRCC 2237 INFORMED BY MILFORD HAVEN CG
H AMFOTH 5143N 0435W
J NA
K NA
L (1) 1 (2) 0 (3) 0
M (2) SEAKING MK3 202 SON BRANDY 30 JUN 82 5 MIN 1 JUL 1982 10 MIN
N TERMINATED 04055 JUL BY MILFORD HAVEN CG
S SPEED BOAT CAPSIZED AT 301730 WITH TWO OCCUPANTS, ONE OCCUPANT A NON SWIMMER BUT WEARING A LIFE JACKET SWAM ASHORE AT AMORTH AND WAS EXHAUSTED WHEN HE REACHED A LOCAL HOTEL TO RAISE THE ALARM, HELD SCRAMBLED TO ASSIST TENBY LIFEBAT, TENBY ILB AND LOCAL BOAT IN SEARCH FOR OTHER OCCUPANT WHO WAS REPORTED TO BE A STRONG SWIMMER, SPEED BOAT FOUND IN BURN WEST OF AMORTH, SEARCH SUSPENDED AT 010115 JUL DUE TO DETERIORATING WEATHER AND RESUMED AT FIRST LIGHT, SEARCH TERMINATED AT 0635 PERSON NOT FOUND
BT

CREW:-
P/L. JOHN PRINCE (HEMPILLOT).
P/L. CHARLES GILLON.
MAROP. STAN JONES.
MAIM. BOB GRIFFITHS.
CPL. GEOFF LIGHTFOOT.
CPL. POLLET (SECOND SORTIE.)

NNNN

PAGE 2 RBDHC 111 UNCLAS
FORM R290 ALL TIMES GMT
A. SHIPPING
B. LORRAINE MARSHALL AGE 35 OF AYLESBURY
C. 060735 JUL 82
D. WOMAN SUFFERED MISCARRIAGE
E. OIL RIG DIXIE LYN FIELD 97 - VHF CH 8 - 060639 - YACHT JOBISKA
F. FALMOUTH MRCC
G. SRCC INFORMED BY FALMOUTH MRCC AT 060705
H. 1635N 00732W
J. VHF CH 16 TO VISUAL AT 1138
K. STANDARD DOUBLE LIFT 1203
L. (1) 1 (2) 1 (3) NIL
M. (2) SEAKING 3/202 SON/BRANDY/6 HRS 25 MIN
N. NA
O. NA
P. NA
Q. NA
R. NA
S. SEA KING SCRAMBLED BY SRCC TO A WOMAN WHO MISCARRIED 16 HRS EARLIER ON BOARD YACHT JOBISKA (ZHEA) (REGISTERED FALMOUTH) AND

PAGE 3 RBDHC 111 UNCLAS
STILL BLEEDING, HELD STAGED THROUGH CULDEROSE TO EMBARK MEDICAL OFFICER AND MIDWIFE, PROCEEDED TO SEARCH AREA, PATIENT LIFTED OFF AND TREATED ENROUTE TO TRELISSKE HOSP TRURO, A/C RTB AFTER REFUELLING AT CULDEROSE
BT

CREW:-
P/L. JULES D'AUTRY.
P/O. MARK CROUCHMAN.
MAROP. PETE WILLIAMS.
MAIM. BILL PATRICK.

UNCLAS

SIC ICJ/KPJ
FORM R306 ALL TIMES GMT
A. LAND. MISSING GLIDER
B. MISSING GLIDER OF RAF BRANDY GLIDING CLUB
C. 1659
D. TEMPORARILY MISSING GLIDER
E. RAF BRANDY GLIDING CLUB INFORMED SAR FLT AT 1657
F. GLIDING CLUB
G. SROC INFORMED BY BRANDY AT 1703

PAGE 2 RBDHC 151 UNCLAS

N. 5152N 0907W APPROX 2 MILES WEST OF BRANDY
K. VISUALLY
L. (1) NA (2) NA (3) NA
M. (2) SEA KING 202 SON RAF BRANDY 900 7 MINUTES
N. NA
O. NA
P. NA
Q. NA
R. NA
S. R90 SCRAMBLED AFTER BRANDY GLIDING CLUB REPORTED A GLIDER NOT
EQUIPPED FOR FLIGHT IN INC HAD DISAPPEARED INTO CLOUD AND FAILED
TO REPORT IN. GLIDER FOUND 2 MILES WEST OF BRANDY ON FARMLAND ALL
WELL. R90 RTS
BT

CREW:-
F/L. JULES D'AUBYN.
F/O. MARK CROUCHMAN.
MAJOP. PETE WILLIAMS.
MAJ. BILL PAYNE.

UNCLAS

SIC ICJ/KPJ
FORM R310 ALL TIMES GMT
A. LAND - 13 JUL 82
B. ANDREW OWEN 17 YRS OLD
C. 1026
D. CONTOUR SEARCH FOR MISSING YOUTH
E. REQUEST BY CARMARTHEN POLICE AT 1010
F. CARMARTHEN POLICE
G. SRCC AT 1010 BY CARMARTHEN POLICE
H. 5152N 00324W

PAGE 2 RBDHC 139 UNCLAS

J. VISUAL BY ARMY PATROL AT 1223
K. A. PARA J
L. (1) ONE (2) ONE (3) NIL
M. (2) SEA KING 3/202 SON/13 JUL 2 HRS 30 MINS
N-R N/A
S. HELO SCRAMBLED BY SRCC TO ASSIST FOR SEARCH FOR A YOUTH WHO HAD
FAILED TO REPORT IN FOLLOWING A FELL WALK. YOUTH WAS FOUND ALIVE
AND WELL BY AN ARMY PATROL
BT

CREW:-
F/L. MALCOLM CARLILE.
F/O. MARK CROUCHMAN.
MAJOP. PETE WILLIAMS.
MAJ. ROB GRIFFITHS.

1618 JULY 1982

AT 1325A R90 WAS SCRAMBLED BY BRANDY ATC TO INVESTIGATE TRANSMISSIONS ON 24300/0.8
REPORTED TO THE WEST OF BRANDY.
JUST AFTER TAKEOFF THE AIRCRAFT WAS RECALLED AS THE TRANSMISSIONS HAD BEEN TRACED TO AN
AIRCRAFT TRANSMITTING INADVERTENTLY.

CREW:-
F/L. JULES D'AUBYN.
F/L. ROBBIE ROUGH.
F/L. TONY CASS.
MAJ. ROB GRIFFITHS.

UNCLAS

SIC ICJ/KPJ
FORM R330 ALL TIMES GMT
A. COAST LINE 22 JUL 82
B. CAPSIZED DINGHY OWNER NOT KNOWN
C. 231517Z JUL
D. OVERTURNED DINGHY
E. MILFORD HAVEN MRSC LANDLINE 999 1506 MOP

PAGE 2 RBDHC 150 UNCLAS

F. MILFORD HAVEN MRSC
G. SRCC INFORMED BY MILFORD HAVEN CG AT 1512
H. LLANON(BETWEEN ABERYSTWYTH AND NEWQUAY)
L(1) 4 (2) NIL (3) NIL
M. SEAKING MK3 RAF BRANDY 1 HR 14 MINS
S. HELO SCRAMBLED TO OVERTURNED DINGHY WITH 4 POB. CARRIED OUT 2
SWEEPS OF SEARCH AREA BEFORE NEWQUAY ILB REPORTED THAT CASUALTIES
SAFE ASHORE RTS
BT

CREW:-
F/L. JULES D'AUBYN.
F/L. JOHN LEECH.
F/L. GREGORY TROTTER.
MAJOP. TED LITTLE.

UNCLAS

SIC ICJ/KPJ
FORM R332 ALL TIMES GMT
A. FALSE ALARM WITH GOOD INTENT 23 JUL 82
B. REPORTED PERSON IN DISTRESS
C. 230915Z
D. SEARCH FOR MAN REPORTED IN WATER

PAGE 2 RBDHC 214 UNCLAS

E. RADIO MESSAGE INTERCEPTED BY MILFORD CG ON CH12 BETWEEN MILFORD
RADIO AND HARBOUR LAUNCH. INITIATED BY MR JONES ADDRESS UNK
F. MRSC MILFORD HAVEN
G. SRCC 0950 INFORMED BY MILFORD HAVEN
H. NEYLAND CLEDDAU ESTUARY
J. NOTHING FOUND

K. NA
L(1) NIL (2) NIL (3) NIL
M(2) SEAKING MK3/A 202 SON/23 JUL 82/27 MINS
R. 1007 TENBY CG MOBILE
S. MILFORD RADIO RECEIVED REPORT FROM MR JONES BY TELEPHONE OF PERSON
IN WATER PRESUMED IN DISTRESS MRSC MILFORD HAVEN INTERCEPTED VHF
TRAFFIC ON CH12 BETWEEN MILFORD RADIO AND HARBOUR LAUNCH CONCERNING
INCIDENT AND SCRAMBLED HELO PERSON WAS FOUND TO BE A BUOY
BT

F/L. JULES D'AUBYN.
F/O. MARK CROUCHMAN.
MAJOP. STAN JONES.
MAJ. IAN MEDINA.

UNCLAS

SIC ICJ/KPJ
FORM R310 ALL TIMES GMT
A. SHIPPING 26 JUL
B. BERNARD RIXON
C. 1911
D. MV OSBORNE BAY WITH UNCONSCIOUS DIVER ON BOARD
E. MILFORD HAVEN MRSC AT 1507
F. MILFORD HAVEN MRSC

PAGE 2 RBDHC 063 UNCLAS
G. SRCC 1630 BY MILFORD HAVEN MRSC
H. 5142N 0513W
J. VISUAL 1916

K. CASUALTY LIFTED IN NEIL ROBERTSON STRETCHER
L. 1, 2, NIL 3, 1
M. SEAKING MK3 202 SONDET RAF BRANDY 26 JUL 30 MINS
N-R N/A

S. HELO SCRAMBLED BY MILFORD HAVEN MRSC TO MV OSBORNE BAY WITH
UNCONSCIOUS DIVER ON BOARD. CASUALTY LIFTED IN NEIL ROBERTSON
STRETCHER, TAKEN TO HAVERFORDWEST HOSP. DOA BY DROWNING DESPITE
CARDIAC MASSAGE
BT

CREW:-
F/L. JULES D'AUBYN.
F/L. JOHN LEECH.
MAJOP. STAN JONES.
MAJ. BILL PAYNE.

UNCLAS

SIC ICJ/KPJ
FORM R 346 ALL TIMES GMT

PAGE 2 RBDHC 165 UNCLAS

A. SHIPPING 29 JUL 82
B. FRENCH FV GALV AR MOR GV514585 CALLSIGN FUGA
C. NIMROD C/S R51 0900
SEAKING C/S R90 0947
D. MISSING FRENCH FV
E. INITIAL UNKNOWN. FALMOUTH CG INFORMED BY IMMEDIATE TELETYPE
290846Z JUL 82 FROM CROSSAT
F. MILFORD HAVEN MRSC AT 0935
G. SRCC 0910 INFORMED BY FALMOUTH CG
H. DATUM 5110N 0607W
J. NOT FOUND - SEE REMARKS
L. (1) FIVE (2) NIL (3) NIL
M. (1) NIMROD MK1 42 SON RAF ST MARGAN 29 JUL 82 3 HRS 56 MINS
(2) SEAKING RAF BRANDY 29 JUL 82-3 SORTIES-TOTAL 13HRS 59MINS
R. SEARCH TERMINATED BY MILFORD HAVEN MRSC WITH AGREEMENT OF
FRENCH AUTHORITIES-TELEX DTG 291800Z JUL
S. FOLLOWING IS TEXT OF TELEX DTG 290846Z FROM CROSSAT (REF PARA 1)
THE FRENCH TRAWLER SPIROU HAS JUST FOUND A DROWNED MAN PSN 5110N
0607W HE IS A MEMBER OF THE CREW OF THE FRENCH TRAWLER GALV AR MOR
GV514585 CALLSIGN FUGA-WOODEN HULL-LENGTH 16 METERS-GROSS TONNAGE

PAGE 3 RBDHC 165 UNCLAS

SPIROU CALLED THE GALV AR MOR AT 252130. SPIROU THINKS THAT THE
GALV AR MOR SANK IN THE NIGHT PSN 5110N 0607W FIVE MEN ON BOARD
DIVERTED FROM TRAINING SORTIE AT 0947 ON TASK 1007. CARRIED OUT
SECTOR SEARCH 10NM RADIUS FROM DATUM. R90 ON TASK 1017. CARRIED
OUT EXPANDING SQUARE AND CLA SEARCH. ALSO INVESTIGATED VARIOUS
PATCHES OF FLOATING DEBRIS AS DIRECTED BY R51. ALL ASSESSED TO BE
UNASSOCIATED WITH MISSING BOAT SHIPS RIVER ADOINE, ISLE OF MAN
BEN ROVER, KILKENNY, AND LIFE BOAT 70001 ASSISTED IN SEARCH AND
WERE GIVEN SECTORS AROUND DATUM. NOTHING FOUND IN SEARCH AND
OTHER THAN AN OIL SPOT LOCATED BY FRENCH TRAWLER LE CORSE IN FISHING
5114N 0613W. SEARCH TERMINATED AT 1800 HOWEVER R90 CONTINUED SEARCH
UNTIL 2026. A FURTHER SEARCH MADE BY NIMROD WHILST ON FLIGHT
PATROL 30 JUL ALSO PROVED NEGATIVE
BT

CREW R90:-
F/L. OWEN WRIGHT.
F/L. JOHN LEECH.
MAJOP. TED LITTLE.
SGT. TONY PLUNKETT.
CPL. TREVOR ATKINSON.

CREW R91:-
F/L. MALCOLM CARLILE.
F/L. JULES D'AUBYN.
F/L. TONY CASS.
MAJ. BILL PAYNE.
SGT. ALEC LAFLEY.
CPL. IAN BEATT.
CPL. GREGORY LITCHFIELD.

NNNN
DDOT

UNCLAS
SIC ICJ/KPJ
FORM R356 ALL TIMES GMT
A COASTLINE 30 JUL 82
B MISS FACHAL GREEN AGED 10 YRS OF DYFFRYN BEASTIDE ESTATE(ON
HOLIDAY FROM W HDS)
C 1405
D GIRL BLOWN OUT TO SEA ON INFLATABLE RAFT
E MILFORD HAVEN CG BY MOP

PAGE 2 RBOHC 131 UNCLAS
F MILFORD HAVEN CG
G SRCC INFORMED BY MILFORD HAVEN CG AT 1100L
H BAINBOTHIN GS SHEET 126 362/233
J VISUALLY AT 1431
K BY YACHT AT 1431
M(2) 080K(10) M40 602 BRADY 30 JUL 10 MINS
N-R N/A
S HELD SCRAMBLED BY MILFORD HAVEN CG TO GIRL SWEEP OUT TO SEA GIRL
WAS RESCUED BY YACHT IN THE AREA HELD THEN CONTINUED THE TASK ON
BEING INFORMED OF RESCUE.

BT CREW:-
P/L JULES D'AUBRY.
P/L CHARLES GILLON.
P/L TONY CASS.
MAM. BILL PAYNE.
CPL. POPE.

UNCLAS
SIC ICJ/KPJ
FORM R355 ALL TIMES GMT
A COASTLINE 02 AUG 82
B MISSING DIVER JOHN HORTON

PAGE 2 RBOHC 058 UNCLAS
C 1330L
D DIVER FAILED TO SURFACE ON TIME PD OVERDUE SURFACING BY 30 MINS
E MILFORD HAVEN CG/RADIO CH16/G7/0625/DIVING VESSEL GIRL KERRY
F MILFORD HAVEN MRSC
G SRCC/032/INFORMED BY MRSC MILFORD HAVEN
H GS SHEET 156 GRID 866/548 513N 0506W
J VISUAL 0610
K NATO STROP C411
L(1) ONE (2) ONE (3) NIL
M(2) SEA KING HAR3/B FLT 202 SQN BRADY/02 AUG 82/CHFS 15MINS
N-R N/A

O ORANGE FLAG 1/L NM 100FT
S HELD RESCUE 50 SCRAMBLED TO INCIDENT FOR OVERDUE DIVER FROM
MY GIRL KELLY PD R50 TRANSMITTED TO LINNEY HEAD THEN DOWNTIDE TO
LOCATE VESSEL ON RADAR PD LOCATED DIVER EN ROUTE AND RECOVERED HIM
TO HELD PD IN HVER MAIN TRANS CHIP CAPTION ILLUMINATED 50 R50
PROCEEDED TO MCGG AT ST ANNES HEAD CHM DEPOSITED DIVER WITH
CG AND CLOSED DOWN PD DIVER WAS FIT AND WELL PD WX WIND 030/10
CLOUDBASE 130-200 FT VIZ 1 NM PD BRADY 2ND STBT COK GROUNDCREW
FROM BRADY TO ST ANNES HEAD TO SERVICE RESCUE 50

BT CREW:-
P/L JULES D'AUBRY.
P/L CHARLES GILLON.
P/L TONY CASS.
MAM. BILL PAYNE.

UNCLAS
SIC ICJ/KPJ
FORM R356 ALL TIMES GMT
A COASTLINE 2 AUG 82
B MR KEITH CHADWICK AGED 18 YRS OF 29 GUILDFORD CLOSE RADGATE
WARRINGTON
C 1155
D STUCK ON CLIFFS
E MILFORD HAVEN CG AT 1145 BY MOP

PAGE 2 RBOHC 141 UNCLAS
F MILFORD HAVEN CG
G SRCC AT 1152 BY MILFORD HAVEN CG
H SAUNDERSFOOT DS SHEET 158 146/057
J VISUAL AT 1208
K NATO STROP
L(1) ONE (2) ONE (3) NIL
M(2) SEA KING MK3 202 SQN BRADY 2 AUG 82 55 MINS
N-R N/A
S HELD SCRAMBLED BY MILFORD HAVEN CG TO MAN STUCK HALF WAY UP CLIFF
LANDSLIP CASUALTY RECOVERED USING OPEN END STROP TO AVOID FURTHER
ROCKFALL

BT CREW:-
P/L OWEN WRIGHT.
P/L MALCOLM CARLILE.
MAROP. STAN JONES.
SOT. TONY FLEMATT.

UNCLAS
SIC ICJ/KPJ
FORM R356 ALL TIMES GMT
A COASTLINE 5 AUG 82
B MR COLIN THIRER, AGED 19 YRS OF LIVERPOOL
C 1233
D CLIFF FALLER
E MILFORD HAVEN CG AT 1233 BY TELEPHONE
F MILFORD HAVEN CG

PAGE 2 RBOHC 146 UNCLAS
G SRCC INFORMED BY MILFORD HAVEN CG AT 1308
H FRESHWATER EAST (O.S. SHEET 158 043/977)
J VISUAL AT 1400
K STRETCHER AT 1400
L(1) ONE (2) ONE (3) NIL
M(2) SEA KING MK 3 202 SQN BRADY 4 AUG 50 MINS
N-R N/A
S HELD SCRAMBLED BY MILFORD HAVEN CG TO CLIFF FALLER AT FRESHWATER
EAST. FALLER PREPARED BY WINCHMAN FOR LIFT WITH SUSPECT FRACTURES,
AND TRANSFERRED TO WITHERSH HOSPITAL. HELD THEN RTB

BT CREW:-
P/L MALCOLM CARLILE.
P/L CHARLES GILLON.
MAROP. STAN JONES.
MAM. BILL PAYNE.

UNCLAS
SIC ICJ/KPJ
FORM R360 ALL TIMES GMT
A COASTLINE 4 AUG 82
B TWO SMALL BOYS NAMES NOT KNOWN
C 1530
D BOYS CUT OFF BY TIDE
E SEAKING C/S SKB41 VISUAL AT 1500 FROM BOYS WAVING ARMS

PAGE 2 RBOHC 039 UNCLAS
F N/A
G SRCC NOT INFORMED AT TIME OF INCIDENT
H THE CRADLE SOLVA 5152N 0513W
J VISUAL 1500
K NATO STROP 1500
L(1)2 (2)2 (3)0
M(2) SEAKING MK3 202 SQN BRADY 4 AUG 10 MIN
N-R N/A
S APPROACHING CLIFFS FOR TRAINING EXERCISE CREW OF HELO NOTICED
TWO BOYS IN CREVICE AT BASE OF CLIFF CUT OFF BY TIDE, BOYS LIFTED
AND TRANSFERRED TO ST DAVIDS CG ON ST DAVIDS AIRFIELD

BT CREW:-
P/L MALCOLM CARLILE.
P/L CHARLES GILLON.
MAROP. STAN JONES.
MAM. BILL PAYNE.

5th AUGUST 1982.
AT 1046A THE DUTY CREW MONITORED A MAYDAY CALL FROM A BRADY HUNTER TO THE NORTH OF
SWANSRA, AND WERE AIRBORNE AT 1100A.
BOTH PILOTS FROM A HUNTER 77 WERE FOUND 3 MILES TO THE NW OF CARMARTHEN AND RETURNED
TO BRADY.
AIRCRAFT GUARDS WERE THEN FERRIED TO THE CRASH SIGHT.

BT CREW:-
P/L OWEN WRIGHT.
P/L MARK CROUCHMAN.
MAROP. TED LITTLE.
MAM. IAN MEDINA.

UNCLAS
SIC ICJ/KPJ
FORM R375 ALL TIMES GMT
A COASTLINE 02 AUG 82
B 21/10N TATFACSHALL, AGED 9YRS OF 10 WATERLOO GRES, QUANTON
THERO 6-16105
C 1600
D FALLON CLIFF CLIMBER
E FROM NORTH AUN CG TO MILFORD HAVEN CG AT 1255

PAGE 2 RBOHC 090 UNCLAS
F MILFORD HAVEN CG
G SRCC BY MILFORD HAVEN AT 1615
H NORTH SEABO 06054
J N/A
K ABANDONED BY CG TO DYFFER AND
L(1) NIL (2)NIL (3) NIL
M(2) SEA KING MK 3 202 SQN BRADY 06 AUG 25 MINS
N-R N/A
S HELD SCRAMBLED BY MILFORD HAVEN CG TO CLIFF FALLER AT NORTH,
DOCTOR ON SCENE CONSIDERED HELD NO LONGER REQ TO UPLIFT CASUALTY,
TAKEN TO ADERTSTYTH 1030 BY AMBULANCE HELD RTB

BT CREW:-
P/L JULES D'AUBRY.
P/L MALCOLM CARLILE.
P/L TONY CASS.
MAM. IAN MEDINA.

UNCLAS
SIC ICJ/KPJ
FORM R375 ALL TIMES GMT
A SHIPPING 08 AUG 82
B RAQUEL DA CONCEICAO 32 YRS OLD FEMALE FROM LISBON
C 2165
D CASEVAC FROM SHIP TO HOSPITAL

PAGE 2 RBOHC 016 UNCLAS
E MILFORD HAVEN CG VIA ILFRACOMBE RADIO 2155 FROM GAS TANKER
BANDIM C/S CSBT
F MILFORD HAVEN CG
G SRCC INFORMED BY MILFORD HAVEN CG AT 2137
H 5112N 0510W
J VISUAL 2210
K WINCHED IN STRETCHER 2220
L(1) ONE (2) ONE (3) NIL
M(2) SEAKING 3 B FLT 202 SQN BRADY 08 AUG 82 1HR 05 MINS
N-R N/A
S DIVERTED FROM TRAINING SORTIE BY MILFORD HAVEN CG TO TANKER
BANDIM TO LIFT WOMAN WITH HAEMORRHAGE CASUALTY WINCHED FROM BOW
OF SHIP IN STRETCHER AND TAKEN TO WITHERSH HOSPITAL

BT CREW:-
P/L JULES D'AUBRY.
P/L MALCOLM CARLILE.
P/L TONY CASS.
MAM. IAN MEDINA.

BT UNCLAS
SIC ICJ/KPJ
FORM R379 ALL TIMES GMT
A COASTLINE 10 AUG 82
B MRS G DIVES BENS CORNER HEATH END ROAD GREAT KINGSHILL HIGH WYCOMBE

PAGE 2 RBOHC 096 UNCLAS
C 1350
D FEMALE CLIFF FALLER
E AMBULANCE CONTROL HAVORFORDWEST/999 CALL/1222/MEMBER OF PUBLIC
F MILFORD HAVEN MRSC
G SRCC/1215/INFORMED BY MILFORD HAVEN CG
H 5136N 0150W
J VISUAL 1100
K NEIL ROBERTSON STRETCHER
L(1) ONE (2) ONE (3) NIL
M(2) SEAKING HAR3/B FLT 202 SQN BRADY/10 AUG 82/0 HRS 50 MINS
N-R N/A
S RESCUE 50 WAS SCRAMBLED TO FALLEN CLIFF PATH WALKER NEAR FRESHWATER
EAST PD UNINJURED MAN TAKEN INTO HELD BY STROP CHM WIFE WITH BROKEN
ANKLE WINCHED ON STRETCHER AND BOTH TAKEN TO WITHERSH HOSPITAL PD WX
AND COMMS GOOD PD R50 RTB

BT CREW:-
P/L JULES D'AUBRY.
P/L JOHN LEECH.
MAROP. STAN JONES.
MAM. ROB GRIFFITHS.

Training with the rescue heroes

THE call could come at any moment.

It might be to pluck a hapless child from an airbed being blown out to sea, to rescue an injured pilot from a crashed aircraft in the Welsh mountains, or to take off the crew of a stricken supertanker.

And it usually happens in the finest of weather.

But on the bright August morning P/L. Carlyle, Master Carlyle and his crew relaxed at the start of a 24-hour shift on full alert, slipping into swapping anecdotes and keeping an eye on the weather.

They were a bright yellow Sea King rescue helicopter, stood outside the hangar at R.A.F. Brandy, parked on a Frenchman's

Rescuing a child stranded by the tide, or taking off the crew of a stricken supertanker... It's all in a day's work for the helicopter crews of 202 Air Sea Rescue Squadron. Reporter DALE DONOVAN and photographer ROGER WASLEY spent an unforgettable day with these magnificent men.

cliff, ready to take off at a moment's notice.

GALES

The shift may go by without a single emergency — or they could find themselves flying at night in 50 m.p.h. gales to track a missing yacht 200 miles out to sea.

And, because of the very nature of their operational task, the Sea Kings of 202 Sqn. usually fly in the worst weather conditions.

At this time of the year

rescue crews experience their own particular brand of the so-called "silly season."

Many summer incidents result from the illness and consequences of holiday-makers capsizing yachts, becoming trapped by advancing tides and injuring themselves falling off cliffs.

But on this day the holidaying public were behaving themselves, and the crew were able to give rising Chief Coast Guard Pilot Peter Fetherston-Dike, Regional Coast Guard Controller Dick

Richards, and the Press a first-hand taste of the work the squadron does.

EXERCISE

A routine training exercise was planned to include a rescue mission with a pilot eider, a bad weather automatic approach to a tanker under way, picking up a down from the sea with the aid of a grapple hook, and a cliff-rescue exercise.

Winchman Sgt. Dick Crocker, from Devizes, was first down to the hovering deck of the tiny Milford Haven Sea Conservancy Board pilot cutter "Hakon," followed by Mr. Fetherston-Dike and photographer Roger Wasley.

All were relieved successfully by being winched to the deck back to the hovering helicopter.

The automatic approach was to simulate a bad weather or night mission when visual contact with a vessel at sea is not possible.

The manoeuvre is controlled by an on-board computer which flies the aircraft as a predetermined course to hover just over the vessel in need of assistance.

CLIFF RESCUE

P/L. Carlyle then headed the helicopter back to the cliffs in St. Brides Bay, where Mr. Richards and I were winched into a equally inaccessible (but for the cliff rescue exercise).

Mr. Richards simulated a cliff fall victim, lying close to the foot, and Sgt. Crocker was lowered from the aircraft on the winch to scramble down the cliff face. He was soon retrieved.

"Was a 'straiter victim,'" and the resultant recovery, retrieving slowly while being raised up the entire cliff



Moment of relief for "straiter victim" reporter Dale Donovan, with winchman Sgt. Dick Crocker, as they are about to be hoisted into the Sea King after a practice cliff rescue.

face was indeed a memorable experience.

Suffice it to say the re-entry to the helicopter with the aid of Master Air Electronics Operator Terry Hogg, from Holf, who was operating the winch, was a moment of intense relief.

PROFESSIONAL

Back in the 202 Sqn. crewroom at Brandy, Mr. Fether-

ston-Dike paid tribute to the air-sea rescue crews.

"As always, they are very professional," he said. "What we have not seen on our visit here is the really ghastly night weather these guys usually operate in."

"We are very lucky because we have a very good relationship with the air-sea rescue squadron all over the country."

There are two R.A.F. air-

sea rescue squadrons — 22 Sqn. with Wessex helicopters deployed to five detached flights — and 202 Sqn. with Sea Kings in detachments of two aircraft each at Brandy, and coast, and Llanmichael, Merseyside, and further

three aircraft, which have recently arrived at Port Brandy in the Falklands on permanent duty.



In action, the Sea King helicopter of 202 Squadron.

The Sea Kings of Brandy work closely with the Coast Guard, the Royal National Lifeboat Institution, the St. John Ambulance Brigade and private organisations and individuals which perform life-saving and rescue duties through the Rescue Co-mand.

Mr. Fetherston-Dike said the Coast Guard and rescue helicopters operated by the R.A.F. and the Royal Navy on average about 400 times a year around the whole of the British Isles coastline.

Explained P/L. Carlyle: "Our detachment covers the south-west approaches to Britain. Our range is 200 miles, but we have an arrangement with all pilots to return if an emergency is further away than that."

"Theoretically, we could do a job lasting eight or nine hours, but the limiting factor there would be crew fatigue."

The Brandy crew — there are four crews for the two aircraft based there — have rescued 125 people, mostly civilians, in 45 emergency turn-outs this year.

DIG FREEZE

Many were during the freeze-up in January when much of West Wales was cut off by deep snow.

But the detachment's Sea Kings were flying round the clock supplying food to stranded animals and villages, and ensuring those who needed urgent medical attention could be moved to hospital.

Last year the Sea Kings rescued 72 in 95 emergency calls, and in 1980-81 were rescued in 94 emergencies.

Mr. Fetherston-Dike summed up the feelings of all of us at the end of an unforgettable day when he said: "These chaps really deserve the title 'These Magnificent Men in Their Flying Machines'."

ANDS CONFLICT ... THE FALKLANDS CONFL

ay offer family

Brawdy's role in Task Force



This dramatic picture shows for the first time the role played by R.A.F. Brandy's main rescue and rescue squadron in the Falklands conflict. The helicopter on the stern of this Royal Navy warship is an R.A.F. Sea King, and the crew are from R.A.F. Brandy. They flew out to join the helicopter forces at Ascension Island, the main staging post for Falkland operations, three weeks ago. It is believed that the crew may now be returning to R.A.F. Brandy within the next week. The men have now been named as: Flight Lieutenant Malcolm Carlyle, flight commander of the Flight and Squadron at Brandy; Flight Lieutenant Owen Wright, Master Air Loadmaster; Pilot Officer, and Master Air Electronics Operator Peter Williams.

T
UNCLAS
SIC ICJ/KPJ
FORM R367 ALL TIMES GMT
A COASTLINE 12 AUG 82
B MR KARL WOPAT AGE 33YRS HOLIDAYMAKER STAYING AT ST DAVIDS HOTEL
DYFED
C 0615
D SEARCH FOR MISSING MAN
E MILFORD HAVEN CG CONTACTED BY MISSING MANS BROTHER AT 0015

PAGE 2 RBDHC 116 UNCLAS
F MILFORD HAVEN CG
G SRCC 0613 INFORMED BY MILFORD HAVEN CG
H BETWEEN GS SHEET 157 723 253 - 157 744 242
J-K NA
L (1) ONE (2) NIL (3) NIL
M (2) SEAKING 3 B FLT 202 SQN BRAWDY 12 AUG 82 45 MINS
N-R NA
S SEARCHED COASTLINE AS REQUESTED BY MILFORD HAVEN CG NOTHING FOUND.
PERSON LOCATED BY POLICE IN VICINITY OF ST DAVIDS HELO RTB
IT WAS SUBSEQUENTLY DISCOVERED THE MISSING PERSON HAD GIVEN HIS
LOCATION TO POLICE AT FISKGUARD
BT

CREW:-

P/L. GERRY ENGLISH.
P/L. STU MOULD.
MAOP. PETE WILLIAMS.
SGT. TONY PLUNKETT.

BT
UNCLAS
SIC ICJ/KPJ
FORM R367 ALL TIMES GMT
A. COASTLINE 12 AUG 82
B. NAME AND ADDRESS OF GIRL N/K
C. 1952
D. REPORT OF GIRL IN DISTRESS IN DINGHY
E. MILFORD HAVEN CG BY 599 CALL FROM MUP
F. MILFORD HAVEN CG
G. SRCC BY MILFORD HAVEN CG AT 1602

PAGE 2 RBDHC 054 UNCLAS
H. 5136 N OLLON
J. N/A
K. N/A
L. (1) ONE (2) NIL (3) NIL
M. (2) SEAKING MK 3 202 SQNDT BRAWDY 12 AUG 82 40 MINS
N-F. N/A

S. HELO DIVERTED FROM TRG BY MILFORD HAVEN CG TO GIRL IN INFLATABLE
DINGHY IN DISTRESS, ON ARRIVAL AT SCENE DINGHY WAS EMPTY. GIRL HAD
BEEN RESCUED BY ANOTHER DINGHY

BT

CREW:-

P/L. DICK NEWTON.
P/L. JOHN LEECH.
MAOP. STAN JONES.
MAIM. BOB GRIFFITHS.

CORRECTED
VERSION

BT
UNCLAS
SIC ICJ/KPJ
FORM R351 ALL TIMES GMT
A SHIPPING 13 AUG 82
B DETAILS OF OCCUPANTS N/K
C 0950
D FISHING VESSEL WITH ENGINE FAILURE
E SWANSEA CG ON VHF CH 16 BY FISHING VESSEL
F SWANSEA CG

PAGE 2 RBDHC 160 UNCLAS
G SRCC INFORMED BY SWANSEA CG AT 0944
H WORKS HD BRG 230/2.8 MLS
J N/A
K N/A

L (1) EDUR (2) NIL (3) NIL
M (2) SEAKING TO PV ARTHUR PARVEY DRIFTING TOWARDS MARS
HELO STOOD BY WHILST TENBY L/B TOOK VESSEL IN TOW HELO THEN RTB
BT

CREW:-

P/L. STU MOULD.
P/L. GERRY ENGLISH.
MAOP. PETE WILLIAMS.
MAIM. IAN MEDINA.



CAPTION COMPETITION

- 1) 'I could've sworn I lost my flying kit here somewhere!'
- 2) 'Where the hell did we leave those windows?'
- 3) 'Anyone seen that Puma?'
- 4) 'Calm! And would's someone's not a bit?'
- 5) 'And where the hell have we have "Willie Nilly"?''
- 6) 'AND I AM THINKS THAT I AM ENJOYING MYSELF!!!'
- 7) 'I COULD HAVE SWORN THAT THE BRANDS SAYS, SHE WOULD MEET ME HERE!'
- 8) 'Which do you want the uni?'
- 9) 'Gee, it's my fault I said one thing it up, but the hand's my to fear it up, we already know it's not a bit.'
- 10) 'THINGS - THATS NOT THAT ACTIVE DOWN THERE!'
- 11) 'IT'S BIT SPILL ENOUGH, BUT I THINK IN INTERVIEWS - Sorry too old!!!'
- 12) 'NO WORRY AT ALL, WE ARE THE SAME MY NEW HAT AS 5 o'clock in the morning - what shall I do with the rest of the day?'
- 13) 'Happens? Happiness? The greatest gift that I possess...?'
- 14) 'VE JUST FOUND IN FROM LYNDA AND BOB ANNIE!'
- 15) 'I WOULD IF SOMEONE WOULD USE MY NEW UNIFORM, MUCH BETTER THAN THAT SHIT OLD OVER THERE EVERYONE GET NO TO WEAR!!'
- 16) 'I'M KAY! NEVER BE HERE TO FIND A TRANSPORTING HERE!'
- 17) 'SMALL I WORE MY STOCKINGS ON TIGHTS TONIGHT - ISEEN?'
- 18) 'BYE CHRIS! I DIDNT ARE FANCY HER DOGS I WORE THEM!'
- 19) 'look, I seem to have this little problem, doctor!'



SAR SORTIE

The Sea King returned service in late 1979 as a search and rescue helicopter. Fitted with advanced all-weather search and navigation equipment it also carries an anti-air and enhanced weapons at night as well as day. Range of the aircraft is in excess of 100 miles and the radius of action is some 750 miles.

FS Andrew Short of No 2424 (Whitland and District) Squadron reports on a sortie with 'B' flight 202 Sqn based at RAF Brize Norton.

☆☆☆

On April 9, 1982, 19 cadets from 2424 (Whitland and District) Squadron joined 'B' flight 202 Squadron SAR at RAF Brize Norton. We arrived at the SAR HQ at 11:00 and I went with the CO, PI LA W K F. Hardy MBE, and our CI, Chris Parker, to see if our pre-arranged flight to St Anne's Coastguard at Milford Haven was still on. The flight was cancelled and we were told that at 11:00 the helicopter flight had an exercise with two Royal Navy mine-sweepers off the coast of North Devon.

The captain of this exercise invited the CO and three senior cadets along with the crew for the mission. The other cadets who had been in the bus were brought into the HQ and shown a film made locally, which was about a mission involving the rescue from Brize Norton and some merchant seamen.

While the film was being shown the CO and myself made out the lists of cadets who were to fly and those who would be staying on for the exercise with the RN. It was finally decided that along with the CO and myself, Sgt Mark Roberts and Cpl Andrew 'Higgle' Hall would stay on for the exercise.

The boys going to St Anne's were to be flown in two groups. The first group, accompanied by CI Chris Parker and the Squadron Padre, Rev Nigel Griffin, were briefed on the emergency drill and where the exercise was planned, and then went out to the waiting helicopter a Sea King HAR Mk 3 reg no 32206.

I wrapped planes with a dispatching cadet and dropped myself into the starboard wheelhouse's seat for the large bubble window, my camera at the ready.

Over on the port side Sgt Roberts was strapped into the other wheelhouse's seat and Cpl 'Higgle' Hall was strapped in a seat behind the forward off-navigator's position. The CO was sitting just past the door on the starboard side looking out of the window opposite I put on a headset and listened to the intercom.

"Fast 200kts!" "OK let's go!" "What the hell was that?" "Well, here, here on the intercom, switch off the headset, I'll find it." "No!" "No need to say."

I pulled the plug out of its socket, the watch indicated it wasn't my net making the nerve wreck. I plugged the headset in again. "We've checked them all, nothing." "Anyway it's gone now, might have been from the Coastguard Station."

We were now over Milford Haven at a height of 600ft and cruising at 130 knots. The crew had now switched their attention to discussing the Falklands invasion and the Grand National. After 10 minutes I found myself being told one part after another that I was to be shown the cadets and instruments by the Master airfield master, who was also a watchman.

The pilot and navigator began humming loudly, together with the occasional burst from the crystal.

"Turn 10 degrees to port so I can see in the hand zone," said our engine mechanic. "Will do." "Oh then, turn 30 degrees, heading 183."

"Have you got a positive contact?" "Oh yes indeed, look, there's the ship, moving near enough to us to be seen, and they are close together." "Righty-o."

"Yeah, really pretty body." Rusty Taffy was a kind of catch phrase spoken on average every five or six minutes.

"Visual up ahead, or should I say contact 11 o'clock?" "Range 10 miles."

At this point of time, I gave the headset to the CO and prepared my camera to get some action shots. Looking out of the window along the chopper I could see two ships slightly starboard of the nose. Mark went up front and 'Higgle' was strapped into a safety harness and sat next to the cargo door, ready to help in the winching exercise.

We went down to 200ft and made several wide sweeping circuits of the two mine-sweepers, presumably while

the captain advised the ship's captain on what he wanted to do.

Eventually we closed in on the mine-sweeper in front, M27, and with the cargo door wide open we closed in on the ship and went down to 50ft. Hovering backwards, the ship was lowered on to the deck and then we circled the ship more once. We then brought up two naval mine-circles and brought up 2 more. Then we circled again and put down the four mine-bats we moved on to the other mine-sweeper M26. We winched up 4 mine-circles and put them down again. Then we circled the ship and came up behind them at 100ft and at full speed. Passing the ship we moved and then pulled up until we stopped, just before the (M26) turned 180 degrees on the axis and dived back at the mine-sweeper.

When we landed at Obanair a Whinn from 22 Top landed almost beside us. We all got out to photograph each other and 15 minutes later took off again. The Navigator showed me into his 'room' and I sat alone in the dark working the radar screen which had a transparent map over it so I could pick and choose. It also had a dotted line projected on the screen to show our course.

When I came out from the radar room I went up front and stood behind the co-pilot's seat. The watchman explained the co-pilot was going to land with a simulated engine failure on the number one engine. Subsequently the speed dropped from 120 knots to 95. We flew on to Brize Norton and a perfect landing on the runway and taxied up to the ground crew.

The ground crew were immediately up on the helicopter lifting the engine covers and delving in amongst the engine. We went into the crewroom and changed back into our uniforms. Next we filed in our Review of Service books. The mission had lasted 200 minutes or 3 hours 20 minutes.



CAPTION COMPETITION

1. "Sorry, you're very weak... say again."
2. Mod 16S43/82 light-weight secure speech device.
3. For Carists Sake "SROCK" Beam Me Up!!
4. "HELLO! THIS IS BRADY EXPRESS DELIVERY SERVICE."
5. "Hello! Lost Stanley Exchange, what's the chance of a GAN call to V.R."
6. "LOOK BUSTER - I'VE GOT 15 HOSTAGES ON THIS FLIGHT - I WANT ONE HERCULES WATKINS FOR ME AT VASAF WITH THE LONG RANGE PROBE!"
7. I TAKE NO CHANCES OF BEING RECOGNISED WHEN I MAKE AN OBSCURE PHONE CALL.
8. I'm ready for who it's not like the fan after this call.
9. Dynalord here.
10. OK! BLUE EYES, play it again!
11. Part from THE HEMLOCKE: Action Man's PHONE OUTFIT!!
12. SOP "FLYING OFFICER (LAWNS) ALWAYS TO WEAR A HAT WHEN SPEAKING TO THE BOSS"

R 160900Z SEP 82
FM HNS INVINCIBLE
TO RMVA CIPBU ANDENSTON
INFO ROUTE 1 RAY BRADY

BT
UNCLAS
SIC LAA
A. YOUR LAA 071000Z SEP 82 (HIND BY YELLOW 8180)
1. YELLOW PERIL DISPATCHED RAY BRADY 161015A SEP AFTER STERLING
SERVICE EN ROUTE UK. NO PERMANENT DAMAGE FROM MARITIME EXPOSURE
ENCLAM
BT

Tab- your for info

*last seen from Ascension Island Reported on Hms
NNN INVINCIBLE - Bad luck Lads!!*

BT
UNCLAS
SIC 10J/KPJ
FORM R 165 ALL TIMES GMT
A COASTLINE 12 SEP 82
B MR REES THOMAS 117 CHINGAM RD, AMHERFORD, DYFED PLUS 1 OTHER
C 1550
D TWO DIVERS MISSING
E SWANSEA CG INFORMED BRADY AT 1550 OTHER DETAILS NOT KNOWN
F SWANSEA CG
G SRCC 1551

PAGE 2 RBDHC 064 UNCLAS
H 5131N 00411W
J POLICE SGT LLOYD 1603
K DOUBLE LIFT 1607
L(1) TWO (2) ONE (3) NIL
M(2) SEA KING MK3/202 SON DET BRADY 12 SEP 82 3 HRS 10 MINS
N-R N/A (EXCLUDING 0)
O HAVING ARMS SEEN AT 1/4 NM 150 FT
S HELO DIVERTED FROM TRAINING TO SEARCH FOR DIVERS, SURVIVORS SEEN
ON APPROACH TO SEARCH DATUM. ONE SURVIVOR LIFTED IN HELO, OTHER
SURVIVOR RECOVERED BY JLB AND TAKEN TO DORCH BAY. HELO DIVERTED TO
FURTHER INCIDENT WHERE WHITE FLARE WAS SEEN- PROVED TO BE CALL OUT
FOR CLIFF RESCUE TEAM. HELO THEN RTB

CREW:-
P/L. JIM MACARTNEY.
P/L. CLIFF BURT.
MAROP. PETER WILLIAMS.
SGT. DICK CROCKER.
SGT. LLOYD.

COMM. CE
13 SEP 1
ROYAL AIR

BT
UNCLAS
SIC 10J/KPJ
FORM R 164 ALL TIMES GMT
A SHIPPING 04 SEP 82

PAGE 2 RBDHC 072 UNCLAS
B MIDSHIPMAN BROADLEY, CREW MEMBER OF HMS LEANDER
C 1600
D LIFT OF COMPASSIONATE CASE FROM HMS LEANDER TO RNAS CULDROSE,
NO SEAKINGS AVAILABLE AT RNAS CULDROSE
E CULDROSE OPS, HF, 1707, HMS LEANDER
F RNAS CULDROSE
G SRCC, 1735 REQUEST FROM CULDROSE OPS
H 1506N 0005W
J N/A
K DOUBLE LIFT FROM FLIGHT DECK 2000
L (1) 1 (2) 1 (3) 0
M(2) SEAKING MAR3, 8 FLT 202 SON RAF BRADY, 04 SEP 82, 4 HRS 25 MIN
N-R N/A
S SEAKING PROCEEDED TO HMS LEANDER LIFTED CREW MEMBER AND TOOK
HIMMTO RNAS CULDROSE. MISSION WAS AT REQUEST OF RNAS CULDROSE,
NO SUITABLE HELOS AVAILABLE AT RNAS CULDROSE

BT
CREW:-
P/L. MALCOLM CARLISK.
P/L. CLIFF BURT.
P/L. TONY CASS.
MAIN. IAN MEDINA.

BT
UNCLAS
SIC 10J/KPJ
FORM R 173 ALL TIMES GMT
A SHIPPING
B COASTER MAJORCA PORT OF REGISTRY DUBLIN, OWNERS SHENANGDAH

PAGE 2 RBDHC 016 UNCLAS
SHIPPING AND TRADING COMPANY. 16 SEP 82
C 0430
D VESSEL LISTING SEVERELY AND TAKING WATER AFTER CARGO HAD SHIFTED
E NITON RADIO, MAYDAY CALL ON 212KHZ AT 0325 FROM MAJORCA/EIJS
F MISC BRIXHAM
G MISC BRIXHAM
H 101 DEGS TRUE BERRY HEAD 20 MILES
J VISUAL ON RED FLARES
K 2 WET DOUBLE LIFTS 0600
L(1) 5 (2) 2 (3) NIL
M(2) SEA KING 3 8 FLT 202 SON RAF BRADY 2HRS 30 MINS
N N/A
O RED FLARES
P-R NA
S P90 SCRAMBLED TO ASSIST SINKING VESSEL. 2 SURVIVORS LIFTED FROM
WATER AND TRANSFERRED TO TORSAY LIFEBGAT WHO HAD PICKED UP THE
REMAINING 3. RTB AFTER LIFT. WEATHER PATCHY FOG

CREW:-
P/L. OWEN WRIGHT.
P/L. JOHN LEECH.
MAROP. TED LITTLE.
MAIN. BOB GRIFFITHS.

BT
UNCLAS
SIC 10J/EA/KPJ
BAR FORM R 116
A COASTLINE 16 SEP 82
B 2 DIVERS FROM TRAFFORD SUB AQUA CLUB
C VALLEY WESSEX MK 2 1355Z, BRADY SK MK 3 1655Z
D CAUGHT BY TIDE AND SEPARATED FROM SAFETY BOAT
E 999 CALL FROM LIGHTHOUSE KEEPER SOUTH STACK ANGLESEY TO CG

PAGE 2 RBDGC 036 UNCLAS
F HOLYHEAD CG
G EDINBURGH FCC 1100Z
H HOLYHEAD HARBOUR BREAKWATER ANTI CLOCKWISE TO RHOSCOLYN
J BRADY SEAKING 1730Z VISUAL SIGHTING
K BRADY SEAKING 1735Z DOUBLE LIFTS
L 1,2 2,2
M 1 WESSEX MK 2 RAF VALLEY 2 HRS 50 MINS
SEAKING MK 3 RAF BRADY 2 HRS 05 MINS

N NIL
O NIL
P N/A
Q N/A
R N/A
S INITIAL DISTRESS CALL CAME FROM KEEPER OF SOUTH STACK LIGHTHOUSE
REPORTING THAT HE HAD SEEN ONE OR TWO MEN BEING SWEPT PAST
SOUTHWARDS, SHOUTING AND HAVING, AT 1555Z, VALLEY HELO WAS
SCRAMBLED BY HOLYHEAD CG AND BEGAN SEARCH AT 1605Z IN BOX SW OF
LINE SOUTH STACK TO RHOSCOLYN, HELO SEARCHED WITHOUT RESULT TILL
DIVERTED AT 1500Z TO INVESTIGATE REPORT OF RED FLARES SIGHTED OFF
RHOSCOLYN, FOUND PARTY OF CANOEISTS WHO DENIED KNOWLEDGE OF FLARES.

PAGE 3 RBDGC 036 UNCLAS
NOTHING ELSE IN AREA SO HELO RETURNED INITIAL SEARCH. AT 1515Z
HOLYHEAD CG RECEIVED INFORMATION THAT DIVING SAFETY BOAT HAD COME
ASHORE HAVING RECOVERED 2 OF 4 DIVERS WHO HAD BEEN SWEPT AWAY BY
TIDE. OTHER 2 WERE LAST SEEN DRIFTING SOUTH PAST SOUTH STACK. WESSEX
CONTINUED SEARCH TILL REFUEL REQUIRED, FCC AND CG THEN DISCUSSED
TACTICS AND AT FCC SUGGESTION BRADY SEAKING WAS SCRAMBLED IN AN
ATTEMPT TO GAIN RADAR CONTACT ON DIVERS OXYGEN TANKS, VALLEY WESSEX
AND BRADY SEAKING ON TASK IN AREA 1715Z APPROX, WESSEX OFF NORTH
STACK AND SK SEARCHING SE FROM SOUTH STACK TO RHOSCOLYN. AT 1-30Z
SEAKING VISUALLY SIGHTED DIVERS IN N OF RHOSCOLYN, CLOSE INSHORE,
WINCHED THEM ABOARD AND FLEW THEM TO VALLEY MEDICAL CENTRE, WHERE
THEY WERE REPORTED FIT AND WELL

BT
CREW:-
P/L. JIM MACARTNEY.
P/L. CLIFF BURT.
P/L. TONY CASS.
SGT. TONY PLUNKETT.

BT
UNCLAS
SIC 1CJ/KPJ
FORM 1177 ALL TIMES GMT
A COASTLINE 21 SEP 82
B NOT KNOWN

PAGE 2 RBDHC 077 UNCLAS
C 0902

D 2 PEOPLE FROM OVERTURNED BOAT
E VESSEL (SAND DIAMOND) ENTERING NEWPORT HARBOUR REPORTED TO
SHANSEA CG
F SHANSEA CG
G SRCC 0820 INFORMED BY SHANSEA CG
H 3132N 0250W
K BY SMALL BOAT
L (1) TWO (2) NIL (3) NIL
M (2) SEAKING 3 B FLT 302 SQN SHANDY 21 SEP 82 1 HR 35 MINS
N WHEN HELD WAS 3 MINS FROM SCENE SMALL BOAT PICKED UP SURVIVORS,
HELD RELEASED BY CG AND KTD

BT CREW:-
P/L. MALCOLM CARLILE.
P/L. JOHN LEECH.
MAOP. STAN JONES.
DOT. TONY FLINNETT.

BT
UNCLAS
SIC 1CJ/KPJ
FORM 1180 ALL TIMES GMT
A SHIPPING 22 SEP 82
B MR WARD AGED 70 MRS WARD AGED 59 ADDRESS PERCY BAWES CAICEBACH
NEWQUAY DYED

PAGE 2 RBDHC 151 UNCLAS
C 1105
D YACHT DTHAY ON FIRE CREW OF TWO IN DINGHY
E MRSC MILFOD HAVEN 599 CALL FROM MOP AT 1054
F MRSC MILFOD HAVEN
G SRCC 1102 INFORMED BY BRANDY
H 2 MILES OUT OF MANGBIER 5335N 0150W
J VISUAL 1114
K DOUBLE STOP 1116
L (1) 2 (2) 2 (3) 0
M (2) SEAKING MK3 B FLT 202 SQN BRANDY 22 SEP 35 MIN
N SURVIVORS LIFTED FROM DINGHY AND TAKEN TO WITBYBUSH HOSPITAL
SUFFERING FROM SHOCK AND HYPOTHERMIA

BT CREW:-
P/L. MALCOLM CARLILE.
P/L. JOHN LEECH.
MAOP. PETE WILLIAMS.
DOT. TONY FLINNETT.

23rd. SEPTEMBER 1982.
AT 1845A THE DUTY CREW WERE SCRAMBLED TO CASEVAC AN
INJURED SPANISH SEAMAN FROM THE FISHERY PROTECTION VESSEL
HMS JERSEY 130ms. SW OF BRANDY.
THE CASUALTY WAS TAKEN TO WITBYBUSH HOSPITAL, AND THE CREW
LANDED AT 2132A.

BT CREW:-
P/L. STU MOULD.
P/L. DICK NEWTON.
P/L. TONY CASS.
MAIM. IAN MEDINA.
P/L. MARRS (DOC).



BT
UNCLAS
SIC 1CJ/KPJ
FORM 1185 ALL TIMES GMT
A COASTLINE 25 SEP 82
B P MURPHY AGE 16 24 DOL-Y-COED, DUNWANT, SHANSEA
S DAVIS AGE 16 38 DISMELL RD GOWERTON

PAGE 2 RBDHC 026 UNCLAS
C 1120 DIVERTED FROM TRNG SORTIE
D TWO ROCK FALLERS
E SHANSEA MRCC, 999 CALL, 1116 MOP
F SHANSEA MRCC
G SRCC INFORMED BY RAF BRANDY
H 3132N 00417W
J VISUAL 1142
K ONE SINGLE LIFT, ONE DOUBLE STRETCHER LIFT
L (1) 2 (2) (3) 0
M (2) SEAKING MAR 3, 202 SQN DET RAF BRANDY, 25 SEP 82 1 HR
N N/A
O HAVING RED GARMENT, ONE QUARTER MILE, 100FT
P-R N/A
S R90 DIVERTED TO INCIDENT BY SHANSEA MRCC, LOCATED ONE CASUALTY
WITH BROKEN ANKLE WITH BONE PROTRUDING THROUGH SKIN. OTHER PERSON
UNINJURED, BOTH TAKEN TO SINGLETON HOSP, SHANSEA

BT CREW:-
P/L. STU MOULD.
P/L. CLIFF KURT.
MAOP. STAN JONES.
MAIM. BOB GRIFFITHS.

BT
UNCLAS
SIC 1CJ/KPJ
FORM 1191 ALL TIMES GMT
A COASTLINE 01 OCT 82
B CATAMARAN QUOTE LARA UNQUOTE
C 2045

D CATAMARAN WITH STEERING PROBLEMS. CLOSE TO LIZARD. CREW IN DANGER

PAGE 2 RBDHC 131 UNCLAS
E FALMOUTH MRCC, PICKED UP DISTRESS MESSAGE CH16 1855 FROM
VESSEL QUOTE LARA UNQUOTE
F FALMOUTH MRCC
G SRCC INFORMED BY MRCC FALMOUTH 1925
H 4510N 0503W
J N/A
K N/A
L (1) - (2) - (3) -
M (2) SEAKING 3/202 SQN BRANDY/01OCT 82/2HRS 45 MINS
N-R N/A

S R90 SCRAMBLED TO ASSIST LIZARD LIFEBOAT WITH SOME OF
CATAMARAN CREW. BY THE TIME HELD ARRIVED AT SCENE, LIZARD
LIFEBOAT HAD RECOVERED CREW. R90 DIVERTED TO ST MAWGAN DUE
TO WEATHER AND RECOVERED TO BRANDY 02 OCT

BT CREW:-
P/L. OWEN WRIGHT.
P/L. STU MOULD.
P/L. TONY CASS.
MAIM. IAN MEDINA.

BT
UNCLAS
SIC 10J/RPJ
FORM R 103 ALL TIMES GMT
A COASTLINE 13 OCT 82
B JULIAN MARCHEL AGED 22 LEYDOUT CHARCOAL ROAD BOWDEN CHESHIRE
C 1601Z
D CASUALTY SWEPT OFFSHORE ROSSILY BEACH
E TELEPHONE CALL FROM PROPRIETOR OF THE WORMS HEAD HOTEL TO MRCC
SHANSEA AT 1559Z

PAGE 2 RBDHC 102 UNCLAS
F SHANSEA MRCC
G SROG INFORMED BY BRAWDY AT 1605Z
H ROSSILY BEACH NEAR WORMS HEAD GOWER PENINSULA
J NA
K NA
L (1) 1 (2) 0 (3) 0
M (2) SEAKING HAR ROMAN THREE B FLT 202 SQN RAF BRAWDY 4 OCT 82 1HR
25MINS
N - Q NA
R SEARCH BY F90 TERMINATED AT 1802 DUE BAD LIGHT IN AGREEMENT WITH
SHANSEA MRCC
S F90 SCRAMBLED TO SEARCH FOR MISSING SWIMMER BY MRCC SHANSEA, SURF
AND BEACH SEARCHED WITH NIL RESULT. LEAVING LOCAL POLICE, BURYPORT
1LB AND ROSSILI CG UNITS TO CARRY ON SEARCHING. HELD RTB AFTER
ALMOST 10MINS ON TASK

BT CREW:-
P/L. JIM MACARTNEY.
P/L. JOHN LEECH.
MRCC. TED LITTLE.
MRCC. BILL PAYNE.

UNCLAS
SIC 10J/RPJ
FORM R103 ALL TIMES GMT
A COASTLINE 13 OCT 82
B MISSING SHORE ANGLER
C 1155
D MISSING SHORE ANGLER
E FISHERIES POLICE BY TELEPHONE TO MILFORD HAVEN MRCC AT 1130
F MILFORD HAVEN MRCC
G SROG BY MILFORD HAVEN MRCC AT 1110

PAGE 2 RBDHC 054 UNCLAS
H ABERFIDDY (05 157-795/310)
J-R N/A
L (1) 1 (2) NIL (3) NIL
M (2) SEAKING MR 3 202 SQN DET BRAWDY 15 OCT 1HR 20MINS
N-R N/A
S REQUEST FROM MILFORD HAVEN CG FOR HELD TO SEARCH ST DAVIDS
HEAD AREA FOR ANGLER OVERDUE FOR PERIOD OF 14HRS. HELD SEARCHED
COASTAL AREA WITH NEGATIVE RESULTS
BT CREW:-
P/L. JIM MACARTNEY.
P/L. JOHN LEECH.
MRCC. TED LITTLE.
MRCC. TONY PLUNKETT.

BT
UNCLAS
SIC 10J/RPJ
FORM F500 ALL TIMES GMT
A COASTLINE 23 OCT 82
B NIEL MOLNAR AGED EARLY 20'S 426 CROOKS MOOR RD SHEFFIELD
C 231230Z OCT 82
D CASUALTY FELL APPROX 50 FT STRAIGHT DROP ONTO ROCKS
ST GOVANS HEAD
E MRCC MILFORD HAVEN INFORMED BY 999 CALL FROM GILES BARKER

PAGE 2 RBDHC 010 UNCLAS
TEL CASTLE MARTIN 360 AT 231221Z OCT 82
F MRCC MILFORD HAVEN AT 231221Z OCT 82
G MRCC PLYMOUTH INFORMED MILFORD HAVEN AT 231221Z OCT 82
H ST GOVANS HEAD
J VISUALLY
K NEIL ROBERTSON STRETCHER LIFT AT 1257
L (1) ONE (2) ONE (3) NIL
M (2) SEA KING MR3 202 SQN DET BRAWDY 23 OCT 1 HR 60 MINS
N-R N/A
S HELD SCRAMBLED TO ST GOVANS HD FOR FALLEN CLIFF CLIMBER CLIMBER
HAD FALLEN 50 FT AND SUFFERED SEVERE HEAD AND INTERNAL INJURIES
CASUALTY TAKEN TO WITBYBUSH HOSP. FIRST AID WAS GIVEN BY MEDICAL
OFFICER

BT CREW:-
P/L. DICK NEWTON.
P/L. JOHN LEECH.
MRCC. STAN JONES.
MRCC. BOB GRIFFITHS.
DOCTOR GEORGE MIDDLETON.

BT
UNCLAS
SIC 10J/RPJ
FORM R506 ALL TIMES GMT
A. MEDIVAC 26 OCT 82
B. MRCC HARTLEY JONES OF WIGHTHELETH, 5 HOURS
C. 1030
D. MEDIVAC MOTHER (AND CHILD) TO MRCC WITH DIALYSIS MACHINE
E. ABERYSTWTH AMB. CONTROL AT 1030 BY TELEPHONE
F. ABERYSTWTH AMB. CONTROL
G. SROG AT 1030 BY ABERYSTWTH AMB. CONTROL
H. ABERYSTWTH TO CARDIFF

PAGE 2 RBDHC 069 UNCLAS
J. NA
K. NA
L. (1) ONE (2) ONE (3) NIL
M. (2) SEA KING MR 3, 202 SQN DET BRAWDY 26 OCT 3 HRS 15 MINS
N - P. N/A
S. REQUEST BY ABERYSTWTH AMB. CONTROL TO MEDIVAC MOTHER WITH KIDNEY
AND LIVER PROBLEMS IN COMPANY OF 3 DAY OLD BABY, WITH DOCTOR AND
NURSE TO CARDIFF HOSPITAL, SROG INSTRUCTED 202 SQN DET BRAWDY TO
UNDERTAKE TASK

BT CREW:-
P/L. MALCOLM CARLYLE.
P/L. CHARLES GILLMAN.
P/L. TONY CASS.
MRCC. DICK CROCKER.

GP helps in yacht rescue drama

Pembrokeshire GP Dr George Middleton, civilian medical officer to RAF Brawdy, and doctor to the St David's lifeboat, flew halfway across the Irish Sea last week to rescue a woman taken ill on board her yacht.

In foggy and dangerous conditions, the woman was flown back to Brawdy and transferred to hospital in Haverfordwest, where she is said to be comfortable.

Last month Dr Middleton was winched down a cliff-face to attend a 20-year-old climber

from Sheffield who had plunged 90 feet. The climber is in intensive care in Morriston Hospital near Swansea.

Dr Middleton said: 'On that occasion, I had just arrived at Brawdy for a weekend training exercise when I was nearly trampled on by the scrambling helicopter crew. It was the classic case of me being in the right place at the right time.'

He has been working with the Air Sea Rescue Service since 1956, and has seen a lot of changes since then.

'The Sea King helicopters we use now are a lot more sophisticated than the old machines, with long range and plenty of room inside them,' he said.

'Most of the time the Sea Kings are manned by RAF doctors, but at the weekends I sometimes get called out to help. And from time to time I go on training exercises to keep my hand in. On board one of those helicopters, everybody's got to know what he's doing.'



Dr George Middleton (second from left) with a crew from 'B' Flight 202 Squadron, at RAF Brawdy, in front of a Sea King search and rescue helicopter.

NEWS

BT
UNCLAS
SIC ICJ/KPJ
A. SRCC FORM R511/2028 SEAKING/WED 3 NOV 82
B. NIL/CG MILFORD HAVEN 1830/BRAWDY 1813

PAGE 2 RBDHC 110 UNCLAS
C. CIV/MARITIME/PERSON/MRS JAMES/BRITISH/5225N 00532W/36NM/1907
D. 8-500/3KM NIGHT/RAIN/160-05/SEA 2
E. RADAR 20NM 1855/EYES 3KM 1904
F. MEDRESCUE/POB 1/CIV 1 SAILOR UNINJ
G. 5225N 00532W 1907/BRAWDY 1945/BRAWDY/1945/1 HR NIGHT
H. RESCUE 50 WITH DR MIDDLETON ONBOARD WAS SCRAMBLED TO ILL
WOMAN SAILOR, VESSELS POSITION BETWEEN WICKLOW HEAD AND BISHOP ROCK.
WHILST EN ROUTE RESCUE 50 INFORMED THAT CASUALTY HAD BEEN TAKEN
ABOARD MY SHELL DIRECTOR, THE CASUALTY WAS UPLIFTED FROM THIS
VESSEL AND TAKEN TO BRAWDY THEN TAKEN BY AMBULANCE TO WITHBUSH
HOSPITAL. COMMS GOOD WEATHER MISTY, STRETCHER USED WAS NEWLY
MODIFIED NIEL ROBERTSON WITH LARGER BASE BOARD. DURING DEPLOYMENT
OF WINCHMAN EXCESSIVE SPINNING WAS EXPERIENCED, ON RECOVERY AS
STRETCHER APPROACHED CABIN DOOR BASEBOARD FOULED UNDER CABIN DOOR
RUNNER
J. SRCC FORM R511 COMPLETE
BT

CREW:-
P/L. DICK NEWTON.
P/L. JOHN LEECH.
MAEOP. TED LITTLE.
MALM. BILL PAYNE.
CPL. GEOFF LIGHTFOOT.
DR. GEORGE MIDDLETON.

BT
UNCLAS
SIC ICJ/KPJ
A. SRCC FORM R512/2028 SEAKING/THU 04 NOV 82

PAGE 2 RBDHC 156 UNCLAS
B. CG MILFORD HAVEN 0323/SRCC 0326/BRAWDY 0340
C. CIV/COAST/PERSON/NIL/NIL/51L5N00506W/6NM/0345
D. 8-500/6KM NIGHT/MIST/160-10/SEA 1
E. NA/NOTHING FOUND
F. HQAX/POBO/NIL

G. 51L6N00506W 0430/NIL/BRAWDY 0435/55MIN NIGHT
H. HELO SCRAMBLED ON REPORT FROM HOP TO CG OF 2 PERSONS IN WATER
AFTER THEIR SMALL BOAT HAD CAPSIZED. HELO SEARCHED COAST NIL FOUND.
POLICE CONFIRMED THAT 1ST INFORMANT WAS ABOARD ON HOLIDAY, CALL
CONSIDERED HQAX BY CG AND SEARCH TERMINATED. COMMS GOOD
J. SRCC FORM 512 COMPLETE

BT CREW:-
P/L. DICK NEWTON.
P/L. JOHN LEECH.
MAEOP. TED LITTLE.
MALM. BILL PAYNE.
CPL. POLLEY.

BT
UNCLAS
SIC ICJ/KPJ
A. SRCC FORM R515/2028 SEAKING/MON 6 NOV 82
B. FALMOUTH 0345/SRCC 0420/BRAWDY 0540
C. CIV/MARITIME/SHIP BULKCARRIER/HSU CHIN WAN/CHINESE/5005N 00850W/
160NM/0735
D. NIL/30NM DAY/NIL/330-05/SEA 3
E. RADAR 35NM 0715/EYES 15NM 0727
F. MEDRESCUE/POB1/1 CIV SAILOR INJ

PAGE 2 RBDHC 124 UNCLAS
G. 5005N 00850W 0745/TRELISK HOSP 0900/BRAWDY 0945/1HR 30 NIGHT 2HR 35
MIN DAY
H. R50 SCRAMBLED BY RCC PLYMOUTH FOR SAILOR SUFFERING FROM INTERNAL
BLEEDING ABOARD CHINESE BULKARRIER GEORGEIOUS (W/T C/S BLEND)
DOCTOR CARRIED, 50 LANDED LIGHTLY ON SHIPS HELIPAD (HATCH COVER) TO
OFFLOAD WMAN AND DOCTOR, CASUALTY WINCHED IN NIEL ROBERTSON
STRETCHER DUE HEIGHT DIFFERENCE BETWEEN HATCH COVER AND SHIPS DECK
LEVEL. CASUALTY OFF-LOADED AT TRELISK HOSPITAL TRURO, R50 RETURNED
TO BRAWDY COMMS GOOD THROUGH LANDS END RADIO ON 2182KHZ AND FALMOUTH
CG ON CHS 0 AND 16, WEATHER GOOD
J. SRCC FORM R515 COMPLETE

BT CREW:-
P/L. JULES D'AUBYN.
P/L. JOHN LEECH.
P/L. TONY CASS.
SOT. TONY PLUNKETT.
DR. GEORGE MIDDLETON.

11th. NOVEMBER 1982.

AT 2144Z, THE DUTY CREW WERE ORDERED AIRBORNE BY THE RCC TO UPLIFT AN INJURED SEAMAN
OFF THE NORWEGIAN BULK CARRIER "BOGH FORTUNA", IN POSITION 4922N 0641W.

THE AIRCRAFT LANDED ON ONE OF THE FORWARD HATCH COVERS, AND JUST AS THE WINCHMAN
LEPT FROM THE AIRCRAFT, THE HELO STARTED TO SLIDE. THE CAPTAIN LIFTED THE AIRCRAFT CLEAR
AND THE WINCHMAN LANDED ON THE DECK IN A SPECTACULAR HEAP!!!

DUE TO THE CONDITIONS THE WINCHMAN AND CASUALTY WERE WINCHED ABOARD AND THE SEAMAN
WAS LANDED AT TRELISK (TRURO) HOSPITAL.

CREW:-
P/L. MALCOLM CARLILE.
P/L. DAVE CANNY.
MAEOP. TED LITTLE.
SOT. TONY PLUNKETT.

BT
UNCLAS
SIC ICJ/KPJ
A. SRCC FORM R523/14-15 NOV 82/CALLOUTS 3
B. (1) 2028/SEAKING/2 SORTIES/TOTAL 6HRS 25MIN NIGHT
(2) 7065N/SEAKING/1 SORTIE/TOTAL 4HRS 30MIN NIGHT
(3) 4254N/NIMROD/1 SORTIE/TOTAL 6HRS 20MIN NIGHT
C. 1915 SRCC INFORMED BY MRCC FALMOUTH THAT AT 1902 LANGREND RADIO
HAD RECEIVED MAYDAY FROM MY NESAM IN POSITION 4942N 0642W, HAVE
TAKEN SERIOUS LIST IN LAST HOUR REASON UNKNOWN, ELEVEN PUB. CARGO
PHOSPHATE, HOVE TO, REQUIRE IMMEDIATE ASSISTANCE, DETAILS PASSED TO
BRAWDY AND KALMOUTH ASKED TO CONFIRM WITH NESAM THAT CREW REQUIRED
IMMEDIATE LIFT OFF.
1927 SRCC INFORMED BY FALMOUTH THAT RADIO CONTACT WITH NESAM WAS
LOST AT 1909 FORMAL REQUEST FOR NIMROD AND HELO ASSISTANCE MADE
1930 BRAWDY R50 AND NIMROD R51 SCRAMBLED R51 DESIGNATED ON SCENE
AREA COMMANDER DATUM SEARCH 4942N 0642W
1934 FD PLYMOUTH SIGNALLED HMS BRISTOL FOR HER POSITION
1940 HMS BRISTOL REPORTED 60NM SOUTH PROCEEDING TO DATUM ETA 2300

PAGE 3 RBDHC 045 UNCLAS
1942 MY EGLANTINE 10NM NE DATUM PROCEEDING ETA DATUM 2030
1956 MY ATLANTIC CAUSEWAY 12NM SW DATUM PROCEEDING ETA DATUM 2025
2020 R51 ON SCENE, INVESTIGATED WHITE LIGHT REPORTED BY ATLANTIC
CAUSEWAY NOTHING SEEN, POSITION MARKED AND VISUAL SEARCH MADE BY
R50 WHO ARRIVED ON SCENE AT 2120, NOTHING FOUND
2134 ATLANTIC CAUSEWAY SIGHTED WRECKAGE AND BODIES IN WATER, R50
HOMED IN AND LIFTED 6 PERSONS FROM THE WATER AND A FURTHER 4 FROM
A LIFERAFT
2359 R51 HANDED CONTROL OF SURFACE FORCES TO HMS BRISTOL
150010 RNAS CULDROSE SEAKING R56 ON SCENE, SEARCH CONTINUES FOR
REMAINING MISSING CREWMAN
0200 SEARCH TERMINATED BY MRCC FALMOUTH AFTER IT HAD BEEN CONFIRMED
BY SURVIVORS THAT ONLY ONE LIFERAFT HAD BEEN LAUNCHED AND ALL ELEVEN
CREW HAD ENTERED LIFERAFT SAFELY WHICH WAS SUBSEQUENTLY CAPSIZED
TIPPING OCCUPANTS INTO THE WATER AS SHIP SANK
0211 ATLANTIC CAUSEWAY AND EGLANTINE RELEASED FROM RESCUE SERVICE
0227 HMS BRISTOL RECOVERED LIFERAFT FROM WHICH R50 HAD LIFTED 4
SURVIVORS THEN AFTER ONE FURTHER SWEEP THROUGH AREA PROCEEDED
WITH NORMAL DUTIES
0240 R51 AND R56 DEPARTED SEARCH AREA

PAGE 4 RBDHC 045 UNCLAS
R51 REPORTED EXCELLENT COOPERATION FROM SURFACE FORCES WITH MANY
MV OFFERING ASSISTANCE WHICH HAD TO BE REJECTED DUE TO LOCALISED
NATURE OF INCIDENT
R505 REFERENCE TO WATER ACTUATED LIGHTS, THESE WERE AVAILABLE TO
SURVIVORS BUT HAD NOT BEEN ACTIVATED BY REMOVAL OF SEALING PLUGS
BT

CREW:-
P/L. JULES D'AUBYN.
P/L. JOHN LEECH.
P/L. TONY CASS.
MALM. BOB GRIFFITHS.
SOT. GEOFF JINKS.

BT

UNCLAS

SIC ICJ/ICN

A SRCC FORM 1529/ST ATHAN MRT/SUN 21 NOV 82

B SOUTH WALES POLICE/SRCC/YSTRYFELLTA AND ST ATHAN

C CIV/LAND/PERSON/NIL/BRIT/160-716033/35M/1130

D COMF/1-5 KM DAY/DRIVING RAIN/20-10KTS/N/A

E N/A/EYES 10FT/1315 22 NOV 82

F SEARCH/PUB 1/CIVILIAN WOMAN/DEAD

G 160-757063/HEATH HOSP/ST ATHAN 1700/376 MAN HRS/VEH NIL 7 WS/667 MILES

H CAR FOUND ABANDONED, POLICE SEARCH UNTIL MRT CALLED, SEARCH OF FORREST-HILLSIDE AND KINES, FOUND HANGED IN TREES BY ST ATHAN MRT/HRS WOODLEY AGE 27/POLICE-BRIDGEND MRT-MORLAISE MRT/KINES RESCUE/202 SQN

BT

CREW:-

F/L. DICK NEWTON.
 F/O. BOB SCOTT (RENTA PILOT).
 SGT. PETE WILLIAMS.
 SGT. TONY PLUNKETT.

BT

UNCLAS

SIC ICJ/RPJ

A SRCC FORM 1529/21 AND 22 NOV 82/CALL OUTS 2

B(1) 2028/SEAKING/1 SORTIE/3 HRS 20 MINS DAY

(2) ST ATHAN MRT/1 SORTIE/376 MAN HRS, 667 VEH MILES 7 VEH.

C DCI PHIL JONES OF PORT TALBOT POLICE REPORTED THAT THE LIAISON BETWEEN THE MILITARY, POLICE AND CIVILIAN FORCES INVOLVED AND THE SEARCH ITSELF WERE OF THE HIGHEST CALIBRE AND MANY THANKS TO ALL CONCERNED

BT

BT

UNCLAS

SIC ICJ/EUL/RPJ

A. NRCC FORM R 513 DEC/04 DEC 82/CALL OUTS TWO

B. 2028 SEAKING/1 SORTIE/TOTAL 1 HR 30 MIN DAY 30 MIN NIGHT

C. VALLEY MRT/1 SORTIE/66 MAN HRS, 417 K 3 VEH

D. VALLEY MRT CALLED OUT BY POLICE. VALLEY HELD ENGAGED ON R 512

E. 50 BRANDY SK SCRAMBLED BY EDINBURGH RCC. AT 1715Z MRT INFORMED

PAGE 2 RBOGC 060 UNCLAS

RCC THAT CASUALTY NOT AT REPORTED LOCATION SEARCH NOW IN PROGRESS.
 THE SK HELD HAD ALREADY ATTEMPTED ONE APPROACH TO THE CASUALTY LOCATION BUT WX HAD PRE-EMPTED. WITH ONSET OF NIGHT AND CONTINUING BAD WX HELD WAS ORDERED TO RTB FINALLY DIVERTING TO VALLEY. AT 1750Z MRT LOCATED CASUALTY AT BASE OF CLIFF SHOWING NO SIGN OF LIFE - PRESUMED DEAD. MRT CARRIED BODY TO POLICE AT ROAD HEAD

BT

CREW:-

F/L. JIM BELLINGALL.
 F/L. JOHN LEECH.
 MAJOP. TED LITTLE.
 SGT. TONY PLUNKETT.

21st. NOVEMBER 1982.

AT 0755Z R90 WAS SCRAMBLED BY NRCC TO ASSIST IN THE SEARCH FOR A MAN MISSING NEAR TYNYE. THE MAN WAS FOUND BY THE POLICE NINE MINUTES AFTER R90 ARRIVED ON SCENE.

CREW:-

F/L. DAVE CAREY.
 F/O. MARK CROUCHMAN.
 F/L. TONY CASS.
 MAJOP. BOB GRIFFITHS.

28th. NOVEMBER 1982.

AT 1025Z THE DUTY CREW WERE CALLED BY THE COASTGUARD TO INVESTIGATE A REPORT OF FLARES SEEN 8 NMS SW OF ABERTYSTWYTH. NOTHING WAS FOUND AND THE SEARCH WAS SOON TERMINATED BY THE CGs.

CREW:-

F/L. DAVE CAREY.
 F/O. MARK CROUCHMAN (PI).
 MAJOP. STAN JONES.
 SGT. DICK CROCKER.

7th. DECEMBER 1982.

AT 1235Z THE DUTY CREW SCRAMBLED TO RECOVER THE EJECTED PILOT OF A WEST GERMAN F104, 340 BRANDY IONMS. HE WAS SUCCESSFULLY RECOVERED TO BRANDY.

CREW:-

F/L. NORRIE ROUGH.
 F/L. JOHN LEECH.
 MAJOP. NORMAN PRINGLE
 MAJOP. BILL PAYNE.

21st DECEMBER 1982.

AT 0415 THE DUTY CREW WERE ROUSED FROM THEIR HEAVY SLEEP TO CASEVAC AN INJURED SEAMAN FROM THE SPANISH TRAWLER "JAQUON" 250NMS SW OF BRANDY.
 THE AIRCRAFT REFUELLED AT CORK AND TOOK ON BOARD AN IRISH DOCTOR AND NURSE. THE VESSEL WAS LOCATED AND THE WINCHMAN LOWERED TO THE DECK. THE MAN'S INJURY WAS FOUND TO BE A REVERSED FOOT AND HE WAS LIFTED IN THE STRETCHER AND TAKEN TO CORK AIRPORT.

CREW:-

F/L. JIM BELLINGALL.
 F/L. CARL WILLIAMS.
 MAJOP. PETE WILLIAMS.
 SGT. DICK CROCKER.

21st DECEMBER 1982.

AT 2255Z THE DUTY CREW (FROM THE SKTU - STANDING IN FOR BRANDY) WERE CALLED BY THE RCC TO CASEVAC A SPANISH SEAMAN SUFFERING FROM 90% BURNS FROM HIS VESSEL IN PORT STONE HARBOR. ON ARRIVAL THE CREW ATTEMPTED TO PUT THE WINCHMAN ON BOARD BUT WERE UNABLE TO DO SO. MANAGED TO LAUNCH HI LINES IN THE PROCESS. THE AIRCRAFT WAS FLOWN TO SHANNON TO REFUEL AND TWO MORE MAKESHIFT HI LINES WERE OBTAINED. THE CREW RETURNED TO THE VESSEL AND THE WINCHMAN WAS PLACED ON BOARD.
 THE CASUALTY WAS PLACED IN A NEILL ROBERTSON STRETCHER AND WAS WINCHED CLEAR OF THE DECK. THE WINCHMAN REMAINING ON BOARD THE VESSEL TO MANIPULATE THE HI LINE.
 UNFORTUNATELY AS THE STRETCHER CLEARED THE DECK IT WAS STRUCK BY A WAVE AND THE INJURED CASUALTY CAME ROUND AND STARTED TO STRUGGLE FREE OF THE STRETCHER. AS THE STRETCHER APPROACHED THE SIDE OF THE AIRCRAFT THE CASUALTY FELL INTO THE SEA.
 HE WAS RECOVERED BY THE TRAWLERS CREW AND TAKEN BY THEM TO IRELAND. THE WINCHMAN REMAINED ON THE TRAWLER UNTIL IT DOCKED AND THEN JOINED THE WAITING AIRCRAFT WHICH THEN RTM.

CREW:-

F/L. PETE WALLIS.
 S/L. PAGE.
 F/L. BRIAN CANFER.
 SGT. PETE LILLEY.
 S/L. RANGER SMO.



MARION + CLAIR
 MOTHER TO HOSPITAL
 DURING JANUARY

'B' FLIGHT

202 SQN

SUMMARY



FOR 1982

1	1 Jan	1st Lt. J. R. ...	1
2	2 Jan	1st Lt. J. R. ...	1
3	3 Jan	1st Lt. J. R. ...	1
4	4 Jan	1st Lt. J. R. ...	1
5	5 Jan	1st Lt. J. R. ...	1
6	6 Jan	1st Lt. J. R. ...	1
7	7 Jan	1st Lt. J. R. ...	1
8	8 Jan	1st Lt. J. R. ...	1
9	9 Jan	1st Lt. J. R. ...	1
10	10 Jan	1st Lt. J. R. ...	1
11	11 Jan	1st Lt. J. R. ...	1
12	12 Jan	1st Lt. J. R. ...	1
13	13 Jan	1st Lt. J. R. ...	1
14	14 Jan	1st Lt. J. R. ...	1
15	15 Jan	1st Lt. J. R. ...	1
16	16 Jan	1st Lt. J. R. ...	1
17	17 Jan	1st Lt. J. R. ...	1
18	18 Jan	1st Lt. J. R. ...	1
19	19 Jan	1st Lt. J. R. ...	1
20	20 Jan	1st Lt. J. R. ...	1
21	21 Jan	1st Lt. J. R. ...	1
22	22 Jan	1st Lt. J. R. ...	1
23	23 Jan	1st Lt. J. R. ...	1
24	24 Jan	1st Lt. J. R. ...	1
25	25 Jan	1st Lt. J. R. ...	1
26	26 Jan	1st Lt. J. R. ...	1
27	27 Jan	1st Lt. J. R. ...	1
28	28 Jan	1st Lt. J. R. ...	1
29	29 Jan	1st Lt. J. R. ...	1
30	30 Jan	1st Lt. J. R. ...	1
31	31 Jan	1st Lt. J. R. ...	1

32	1 Feb	1st Lt. J. R. ...	1
33	2 Feb	1st Lt. J. R. ...	1
34	3 Feb	1st Lt. J. R. ...	1
35	4 Feb	1st Lt. J. R. ...	1
36	5 Feb	1st Lt. J. R. ...	1
37	6 Feb	1st Lt. J. R. ...	1
38	7 Feb	1st Lt. J. R. ...	1
39	8 Feb	1st Lt. J. R. ...	1
40	9 Feb	1st Lt. J. R. ...	1
41	10 Feb	1st Lt. J. R. ...	1
42	11 Feb	1st Lt. J. R. ...	1
43	12 Feb	1st Lt. J. R. ...	1
44	13 Feb	1st Lt. J. R. ...	1
45	14 Feb	1st Lt. J. R. ...	1
46	15 Feb	1st Lt. J. R. ...	1
47	16 Feb	1st Lt. J. R. ...	1
48	17 Feb	1st Lt. J. R. ...	1
49	18 Feb	1st Lt. J. R. ...	1
50	19 Feb	1st Lt. J. R. ...	1
51	20 Feb	1st Lt. J. R. ...	1
52	21 Feb	1st Lt. J. R. ...	1
53	22 Feb	1st Lt. J. R. ...	1
54	23 Feb	1st Lt. J. R. ...	1
55	24 Feb	1st Lt. J. R. ...	1
56	25 Feb	1st Lt. J. R. ...	1
57	26 Feb	1st Lt. J. R. ...	1
58	27 Feb	1st Lt. J. R. ...	1
59	28 Feb	1st Lt. J. R. ...	1
60	29 Feb	1st Lt. J. R. ...	1
61	30 Feb	1st Lt. J. R. ...	1
62	31 Feb	1st Lt. J. R. ...	1

63	1 Mar	1st Lt. J. R. ...	1
64	2 Mar	1st Lt. J. R. ...	1
65	3 Mar	1st Lt. J. R. ...	1
66	4 Mar	1st Lt. J. R. ...	1
67	5 Mar	1st Lt. J. R. ...	1
68	6 Mar	1st Lt. J. R. ...	1
69	7 Mar	1st Lt. J. R. ...	1
70	8 Mar	1st Lt. J. R. ...	1
71	9 Mar	1st Lt. J. R. ...	1
72	10 Mar	1st Lt. J. R. ...	1
73	11 Mar	1st Lt. J. R. ...	1
74	12 Mar	1st Lt. J. R. ...	1
75	13 Mar	1st Lt. J. R. ...	1
76	14 Mar	1st Lt. J. R. ...	1
77	15 Mar	1st Lt. J. R. ...	1
78	16 Mar	1st Lt. J. R. ...	1
79	17 Mar	1st Lt. J. R. ...	1
80	18 Mar	1st Lt. J. R. ...	1
81	19 Mar	1st Lt. J. R. ...	1
82	20 Mar	1st Lt. J. R. ...	1
83	21 Mar	1st Lt. J. R. ...	1
84	22 Mar	1st Lt. J. R. ...	1
85	23 Mar	1st Lt. J. R. ...	1
86	24 Mar	1st Lt. J. R. ...	1
87	25 Mar	1st Lt. J. R. ...	1
88	26 Mar	1st Lt. J. R. ...	1
89	27 Mar	1st Lt. J. R. ...	1
90	28 Mar	1st Lt. J. R. ...	1
91	29 Mar	1st Lt. J. R. ...	1
92	30 Mar	1st Lt. J. R. ...	1
93	31 Mar	1st Lt. J. R. ...	1

BREAKDOWN OF JOBS FOR 1982

MILITARY:

7 CALLS 6 CASUALTIES

CNIL:

2 COASTAL
36 SHIPS
93 OTHERS

CASUALTIES 163

TOTAL CALLS FOR 1982: 117

TOTAL CASUALTIES: 169

THE UPHEAVALS OF 1982 & THEIR RESULTS

THE FALKLAND ISLANDS.



THE ACCOMMODATION:

RANGETIRA

KNOWN AS 'RANGATRAZ'



THEY WENT AND A CHANGING.

On the 9th August 1982, 202 Sqn underwent a great upheaval with the closing of 10' Flight R.A.F. Coltishall and it's subsequent deployment to R.A.F. Stanley Falkland Islands. As a result several members of the Coltishall Flight were posted to 'B' Flight R.A.F. Brandy. These members were:

Flt Lt Paul Cunningham
Flt Lt Jim Bellingham
Flt Lt Clifford Hart
Flt Lt Jim McCartney
Flt Lt Stu Mould
Flt Lt Karl Williams
Flt Off Paul Readfern
MAFOP Terry Neap
P/O Neil Ward
Sgt Dick Crocker

* to Brandy after a tour of duty in F.I.

Jim McCartney and Stu Mould left not long after to learn how to teach students to fly.

The Ground Crew involved were:

Sgt George Bayles
Sgt John Harvey
Sgt Dave Perry
Cpl Paul Lucas

From the beginning of August the F.I. detachments of 4 months affected everybody on the Seaking flights in the U.K. The change over period lasts a total of 4 weeks, 2 weeks for the actual change over plus an additional 2 weeks stand down for the returning personnel. This obviously imposes quite a strain on manning due to the fact that two people from each trade are unuseable for up to 1 month with leave, kitting out and the work up period at R.A.F. Culdrose.

The work up for a detachment to F.I. begins with a visit to R.A.F. Innsworth to collect all the clothing and relevant equipment required for the sojourn. This includes camouflage clothing (known as cabbage kit), camp beds, sleeping bags etc.

The next stage is to go to R.A.F. Culdrose to be trained on the various new pieces of kit fitted to the southern s/o (known from their colour as grey whales), the training I hasten to add is given by R.A.F. personnel. The course normally lasts a week.

Then it is a case of MT to R.A.F. Brize Norton to catch a VC-10 for a 9-10 hour flight to Ascension. From there they board a Hercules for the 11-15 hour flight to R.A.F. Stanley.

On the first detachment only 2 aircrew members of 'B' Flight were involved: Flt Lt's Rough and Trutt. Flt Lt Rough was Detachment Commander during his time down south. This detachment ran from August 1982 to November 1982. There were no 'B' Flight Ground Crew involved in the initial detachment.

The second detachment taking into account the induced stagger to assist the change over ran from November 1982 to February 1983. It involved the following aircrew personnel:

Flt Lt Wright
Flt Lt Hart
MAFOP Neap
Malm Medina

The third detachment which ran from February 1983 to June 1983 involved:

Flt Lt Newton
Flt Lt Leach
Flt Lt Case
Sgt Plunkett

The timings of the Ground Crew detachments were slightly different from the aircrew in that the duration of their detachments was and still is five months door to door. The personnel involved so far are as follows:

Sgt Hagan
Sgt Hart
Sgt Jinks
Sgt Stevens

Cpl's Brett and Campbell



THE AIRCRAFT ARRIVE



STANLEY HARBOUR LOOKING WEST
FROM NAVY POINT



NAVY POINT



NAVY POINT DISPERIAL ATOP
SWIMMING POOL
TRY PUTTING A GUST LOCK
ON THIS



HANGAR BUILD AT NAVY POINT



HANGAR BUILD AT NAVY POINT



HANGAR BUILD AT NAVY POINT



MOVING AIRCRAFT PRIOR TO
MAIN ROTOR GEAR BOX CHANGE



MOVING AIRCRAFT PRIOR TO MAIN
ROTOR GEAR BOX CHANGE



MAIN ROTOR GEAR BOX CHANGE
'OPEN AIR SERVICING'



SIR TRISTRAM BEING MOVED PRIOR
TO VISIT BY RELATIVES



UNDERSLUNG LOAD



UNDERSLUNG LOAD TO NAVY POINT



STANLEY HARBOUR



FITZROY PENGUIN COLONY

2187 40



DARWIN & GOOSE GREEN



PICARA WEST FALKLAND

ASCENSION ISLAND DETACHMENT
AUGUST SEPTEMBER 1982



WILSON'S BIRD
Landing on Ascension Island



Reddish-brown Tuff and Volcanic
Tuff Stages



Reddish-brown



Georgetown



Lava Flow Pinnacles



Volcanic Red Mountain



Devil (Red) (Green Mountain)



Devil
Pop. 1982



Georgetown



Volcanic Red Mountain



Devil (Red) (Green Mountain)

Ted Little

Tross Commander A H Alexander, Royal Navy
The Senior Naval Officer
Naval Party 1272
1970 677

Fit Lt J D'Aubyn
Officer Commanding
202 Squadron RAF Association
RAF Brandy

10 September 1982

Dear Ted

FOR BRANDY - MEMOIRS OF TRAVELLING

You may have other memories of your trip home from Ascension, however here is a more permanent memento of how your yellow freight travelled home.

I hope you enjoyed the trip.

Thank you for your and your team's efforts whilst under my jurisdiction.

Yours sincerely

Alexander.

THE AIRCRAFT FROM ASCENSION ON ITS WAY BACK TO U.K. COURTESY OF R.N. WHEN THE AIRCRAFT WAS FILMED ON DECK BY A NIMROD (SUBSEQUENTLY TO BE SHOWN ON BBC NEWS) APPARENTLY ALL HELL BROKE LOOSE WITH THE SHIP'S CAPTAIN DEMANDING THE A/C BE OUT OF SIGHT.

THE CREW OF THE AIRCRAFT WERE:-

FLTL	D'AUBYN
FLW	GILLON
MAEOP	LITTLE
MALM	PAYNE



MYSTERY PERSONNEL



DAIRY ROADS:- ALPOK ON WIRE
EL GRIPS ON THE DECK



Bill Hunt / Jeff Tott / Chris Whitehead

CAPTION COMPETITION

come here little boy. Ray I got a surprise for you.
No mister - This is not Rockall ITS XV ALL
Have You Seen A SHIP ABOUT FOUR HUNDRED FEET LONG BLUE FUNNEL AND
SINKING FAST
IF YOU DONT SMILE FOR THE CAMERA, YOU REALLY WILL HAVE PROBLEMS
"WITHOUT REGARD FOR THEIR OWN SAFETY, THE CREW DID WITH GREAT SKILL."
WOULD YOU LIKE TO SEE SOME PUPPIES
GIVE ME YOUR HOD or you and the SWIMMING.
WHAT'S THE FISHERY LIKE HERE SON.
MEDINA LOOKING FOR A GOOD FISHING SPOT.
"ER, EXCUSE ME, AM I RIGHT FOR CUL ROSE?"
"NO I AM NOT RAE. I AM A PHOTOGRAPHER, HANKEE".
"SORRY WE'VE BEEN SO LONG - COULDN'T FIND THE PHOTOGRAPHER".



WINCHMAN TRYING
TO STOP THE
DINGY.
GET IT RIGHT
BLOGGS

ANOTHER INTEGRATED ITEM

BOAT SHOW PRESENTATION FOR RAF RESCUE CREWS - 2

With the men safely on board the liferaft, the Nimrod remained on station overhead for a further two hours until a Sea King search-and-rescue helicopter of No 202 Squadron, RAF Brandy, arrived on the scene. Captained by Flight Lieutenant Matt Williams, the helicopter was operating at the limit of its endurance, with very little time available for winching. Despite very heavy seas the winchman - Master Air Loadmaster Bob Griffiths - was able to recover both crewmen in a very short time, exhausted after nearly ten hours in the water but otherwise unharmed.

One of the survivors, Nick Hallam, subsequently wrote an account of the rescue for Yachting Monthly, and the original artwork for this has been framed and suitably inscribed for presentation to the aircrews involved.

Note to Editors. The presentation will be held at 2pm on Saturday, 9th January, on the Pool at Earls Court and followed by a brief press conference and cocktail party on the Yachting Monthly stand (AS). The full crews of both aircraft will be present. For further information on the presentation please contact Yachting Monthly on 01.261 6040.

Issued by - Public Relations (Royal Air Force)
Ministry of Defence
Main Building
Whitehall
London SW1A 2DD
01-218 3253/4

'A SPECIAL TASK'



Tractor airlift for Skomer Island

A Sea King helicopter from RAF Brandy is pictured airlifting a new tractor to Skomer Island. The old tractor was flown back to the mainland. RAF Brandy has assisted the West Wales Naturalists Trust since 1976, providing volunteer work-parties and air-lifts by helicopter. Many days of hard work have been put in on Skomer rebuilding derelict buildings, and assisting the island's warden.

The helicopters of 202 Squadron have had valuable training flying lines of control and used to the island, experience which has served well on Aconcagua Island and in the Falklands.

The new tractor, recently bought by the West Wales Naturalists Trust replaces the

old well-used tractor, which is now unsuitable for the arduous island conditions. The original tractor was flown to the island by a Sea King in 1978. The tractor weighs over a ton each, but are well within the capability of the Sea King. The airlift was provided after a request for help from the West Wales Naturalists Trust, and was supervised by a team of specialists from the Joint Air Transport Establishment at RAF Brize Norton. Valuable training was provided for the crew, who were: Flight Lieutenant Paul Broadbent, Flight Lieutenant Karl Williams, Flight Sergeant Mick Sergeant, Master Air Loadmaster Norman Pringle.

(Picture: RAF Brandy)

THE ANCHOR SAGA:

WIND THE FI CAR UP? ASK HIM ABOUT IT

Anchor riddle solved

By JIM SMITH

THE MYSTERY of a missing ship's anchor which vanished from a popular West Wales beach was solved yesterday. Airmen at the RAF Brandy base near Haverfordwest admitted, "We have it."

The large anchor lay on Marloes beach, near Marloes, Milford Haven, for more than 60 years. Local villagers were amazed when they realised it had suddenly disappeared.

Not only was the anchor believed to be a piece of maritime history, but also served as a useful tide gauge for visitors.

When the village community council met last week to discuss the disappearance they were told

that a schooner they had seen on RAF helicopter lifting the large anchor from the beach.

"People were amazed and amazed when they discovered what had happened," said County Councillor Mr Tom Martin of Broad Haven.

According to historians, the anchor had been on the beach since 1921 and was an important guide for holidaymakers. "When the water came up to the exposed chock then people knew that it was time to leave, otherwise they could be cut off," he said.

New RAF Brandy have

admitted they took the anchor - to restore it and display it. A spokesman for RAF Brandy's helicopter squadron said they went through the normal channels of recovering antiquities before removing the anchor.

There were now in touch with the Museum of Wales about the future of the old anchor, but the spokesman stressed that the last thing they wanted to do was to upset local people.

In recovering the anchor from the beach, the helicopter crew thought they were carrying out a public service as well as saving an important piece of local maritime history, he said.

bSEP83

MORE ABOUT IT:

RAF fly into a storm over goodwill gesture

A goodwill gesture by RAF Brandy brought a storm about their heads last week when villagers discovered that the huge anchor - a feature on Marloes beach near Marloes for 60 years - had disappeared.

No-one knew what had happened to the anchor, which had been deeply embedded in the sand, until a schooner they reported that he had seen and RAF helicopter lifting it.

Angry discussion of the mystery took place at Thursday's meeting of the local community council.

Marloes Joint-County Council, for Tom Martin, who now lives in Broad Haven, volunteered to

make inquiries. And on Monday he was able to confirm that the anchor was at Brandy where they were planning to re-embed it and put it on display.

The Clerk of the Community Council, Mrs. Yvonne Evans, told the Telegraph yesterday that they now had to decide whether they wanted the anchor back. It would be impracticable to restore it to its old position as the RAF men had had to dig it out of the sand.

"We were really taken aback it had gone," she said. "People used to use it as a guide to the state of the tide. When the water came up to it, it was time to leave to avoid being cut off."

She understood the anchor came off a ship in about 1921.

A spokesman for the RAF conceded that they had done nothing illegal. Being moving the anchor, they contacted the Lieutenant, the National Park and the Receiver of Wrecks.

They certainly did not want to upset local people and had thought they were doing a public service by saving and restoring an important piece of local maritime history.

7SEP 83

WE ALSO RECOVERED THE OLD TRACTOR FROM SKOMER WHICH WAS SCRAPPED.

DYING COURAGE OF HUMAN SHIELD



By PHIL DAMPIER and JOHN GOOTY
RESCUE hero Mike Rudall gave his life yesterday to save a young Scout as a rock fall crashed around them on a killer mountainside.

Mr Rudall, 38, used his body as a human shield to protect 16-year-old Martin Leather from being crushed.

Martin and a 17-year-old companion are missing in a raging blizzard after their ordeal in a raging blizzard. But Mr Rudall—leader of a mountain rescue team from Bristol, Gloucestershire—was dead when his team-mates found him.

Snow

And last night police accused snow-laden "mountains" for going ahead with their walk on 2,000-ft Penryn Mountain in the Brecon Beacons, South Wales.

Inspector David Jones said: "It was incredibly foolish to go off in such appalling weather conditions."

It may seem mild at the bottom but visibility was very poor and there was snow on top of the mountains.

"I have no time for people who send young folk out in such conditions. That mountain is a killer."

The treacherous mountainside has claimed the lives of four crack SAS members on exercises in the last five years.

Equipped

But Venture Scout leader Ian Torney, 27, who was one of seven leaders in charge of a party of 24 Scouts, denied that the boys had been foolhardy in continuing with their map-reading exercise.

He said the Scouts — from Sutton Coldfield, Warwickshire — were all experienced hill-walkers properly equipped with tents and waterproof clothing.

Some of the boys slipped out of the exercise because of the weather, but Mr Torney claimed Martin and two friends to continue because they were more experienced.

Near the north face of Penryn Mountain slipped on the ground, Mr Torney went on.

Peter Hughes, 17, was the first to reach him but both

Peak hero Mike is killed as he saves scout in rock fall

boys played 300ft down a steep rock face.

The third boy in the group, Anthony Hill, 16, clambered down the gully to report down and then set off to raise the alarm at one of the nearest radio checkpoints.

Blizzards

Rescue teams were already on the mountain for a training exercise when they received the radio call for help.

copies, they battled for six hours through worsening blizzards to reach the boys.

Then the rock face crumbled and Mr Rudall was killed.

Last night his wife, Susan, and their eight-year-old daughter were being comforted by relatives at their home in Bristol.

Mr Torney said: "I am sorry for what happened, but I do not know what else I could have done."



Mike... he
 battled
 through
 blizzards

JOB ON THE NIGHT OF 1/2 MAY - NASTY WEATHER, RAIN & SLEET LOW CLOUD. UNABLE TO REACH CASUALTIES, HAD TO WAIT FOR MRT TO BRING THEM BELOW CLOUD LEVEL.

THREE CASUALTIES TAKEN TO PRINCE CHARLES HOSPITAL MERTHYR.

CREW: FLT LT WRIGHT
 FLT LT BURT
 MEDIC WILLIAMS
 SGT CROCKER

IT WAS HOPED TO ATTEND THE MEMORIAL SERVICE ON 15 OCT 83 BUT, DUE TO BAD WEATHER WE WERE UNABLE TO DO SO.



12 FEB 83
 150 NM S.WEST OF
 CORK.
 CREW:-
 FLT LT BELLINGALL
 FLT LT ROUGH
 SGT LILLY
 MALM PAYNE
 DOC MIDDLETON
 CHINESE SEAMAN WHO
 WAS D.O.A. OF HELICOPTER

2 APR 83
 OFF LANDS END
 CREW:
 FLT WRIGHT
 FLT OFF READFERN
 SGT LILLY
 MALM MEDINA
 4 CASUALTIES TO
 PENZANCE
 SHIP WITH OVER 700
 HAD HAD A FIRE

Sero collie saves his master on beach

A 14 eight-year-old
Welsh collie was
baited as a canine
hero yesterday after
saving his master's
life on an isolated
Gower beach.

When 30-year-old Mr
Joe Rigg collapsed on
the sandstone at Three
Clyde, Tripper, his best
friend, was to alert the
attention of passers by
barking and baying.

Within minutes two
bathers rushed to the
spot, after seeing the
dog and his master.

A Mrs King, who
was immediately dis-
posed to the beach and
Mr Rigg was rushed to
the hospital.

DAP spokesman Mr
Dick Chester said Tri-
pper was found with per-
fectly the master when
the bather arrived at
the spot.

COST 50p

Mr Rigg, of Three Lane,
Bridgend, Gower, has
been awarded the 50p
collie and has suffered
from epilepsy for some
time.

His incident was
the second time Tripper
who was bought from
Barnes Dogs Home for
dog rights, pack up, had
come to his master's
rescue.

Earlier this year, when
Mr Rigg collapsed in a
bush, his dog barked
loudly, and the dog was
seen by his master.



Put it there, Pal — Mr Rigg's stepfather, Mr Derek Wright, with
here Tripper.

and his stepfather Mr
Derek Wright.

Yesterday Tripper was
brought to the beach, but
was unable to see his master. A rescue
is expected shortly, here-
after as Mr Rigg is said to
be recovering rapidly.

In the meantime, the
collie is being treated
like a king by Mr Rigg's
mother, Mrs Joy Wright,

who said:

"People are always
saying they have never
seen such an obedient
dog — even though Tri-
pper has never been
trained to do anything
special."

"We all think of him as
sort of human but we
never thought that
when we brought him he
would grow so person-
able."

22 JUN 83

10 NM EAST OF TUSCAR ROCK

STENNA NORDICA

CREW: FLEET WILLIAMS

FLEET BELLINGALL

MAEOP HEAP

SGT CROCKER

SQUAD RANGER (DOCTOR)



LIFTED A CIVIL CONTRACTOR TO
WITHYBUSH SUFFERING ELECTRICAL
BURNS.
(A RAGING WHITE HELL!!)



23 MAY 83

OWICH BAY TAKEN TO SINGLETON HOSPITAL

CREW: FLEET WRIGHT

FLEET READFERN

MAEOP LITTLE

SGT CROCKER

THE CASUALTY WAS SUFFERING CONVULSIONS ON BEACH, HIS DOG
RAN OFF TO GET HELP.



PHOTOGRAPH COURTESY DAILY EXPRESS



OVER THE SHIP (90,000 tons)



EN ROUTE TO CORK HOSPITAL

R80FFV 1
R80P T43 016 0746Z T29

VZCZCABA296 W
RR R80FFP
DE R80HC 073 2081355
ZNR UUUUU
R 271350Z JUL
FM HQSOMAP 3

TO: ST MAWGAN

R80FFV/202 SONDET BRAWDY

R80DEC/HQ 18 GP 202 SON
R80BVL/HQSARNG FINNINGLEYD

BT

UNCLAS

SIC ICA

FOLLOWING TELEX RECEIVED FROM GOLAR PETROGRADE OUR GRATITUDE TO
YOU ALL THANKS FOR YOUR HELP AND ASSISTANCE TO MAKE POSSIBLE THE
RESCUE OPERATION REGARDS MASTER

BT

Bellingall
Smyth
Cass
Crocker

① ca/07/0746

COMM. CENTRE
28 JUL 1983
ROYAL AIR FORCE
BRAWDY

NNNN
R80FFV 1

27 JULY 83

M.V. GOLAR PETROGRADE 300 NM WEST OF CORK

CREW: F/LT BELLINGALL
F/LT SMYTH
F/LT CASS
SGT CROCKER
F/LT GLENN (DOCTOR)

SEAMAN FRACTURED SKULL TAKEN TO CORK HOSPITAL

PHOTOGRAPHS COURTESY ST MAWGAN NIMROD
TOGETHER WITH MOST OTHER SEA JOB PHOTOGRAPHS

Fire trawler crewmen saved from raft

THE CREW OF three had to be rescued from their island after abandoning their blazing Swansea-based trawler five miles off the South Porthcawl cliffs coast at the weekend.

20 AUG 83

8 NM SE ST. GOVANS HEAD.

CREW: FL/L BELLINGHAM
FL/L GILLON
MAEDY LITTLE
MALM PRINGLE

DETAILS IN TEXT
THE 'FORM R' CREW

The three fishermen, all from Aberdare, said that a distress call when the trawler was in the engine compartment of the 30-foot fishing boat Swansea was first heard by the St. Govans light vessel.

They believed the trawler was on fire and that the crew were in danger. They were alerted by the light vessel.

At first, as they battled with the blaze, the crew refused to accept help from the helicopter. It was the first time that the crew had been rescued from a burning boat.

The helicopter landed on another fishing boat in the hope that it could help smother the blaze with foam. But the fire was too intense and the danger of a spreading in the oil.

They believed the trawler was on fire and that the crew were in danger. They were alerted by the light vessel.

At first, as they battled with the blaze, the crew refused to accept help from the helicopter. It was the first time that the crew had been rescued from a burning boat.

The helicopter landed on another fishing boat in the hope that it could help smother the blaze with foam. But the fire was too intense and the danger of a spreading in the oil.

The helicopter landed on another fishing boat in the hope that it could help smother the blaze with foam. But the fire was too intense and the danger of a spreading in the oil.

The helicopter landed on another fishing boat in the hope that it could help smother the blaze with foam. But the fire was too intense and the danger of a spreading in the oil.

They believed the trawler was on fire and that the crew were in danger. They were alerted by the light vessel.

At first, as they battled with the blaze, the crew refused to accept help from the helicopter. It was the first time that the crew had been rescued from a burning boat.

The helicopter landed on another fishing boat in the hope that it could help smother the blaze with foam. But the fire was too intense and the danger of a spreading in the oil.

The helicopter landed on another fishing boat in the hope that it could help smother the blaze with foam. But the fire was too intense and the danger of a spreading in the oil.

The helicopter landed on another fishing boat in the hope that it could help smother the blaze with foam. But the fire was too intense and the danger of a spreading in the oil.

Three are saved as blazing boat sinks

Three men were rescued from a blazing fishing vessel five miles off St. Govan's Head on Saturday evening.

The men, Mr. Tony Paine, John Ellis and Richard Taylor, who all live in Aberdare, were rescued by the helicopter from the burning boat.

The helicopter landed on another fishing boat in the hope that it could help smother the blaze with foam. But the fire was too intense and the danger of a spreading in the oil.

They believed the trawler was on fire and that the crew were in danger. They were alerted by the light vessel.

At first, as they battled with the blaze, the crew refused to accept help from the helicopter. It was the first time that the crew had been rescued from a burning boat.

The helicopter landed on another fishing boat in the hope that it could help smother the blaze with foam. But the fire was too intense and the danger of a spreading in the oil.

NEWSCLIP ABOUT NORTHANTS CHRONICLE & ECHO

7 OCT 1983

Plane crash bodies found

The bodies of four people were found today with the wreckage of a light aircraft which crashed in the Welsh mountains last night.

An RAF helicopter crew found the wreckage of the single-engine Piper Cherokee aircraft in the Preseli mountains in West Wales.

A spokesman for the Plymouth Mountain Search and Rescue Unit confirmed that all four people on board were killed in the crash.

7 OCT 83

SEARCH FOR MISSING PLANE IN THE PRESCELLY MOUNTAINS FOUR P.O.B.

CREW: FL/L NEWTON
FL/L BURT
SGT LILLY
SGT CROCKER

BODIES RECOVERED TO BRAWDY FOR ONWARD DESPATCH TO WYTHYBUSH

The plane that nearly made it

EXPERTS WILL begin an inquiry in West Wales today into the crash of the aircraft which nearly made it.

The intact fuselage of the Piper Cherokee Arrow in which four people died was discovered by a farmer less than 100 feet from the top of the 1,700ft ridge of Foel Cwm-cerwyn in the Preseli mountains, south of Fishguard, shortly before 11am yesterday.

Rescue teams had been called in for an all-night search of the plane's flight path from Cardiff Wales Airport in Dublin after the pilot failed to make a routine radio call.

The ridge the light plane hit was the last area of high ground on the flight path and a theory emerging last night was that the pilot decided to fly below thick clouds thinking he was over the Irish Sea.

Rescue from RAF Brawdy were first on the scene and brought in specialists from RAF St Athan Mountain Rescue Team who found the pilot and three passengers, who are thought to have died instantly, still strapped in their seats.

The fuselage and wings of the plane were intact, with the engine and propeller torn off on impact.



So near . . . the wreckage lies just beneath the top of Foel Cwm-cerwyn.

Through the wreckage for clues to the accident and it is expected they will remove the remains for medical examination.

The wreckage was spotted by farmer Mr. Eric Lewis, of Mynydd-y-Bryn, who was driving on the road close after a hunt by RAF helicopters.

The three had been killed in the crash after the plane hit the ridge when the pilot failed to make his radio call.

The last message was received as the plane approached Carnarvon, on the Irish coast.

The four people who died were returning to Dublin from a number business and shopping trip to Cardiff.

The pilot, Captain John David Burke, had organised the trip partly in connection for his father John, who retired from a university teaching post 100 years ago.

Now on board was business secretary, Margaret Burke, a close personal friend of Mr Burke, and a 60-year-old

Michael Carr, an accountant and friend of Mr Burke's son.

The last left Dublin early on Thursday morning for the day trip.

Mr Burke was a graduate of the College of Commerce in Dublin and had an extensive general practice in the Dringway area of Dublin. He was the eldest of a family of five brothers and one sister.

He was one of the four-member business association which would be responsible for the Piper Cherokee Arrow plane.

29 JUL 83

WEDNESDAY, August 3rd, 1983

PRICE 15c

Three Hawk jets are lost in a day

BY IEN MULLINS

RAF Brawdy lost the first of its three Hawk jets on Friday when one of the 14 aircraft crashed into the Irish Sea during a routine training flight.

Last night's loss was the second in a series of accidents involving Hawk jets in the last 24 hours.

The plane, which was on a training mission, crashed into the sea near a small village in the Preseli mountains.

The pilot, who was on board, was killed in the crash.

ing the jets.

A second of the three jets was lost on Friday when one of the 14 aircraft crashed into the Irish Sea during a routine training flight.

The plane, which was on a training mission, crashed into the sea near a small village in the Preseli mountains.

The pilot, who was on board, was killed in the crash.

The plane, which was on a training mission, crashed into the sea near a small village in the Preseli mountains.

The plane, which was on a training mission, crashed into the sea near a small village in the Preseli mountains.

The plane, which was on a training mission, crashed into the sea near a small village in the Preseli mountains.

The plane, which was on a training mission, crashed into the sea near a small village in the Preseli mountains.

The plane, which was on a training mission, crashed into the sea near a small village in the Preseli mountains.

The plane, which was on a training mission, crashed into the sea near a small village in the Preseli mountains.

The plane, which was on a training mission, crashed into the sea near a small village in the Preseli mountains.

The plane, which was on a training mission, crashed into the sea near a small village in the Preseli mountains.

The plane, which was on a training mission, crashed into the sea near a small village in the Preseli mountains.

The plane, which was on a training mission, crashed into the sea near a small village in the Preseli mountains.

The plane, which was on a training mission, crashed into the sea near a small village in the Preseli mountains.

The plane, which was on a training mission, crashed into the sea near a small village in the Preseli mountains.

The plane, which was on a training mission, crashed into the sea near a small village in the Preseli mountains.

The plane, which was on a training mission, crashed into the sea near a small village in the Preseli mountains.

The plane, which was on a training mission, crashed into the sea near a small village in the Preseli mountains.

The plane, which was on a training mission, crashed into the sea near a small village in the Preseli mountains.

The plane, which was on a training mission, crashed into the sea near a small village in the Preseli mountains.

The plane, which was on a training mission, crashed into the sea near a small village in the Preseli mountains.

The plane, which was on a training mission, crashed into the sea near a small village in the Preseli mountains.

The plane, which was on a training mission, crashed into the sea near a small village in the Preseli mountains.

The plane, which was on a training mission, crashed into the sea near a small village in the Preseli mountains.

The plane, which was on a training mission, crashed into the sea near a small village in the Preseli mountains.

The plane, which was on a training mission, crashed into the sea near a small village in the Preseli mountains.

The plane, which was on a training mission, crashed into the sea near a small village in the Preseli mountains.

The plane, which was on a training mission, crashed into the sea near a small village in the Preseli mountains.

The plane, which was on a training mission, crashed into the sea near a small village in the Preseli mountains.

The plane, which was on a training mission, crashed into the sea near a small village in the Preseli mountains.

The plane, which was on a training mission, crashed into the sea near a small village in the Preseli mountains.

The plane, which was on a training mission, crashed into the sea near a small village in the Preseli mountains.

The plane, which was on a training mission, crashed into the sea near a small village in the Preseli mountains.

The plane, which was on a training mission, crashed into the sea near a small village in the Preseli mountains.

The plane, which was on a training mission, crashed into the sea near a small village in the Preseli mountains.

The plane, which was on a training mission, crashed into the sea near a small village in the Preseli mountains.

The plane, which was on a training mission, crashed into the sea near a small village in the Preseli mountains.

The plane, which was on a training mission, crashed into the sea near a small village in the Preseli mountains.



A Hawk in flight.

has King's College Hospital, London, and the Royal Naval School of Aviation Medicine, London.

It was examined at the site of the crash and then taken to the Royal Naval School of Aviation Medicine, London.

The aircraft which crashed on Friday was the second of a series of accidents involving Hawk jets in the last 24 hours.

The plane, which was on a training mission, crashed into the sea near a small village in the Preseli mountains.

The pilot, who was on board, was killed in the crash.

The plane, which was on a training mission, crashed into the sea near a small village in the Preseli mountains.

The plane, which was on a training mission, crashed into the sea near a small village in the Preseli mountains.

The plane, which was on a training mission, crashed into the sea near a small village in the Preseli mountains.

The plane, which was on a training mission, crashed into the sea near a small village in the Preseli mountains.

The plane, which was on a training mission, crashed into the sea near a small village in the Preseli mountains.

The plane, which was on a training mission, crashed into the sea near a small village in the Preseli mountains.

The plane, which was on a training mission, crashed into the sea near a small village in the Preseli mountains.

The plane, which was on a training mission, crashed into the sea near a small village in the Preseli mountains.

The plane, which was on a training mission, crashed into the sea near a small village in the Preseli mountains.

The plane, which was on a training mission, crashed into the sea near a small village in the Preseli mountains.

The plane, which was on a training mission, crashed into the sea near a small village in the Preseli mountains.

The plane, which was on a training mission, crashed into the sea near a small village in the Preseli mountains.

The plane, which was on a training mission, crashed into the sea near a small village in the Preseli mountains.

The plane, which was on a training mission, crashed into the sea near a small village in the Preseli mountains.

The plane, which was on a training mission, crashed into the sea near a small village in the Preseli mountains.

The plane, which was on a training mission, crashed into the sea near a small village in the Preseli mountains.

The plane, which was on a training mission, crashed into the sea near a small village in the Preseli mountains.

The plane, which was on a training mission, crashed into the sea near a small village in the Preseli mountains.

The plane, which was on a training mission, crashed into the sea near a small village in the Preseli mountains.



20 AUG 83

FU ON FIRE CREW WINCHED FROM CRUFT TO SANDWICHES.

JIM BELLINGHAM
CHARLES GILSON
TED LITTLE
MURRAY PRINGLE



TRAINING WITH ANGLE LIFEBOAT

PHOTOGRAPHS COURTESY OF FLIGHT MAGAZINE

THE LIFEBOAT



THE APPROACH



ON THE DECK



DOUBLE LIFT



NOTE THE
EFFECT OF THE
DOWNRAUGHT
ON A CALM
SEA.

IN PLACES
UNDER THE DISC
THIS CAN REACH
SPEEDS OF
50 MPH.

THIS WAS A 'STANDARD DECK'
FOR THIS APPROACH THE BOAT STEERS
A STEADY COURSE 30°-60° TO THE RIGHT
OF THE WIND. THE AIRCRAFT THEN
FUES INTO WIND AND CLOSES WITH
THE BOAT.

THE HEIGHT OF THE AIRCRAFT DURING
SUCH WINCHING IS NORMALLY APPROX
25-30 FT. THIS IS TO ALLOW THE
PILOT TO MAINTAIN VISUAL CONTACT
WITH THE BOAT.

NOTE THE VERY LIMITED WINCHING
AREA. NO PROBLEM ON A DAY LIKE
THIS, BUT QUITE DIFFERENT WHEN IT IS
ROUGH

AT THE DOOR



TRAINING ON THE CLIFFS IN THE LOCAL AREA



HELICOPTER CALLING FOR VOLUNTEERS !!



A SURVIVORS EYE VIEW



ON THE WIRE

THE MARINE CRAFT UNIT (MCU) AT TENBY REGULARLY PROVIDES A LAUNCH SO THAT WE MAY COMPLETE OUR TRAINING REQUIREMENTS EVERY MONTH, BOTH BY DAY & NIGHT.

INSPIRE OF ALL THE PROBLEMS WE CAUSE THEM NOW AND AGAIN THEY ALWAYS DO THEIR BEST TO HELP US OUT.

WORKING WITH THE MCU AT TENBY A DOWNWIND DECK



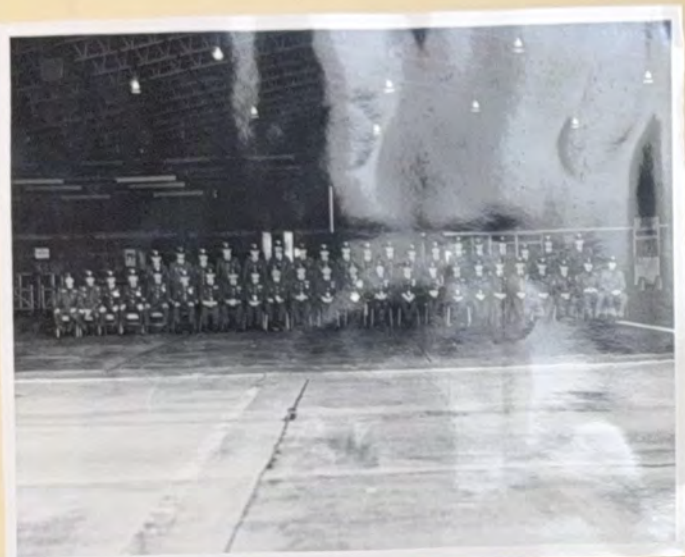
A PRACTICE STRETCHER LIFT FROM THE MCU LAUNCH AT TENBY



ANNUAL FORMAL INSPECTION BY COMMANDER SOUTHERN MARITIME AIR REGION

AIR VICE MARSHALL JFG HOWE CBE AFC RAF

23 MAY 83



'B' F15 202 SQN RAF BRAWDY 23 MAY 83



ACC WITH STN COR, ACC SAR WING, OC 202 SQN & OC 'B' F15

PRESENTATION TO CPT HINCHLEY ON LEAVING THE RAF (NOW IN OMAN)



FLY GILAN BEING SHOWN HOW TO MAKE A CUP OF TEA



DOC MIDDLTON & CREW: F/Lt DAUBYN, F/Lt LEECH,
MAJOR LITTLE & MAJOR GRIFFITH. PHOTOGRAPH WAS TAKEN
FOR AN ARTICLE IN THE LANCET MAGAZINE



A COILED SPRING WAITING TO LEAP
INTO ACTION!



MISS U.K. SHADING HER EYES FROM THE
SUN GLINTING OFF THE FLIGHT COATS
STEEL GREY HAIR



CUFF PRACTICING TO BE A REAL CO-PILOT!!



THE F2 COR BEING BEATEN AT CRIBBAGE!!
JUST LOOK AT HIS FACE



SEARCH AND RESCUE

15	2 APR	CLIFF FALLER WITH BROKEN ARM TO HOSPITAL	1
16	2 APR	REPORT OF 3 BOYS IN WATER OFF BATHCAMP - HARM	NIL
17	2 APR	2 BOYS MISSING ON GOVERN - FOUND BY BOAT - 500'	NIL
18	3 APR	ANOTHER CLIFF FALLER WITH BURNED ARM TO HOSPITAL	1
19	4 APR	SEAMAN WITH SEVERED FINGER - EV. BURNED TO HOSPITAL	1
20	10 APR	THUNDER ROLLED TO SAFETY FROM WHARF HILL SWAR	9
21	17 APR	2 YOUNGS RECOVERED FROM HILLTOP AND ALL THIS UNION	3
22	1/2 MAY	VENTURE SCOUTS IN TANKER BUT ONLY - 3 BOYS RETURNED	3
23	5 MAY	SEA CADET 3 SEVERED FINGERS (DOWN) SURVIVED	1
24	14 MAY	SEARCH FOR ZENOBREND L DOG. FOUND BY COUNTESS	NIL
25	17 MAY	MAN AND WOMAN SHOT DOWN RIVER T-10 - MAN SURVIVED, WOMAN DIED IN MOUTH OF RIVER - WOMAN NOT FOUND	1

26	19 MAY	MAY OR GREEN STATE ISLANDS - FISHING BOAT BUILT OUT	L
27	23 MAY	MAN AT PENNARD BUREAUX WITH CONVULSIONS TO SHELTON HOSPITAL	I
28	31 MAY	MEDICAL WOMAN WITH KIDNEY PROBLEMS FROM STAFFORD TO QUBA HOSPITAL	I
29	16 JUN	S. MARR AVENUE 243 TR NOTHING FOUND	-
30	18 JUN	SCREW FOR RIVER AND JOHNSON - FOUND SOME SMALL BRASS AGENTS	-
31	19 JUN	MEDICAL WINTERBUSH TO SWANSEA	I
32	22 JUL	SEAMAN WITH PAINS - SEAWALK FERRY STOWNA NORMANDY'S TO LIFTHOUSE	I
33	10 JUL	WOMAN OFF RHOSSILL SANDS SLEPT OUT TO SEA TRIED TO SINKER	I
34	15 JUL	MAN CUT OFF BY TIDE AT PENNAR - PICKED UP BY FERRISIZE 168	NIL
35	22 JUL	BURIED ENGINEER OFF CORNISH TRAWLER "GANNON-NY" TO CORK.	I
36	23 JUL	CLIFF FALLER INHILE WEST ST GOWANSKIN TO WABUSH (NIGHT)	I
37	25 JUL	CLIFF FALLER TREASITH - TO LIFTHOUSE	I
38	27 JUL	INURED SEAMAN FROM "GOLAR BETROTRAD" TO COBEY HOPE	I
39	28 JUL	PUMP PLUMB TO SURVIVORS EV NEELINE	NIL
40	29 JUL	HAVE ERECTION 250' / 4mm O.D. - PIPE RECOVERED SAFELY TO BAR	I
41	30 JUL	Summer in difficulties recovered from Norfolk	

SUMMARY

FOR

1983

BREAKDOWN OF JOBS

MILITARY

CALLOUTS : 4

CASUALTIES: 8

CIVILIAN

COAST : 25

SHIPS : 31

OTHERS: 15

TOTALS

CALLS: 75

CASUALTIES: 82

30	1	24 JUL	HAIR EFFECTIVE 200/400 GPH - AIR BURNER EFFECTIVE	1	20
31	1	25 JUL	SAUNDERS IN DIFFICULTIES RECOVERED FROM WATER	1	1
32	1	31 JUL	CLIFF FALLER ASSASSINATED - TO WHEELS	1	1
33	1	31 JUL	CLIFF FALLER AT GUNPORT 11 AUG - TO WHEELS	1	1
34	1	5 AUG	CLIFF FALLER AT GUNPORT 11 AUG - TO WHEELS	1	1
35	1	8 AUG	CLIFF FALLER MANDORRER TO WHEELS	1	1
36	1	11 AUG	MAN STUCK ON CURB AT GUNPORT	1	1
37	1	13 AUG	MAN SEVERELY BLOWN FROM TO WHEELS	1	1
38	1	20 AUG	EV ON FIRE GUN WINDCHILL FROM L'RON	1	1
39	1	21 AUG	MISSING DIVE AT SAUNDERS	1	1
40	1	26 AUG	YACHT ADRIAT AT NIGHT 1100 WEST OF GUNPORT	1	1
41	1	28 AUG	YACHT 'CAMELOT' OF LOSTEN 1200 2000 YARDS	1	1
42	1	28 AUG	DIVER WITH BREATHING PROBLEMS AT LOSTEN	1	1
43	1	2 SEP	SEARCH FOR MISSING YACHT 1200 1100 WEST	1	1
44	1	7 SEP	SEARCH FOR MISSING LT AIRCRAFT TULSA REE AREA	1	1
45	1	9 SEP	MISSING COURIER CARAMELTON ESTIMATE	1	1
46	1	11 SEP	INJURED SEAMAN OFF SHIP IN DALL	1	1
47	1	13 SEP	MEDEVAC PATIENT DECLARED DEAD	1	1

58	1 SEP	6 FUSILIERS - HYPOTHERMIC BRACON B's - MONTAGNEY	NE
59	1 OCT	MAN O'BOARD FROM PORT TRAVELLER IRISH SEA	NE
60	6 OCT	MEDEVAC WITH (BUSH - CHESTNUT)	NE
61	7 OCT	IRISH PIPER ARROW CRASH IN PRESENT MOUNTAINS	NE
62	12 OCT	MEDEVAC GOLF DRUG OVERDOSE LLANELL - LONDON	NE
63	25 OCT	MEDEVAC SCAMMAN FROM LONDON TO GORE	NE
64	27 OCT	MISSING CANOEIST CARDIGAN BAY (SEA) (MOUNT)	NE
65	28 OCT	MEDEVAC SCAMMAN FROM REEFER MOUNTAIN 45th WEST BAY	NE
66	28 OCT	HANG UNDER PILOT RESCUED FROM CLIFF AT GORTH	NE
67	2 NOV	CLIFF FELL AT ST GOWANS TO WITH (BUSH)	NE
68	7 NOV	IRISH 24P JANE - SEARCH FOR MISSING SCAMMAN	NE
69	8 NOV	MISSING WOMAN - LUNDY ISLAND =	NE
70	27 NOV	TANKER TX 121 F2 121333 IN 1988 - PH B1 108888	NE
71	11 DEC	INJURED SCAMMAN FROM MV AN EN JIANG - N BUSH	NE
72	23 DEC	CASUALTY FROM HELLICK LIGHTSHIP	NE
73	24 DEC	SEARCH FOR MISSING MAN MR NEWCASTLE EMULIN	NE
74	26 DEC	SPANISH SCAMMAN FROM TRAVELLER TO SHANNON	NE
75	31 DEC	ANOTHER CLIFF FELL AT GOWANS TO WITH (BUSH)	NE
76			NE

DAILY TELEGRAPH REPORTERS

At least six people were killed yesterday as hurricane force winds gusting up to 105 mph swept Britain.

In conditions which the Weather Centre described as "pretty exceptional," the police advised drivers to keep off the wind-swept roads unless journeys were really

Whitby, who risked his life to save eight people whose boats were not in the area, was named the R.A.T. hero of the 202nd Air Rescue Squadron, which is based at the French air base in England. The French air base was named last year the second most, the headquarters and the

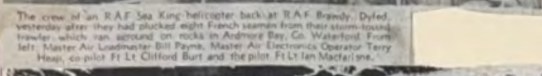
Disputed, added "The man who rescued an island boat was the second team leader at sea on a R.A.F. Nimrod aircraft and two other officers were mentioned. The North Sea and Whitby for the Belgians' lawless" Tarpaulin, which disappeared in the North Sea, was named in the hurricane force dissipation.

Flood alert in Glasgow

of the

For 11 months the Sea
King has been advertised as
a pleasure steamer. An-
nounced in 1930, it was
to be a 100-ton pleasure
steamer, built by the
F. & W. Shipbuilding Co.
of Glasgow, which was
to be used for the
purpose of carrying
passengers and cargo
between the Clyde
and the North Sea.
The ship was to be
built by the F. & W.
Shipbuilding Co. of
Glasgow, which was
to be used for the
purpose of carrying
passengers and cargo
between the Clyde
and the North Sea.
The ship was to be
built by the F. & W.
Shipbuilding Co. of
Glasgow, which was
to be used for the
purpose of carrying
passengers and cargo
between the Clyde
and the North Sea.

100



SEA KINGS HOVER BETWEEN IR

operations ran in the last 10 years. The first crawler barely has performed its last mission, operating out of Haway in West Wales. The second crawler is being used to fly long range missions to the perimeter of its last range.

Two examples of night operations are especially worrying for fishermen who operate off the coast of Wales. The RAF has been the guardian angel of our coastline, responding to distress calls where life was in danger.

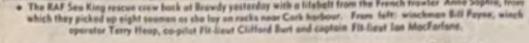
Survived an air-very good question we do the same. The RAF is the best at getting into the park, the RAF is the best at getting into the park, the RAF is the best at getting into the park.

Given the importance of the RAF, it is not surprising that the RAF is the best at getting into the park, the RAF is the best at getting into the park, the RAF is the best at getting into the park.

The Department of the Puma meant that the fish were never lost in the sea. The Puma meant that the fish were never lost in the sea. The Puma meant that the fish were never lost in the sea.

Even in the past, the Puma meant that the fish were never lost in the sea. The Puma meant that the fish were never lost in the sea. The Puma meant that the fish were never lost in the sea.

The huge RAF Sea Kings have so enormous fuel appetites, especially when battling through storm-force winds, that the RAF has to ration their use in such situations when responding to SOS.

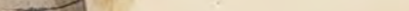


A HELICOPTER crew from a Welsh air base who saved the lives of eight French seamen in a dramatic rescue off the Irish coast, were yesterday named as the recipients of the British Empire Medal.

There could be the rescue and I never do think that an official letter of praise will be sent to them," the French maritime lawyer said. "I am sure that the Embassy in London, Mr. Jean Mass, said positively: 'I am sure that the rescue will be heard it has been a wonderful rescue.'"

STE

Actor Seiple, spread on rocks at Ballymacart on the Co. Waterford Coast yesterday. heli-cop-er. — (Photograph. Paddy Whelan, another picture page



← AN IRISH SEAKING
(LOCAL IRISH NEWSPAPER)



ing Frenchmen drowned. And this delicacy will calls from vessels to Irish by the Department of vital for alms rescue plane that brought a

The nearby Dunsmuir camp was unable to reach them because of the rocks, and Alpr Corps helicopters were grounded because of the lack of night-flying equipment.

From dusk to dawn - 11 hours in mid-winter - Alpr Corps was unable to respond to distress calls because of the lack of suitable equip-

This bunch of night rescue capabilities is especially worrying for fishermen who operate off the west coast of the United States flying time from Wales.

The huge RAF Sea Kings have a reputation for being especially when battling through storm-lance winds.

When responding to SOS

services the good turn of getting into trouble in daylight.

The year, the RAF has been the guardian angel of our coastline, expending almost £100 million calls where life was in danger.

Several years ago the crew of a Sea King helicopter sank from a twin-engine rescue range as it was being battered against rocks in County Kerry.

The Air Corps, based at Shannon, had been weakened early last year

Given the treacherous nature of our sea, it is quite conceivable the our rescue services would be caught lacking in some circumstances.

Even in good weather there can be drama and danger. For instance, Capt. Donald Lewis will tell you that he drilled before the Atlantic to four days last May as he was back to his residence in Halifax.

It was a *disaster* scenario with an Air Corps search

— Tom Shiet



← AN
CLOA

IRISH SEAKING
(IRISH NEWSPAPER)

RAF HERO IN SEA STORM SAVES SIX



SERGEANT CROCKER
"All in a day's work."

by COLIN ADAMSON, GERARD KEMP, and BRENDAN MULHOLLAND

AS gales still lashed Britain last night a courageous RAF helicopter crewman told how he battled through blinding hail and mountainous seas to pluck six seamen from the deck of a crippled ship.

Sergeant Aircrewman Dick Crocker dismissed all thoughts of personal safety during his 20 death-cheating minutes on the 400-ton Ruy Jun, which had lost engine power 150 miles south west of Lands End.

Four times at the height of yesterday's storm he winched down from the same 202 Squadron Sea King that on Friday with another crew saved eight French trawlermen on the Irish coast.

Corkscrew

And four times the 36-year-old married sergeant from Norwich suspended in, landing on the violently corkscrewing deck of the Ruy Jun to fasten rescue harness on the British captain and mate and four crewmen.

But Sergeant Crocker, a veteran of many sea rescues, dismissed his feat as "all in a day's work".

He did concede: "This one was pretty tricky and I am relieved it went so well."

The drama began in darkness when Land's End radar picked up a distress call from the Ruy Jun on passage from Africa to Ireland with a cargo of animal feed.

Capt John Mackett, 34, reported that both engines had broken down and his ship was drifting out of control in a Force 10 storm, gusting to 100 miles an hour.

The Sea King helicopter X Ray Zulu 300 piloted by P/Lt John Lamb, 21, was scrambled from Brimley, South West Wales.

Headwinds

Force headwinds forced refuelling stops at RAF Culdrose in Cornwall and again in the Solent Islands, but cut the aircraft's speed by half to 60 knots.

Sergeant Crocker said: "When we first got sight of the Ruy Jun she was tossed around like a toy cork in massive left waves. And when I queued the helicopter's door I was landed by a force 10 gale."

"I must admit at that moment I was not looking forward to the job at hand."

He had "an extremely tough job, preventing the helicopter from swamping 'like a cork' on the sea."

"My other main problem," the sergeant added, "was hitting the deck at the precise moment. I started counting the waves and soon learned to avoid every general one. That was always the big one, which threatened to turn the boat turtle."

Survivors

As the pilot said: "Dick somehow managed to get himself down on to a small open space—only six feet square—so he didn't have much to aim at."

In the end, salvation, bravery and skill won out—and Captain Mackett, the Welsh male M.A.101 pilot, Davies 34, and two Gunships and two Portuguese crewmen were all safely in the helicopter.

At Culdrose hospital checks showed they were under the weather but otherwise fine. Captain Crocker, who was

Rescue drama as Britain reels under 100mph winds

Sergeant Peter Lill, 25, The Royal Air Force, was flying a Sea King helicopter.

On a day of bitter winds and blinding rain the United Kingdom...

...was hit by a severe storm, and finally came to a halt, with the AA warning: "No journey should be undertaken unless absolutely necessary."

After a visit to Dumfriesshire John O'Connor, 21, ended his journey down to his car in a hail of rain. He got a good look and escaped.

In Glasgow 19-year-old Gordon Farrow was injured when his car skidded into a car.

Roads were dangerous also across the north of England. Elsewhere, wind was the peril.

A freak whirlwind damaged 121 houses and made 20 families homeless in the South Yorkshire pit villages of Cleator and West Barns.

Mr Dennis Hanson, 40, who here heads to rescue his two-year-old daughter in Detroit.

Crashed

At Brighton, Sussex, Mr Brian Carpenter, 31, was killed when a ferry gust swept his stomach 500 feet into a wall.

At Radleigh in Hampshire two men working on a school were injured when their scaffolding was blown down.

In London Mrs Olivia...

...saw a path and then crashed, leaving her at Island Park, demolishing a petrol car.

At Weymouth, Dorset, Sea King abandoned any idea of saving the Ruy Jun ferry by the Channel Isles because of a Force 10 gale.

The North Sea ferry Dana Angus was held up for hours coming from Harwich to Dover.

And the weather men forecast more bad weather to come.



TRUY JUN INCIDENT



PRESENTATION TO TENBY LIFEBOAT 11 Nov '83

LUCKY TO BE ALIVE: Four of the rescued crew at Culdrose, Cornwall, yesterday. I in the background, that plucked them off their ship which was wrecked

to safety Sea King

23 MAR 84 FRENCH FV "DAGMARA", 1 INJ SAILED TO CORE HOPE

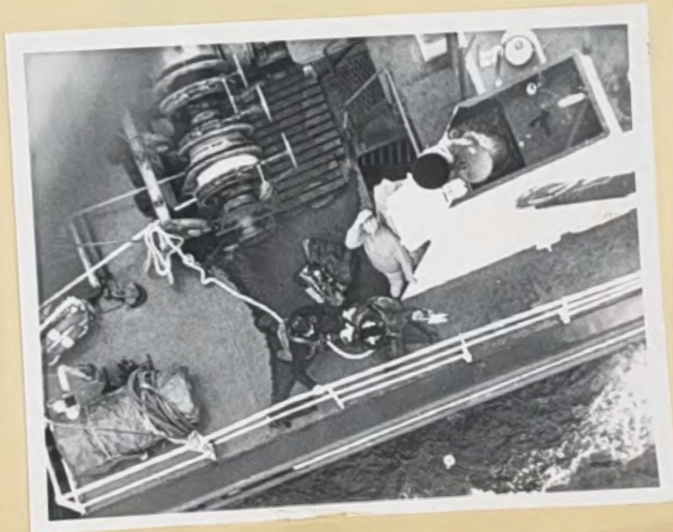
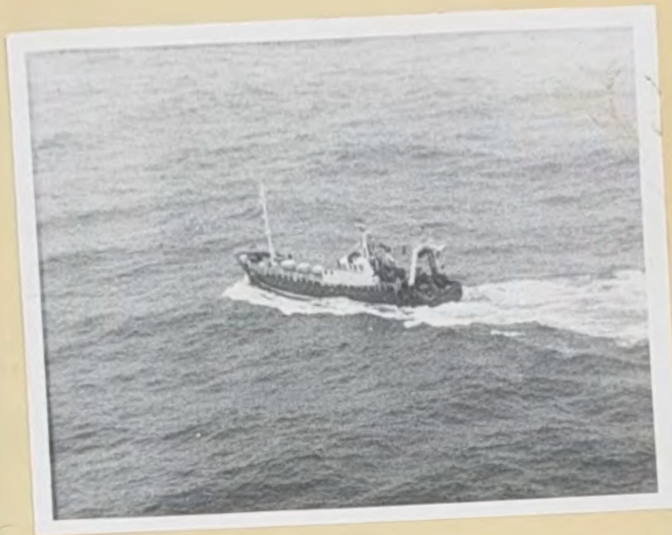
IAN MACFARLANE

ALEX SMYTH

TONY CASS

TONY PLUNKETT

"DOL" RANGER



18th June
 1000
 1100
 1200
 1300
 1400
 1500
 1600
 1700
 1800
 1900
 2000
 2100
 2200
 2300
 2400
 2500
 2600
 2700
 2800
 2900
 3000
 3100
 3200
 3300
 3400
 3500
 3600
 3700
 3800
 3900
 4000
 4100
 4200
 4300
 4400
 4500
 4600
 4700
 4800
 4900
 5000
 5100
 5200
 5300
 5400
 5500
 5600
 5700
 5800
 5900
 6000
 6100
 6200
 6300
 6400
 6500
 6600
 6700
 6800
 6900
 7000
 7100
 7200
 7300
 7400
 7500
 7600
 7700
 7800
 7900
 8000
 8100
 8200
 8300
 8400
 8500
 8600
 8700
 8800
 8900
 9000
 9100
 9200
 9300
 9400
 9500
 9600
 9700
 9800
 9900
 10000

NEWSCLIP/APCUT
 OLDHAM
 EVENING
 CHRONICLE
 Daily
 11.500
 19 JUN 1984

Airlift in
 the Atlantic
 An RAF helicopter crew
 airlifted a seriously ill
 woman to safety today,
 after a search over
 200 miles out across the
 Atlantic.
 The woman, in her 30s
 and one of nine crew mem-
 bers on the 15th yacht
 Pandora, sailing to Fal-
 mouth, was flown to hos-
 pital at Truro, Corn-
 wall, for treatment for
 kidney failure, she is said
 to be in hospital.

NEWSCLIP/APCUT
 WESTERN
 MAIL
 Daily
 11.400
 20 JUN 1984

Atlantic
 mercy
 flight
 AN RAF helicopter crew
 airlifted a seriously ill
 woman to safety today
 after a search over 200
 miles out across the
 Atlantic.
 American Patricia
 Black, 31, was a crew
 member of the 15th yacht
 Pandora sailing to Fal-
 mouth, she was flown to
 hospital at Truro, Corn-
 wall, for treatment for
 kidney failure.
 The Sea King heli-
 copter, from RAF Braw-
 ley, West Wales, was
 airborne for more than
 eight hours during the
 rescue operation.
 An RAF spokesman
 said: "The yacht was
 sighted on the 19th
 but having no radio
 contact, it was not
 known where it was
 until the 20th when
 it was sighted off
 the coast of Cornwall."

NEWSCLIP/APCUT
 SCARBOROUGH
 EVENING
 NEWS
 Daily
 11.800
 19 JUN 1984

Risky
 rescue
 AN RAF helicopter crew
 flew a seriously ill woman
 to safety today after a
 search over 200 miles
 out across the Atlantic.
 The woman, in her 30s
 and one of nine crew mem-
 bers on the 15th yacht
 Pandora, sailing to Fal-
 mouth, was flown to hos-
 pital at Truro for treat-
 ment for kidney failure.
 The Sea King heli-
 copter, from RAF Braw-
 ley, West Wales, was
 airborne for more than
 eight hours during the
 rescue operation, which
 had to include a
 refuelling stop on the
 Solent.
 An RAF spokesman
 said: "The yacht was
 sighted on the 19th, but
 because of weather and
 sea conditions were
 fairly favourable."

NEWSCLIP/APCUT
 NORTHANTS
 CHRONICLE
 & ECHO
 Daily
 41.800
 19 JUN 1984

RAF
 Atlantic
 mercy
 dash
 AN RAF helicopter crew
 airlifted a seriously ill
 woman to safety today
 after a search over 200
 miles out across the
 Atlantic. The woman, in
 her 30s and one of nine
 crew members on the
 15th yacht Pandora sail-
 ing to Falmouth, was
 flown to hospital at Truro,
 Cornwall, for treatment
 for kidney failure.

NEWSCLIP
 MIDDLESEX
 EVENING G.
 (Teeside)
 Daily
 19 JUN 1984

RAF to
 the rescue
 AN RAF helicopter team
 flew a woman to hospital
 in Cornwall today after a
 dangerous rescue flight
 over the Atlantic.
 They picked her up from
 a yacht 180 miles off
 the coast of Scilly, with
 barely enough fuel to
 return.

NEWSCLIP/APCUT
 BRIGHTON
 EVENING ARGUS
 Daily
 87
 19 JUN 1984

AN RAF helicopter team
 flew a woman to hospital
 in Cornwall today after a
 dangerous rescue flight
 over the Atlantic.
 They picked her up from
 a yacht 180 miles off the
 coast of Scilly, with
 barely enough fuel to
 complete the return
 flight.
 The woman is thought
 to have suffered kidney
 failure on board the
 yacht Pandora, en route
 from Bermuda to
 Falmouth.

NEWSCLIP/APCUT
 GREENOCK
 TELEGRAPH
 Daily
 21.400
 19 JUN 1984

Mercy mission
 across Atlantic
 AN RAF helicopter team
 flew a woman to hospital
 in Cornwall today after a
 dangerous rescue flight
 over the Atlantic and back.
 They picked her up from
 a yacht 180 miles off the
 coast of Scilly, with
 barely enough fuel to
 complete the return
 flight. The woman is
 thought to have suffered
 kidney failure on board
 the yacht Pandora, en
 route from Bermuda to
 Falmouth.
 The team, from RAF
 Brawley, West Wales, air-
 lifted the woman to hos-
 pital at Truro, Corn-
 wall, for treatment
 for kidney failure.

NEWSCLIP/APCUT
 SOUTHERN
 EVENING ECHO
 Daily
 16 JUN 1984



TANKER EXPLOSION: Firemen at the scene of the blast.

Blast investigation

ACCIDENT investigators
 today resumed their
 investigation into the
 series of explosions
 which ripped through a
 small coastal oil tanker
 at West Wales killing
 four people and injuring
 17 others.
 Four men had begun
 work at Milford Haven
 docks yesterday to repair
 a valve in the pump room
 of the 4,700-ton oil
 tanker when a blast
 rocked the empty ship.
 Two more explosions
 20 minutes later caught
 firemen and ambulance
 men who had gone to the
 scene.
 Although the Point-
 man had unloaded oil at
 Avonmouth docks, high
 levels of petroleum gas
 fumes were detected in
 the bilges shortly after
 the explosions.
 Police said today the
 repairs being carried
 out had involved the use
 of welding equipment.
 Eye-witnesses said the
 force of the explosions
 ripped clothes, helmets
 and equipment from
 firemen, who were
 bowled over on the
 ship's deck and quay-
 side.
 Four ambulancemen
 and firemen who were
 the most seriously
 burned were described
 as "satisfactory" today
 in St. Lawrence's Hospi-
 tal, Chepstow. Wales's
 specialist burns unit.
 Two RAF helicopters
 transferred them there
 last night from a local
 hospital.
 Police said today six of
 the injured had now
 been discharged from
 Withybush Hospital,
 Haverfordwest.

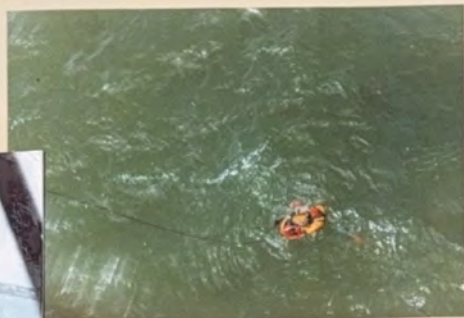
NEWSCLIP/APCUT
 PETERBOROUGH
 EVENING
 TELEGRAPH
 Daily
 30.772

- 9 MAR 1984

Man lost at sea

A LOCAL man is miss-
 ing, presumed dead, fol-
 lowing a sea tragedy.
 Leveson Page (22) was
 lost after a tanker ship
 collided with a freighter in
 the Solent on June 30.
 miles off -
 10.45
 10.50
 1.00
 To
 6.30
 9.00
 12.1
 12.4





23rd JUNE
 Dramatic pictures on 4 cameras are viewed at Portland.
 JOHN LEECH ALAN SMITH
 PETE WILLIAMS IAN MEDFORD
 Photos by MARK BOWSTAL (ENTERTAINMENT WEEKLY)



WITH THE SURVIVORS SAFELY ON BOARD, THE CAPTAIN IS OVER AGAIN ABLE TO RELAX AND ENJOY OF A BETTER VIEW FOR ALL.



Fit Lt Smith (standing) has provided the view



7 APR 84 ONE SARON WITH MENINGITIS AIRLIFTED TO HOSPITAL

AL DIVERTED TO SCILLES WITH MAIN TRANS CAPTION: (SHAME)

IAN MACFARLANE

ALEX SMYTH

TOMT CASS

BOB GRIFFITHS

DOC MIDDLETON

From: Flight Lieutenant R J Wren RAF



201 SQUADRON
ROYAL AIR FORCE
KINLOSS
FORRES
MORAY IV36 0UH
Tel: Forres 72161 Ext. 644

2015/15/10AR

Flight Lieutenant A Smythe RAF
202 Squadron
Royal Air Force
Brawdy
Haverfordwest
Dyfed

13 May 1984

Dear Alex

Had Karl Bufton and I known that it was you flying the pretty little yellow helicopter we might have left you out there. I refer obviously to your valiant rescue of a member of the crew of the Nordic Stream who had a headache on 7 April 1984.

Unfortunately the photographs are not excellent, as Karl wouldn't let me get close enough, and every time I ran in to take some pics you moved away from the ship. However, I hope they are good enough. If you want any more copies, just let me know.

In case your Boss gets to see this letter I had best say that our job was made much easier by the high degree of professionalism displayed by yourselves and indeed the crew of the Nordic Stream. It is only unfortunate that you were unable to complete the task and suffered the embarrassment of handing your human cargo over to the Navy. That'll teach you to fly hydraulic eggwhisks!

All the best, Karl sends his regards, and if you are ever stuck in the Northern climes and want to fly in a MRCA (Multi Role Combat Airliner) drop me a line.

Yours

Rodders

FM FALMOUTH CG MRCC
TO SHCC
CULDRHOSE OPS
PORTISHEAD RADIO

FOLLOWING RECEIVED FROM RV NORDIC STREAM VIA INMARSAT

2614G NOSTRM X 7/4/84 1150 GMT RUE

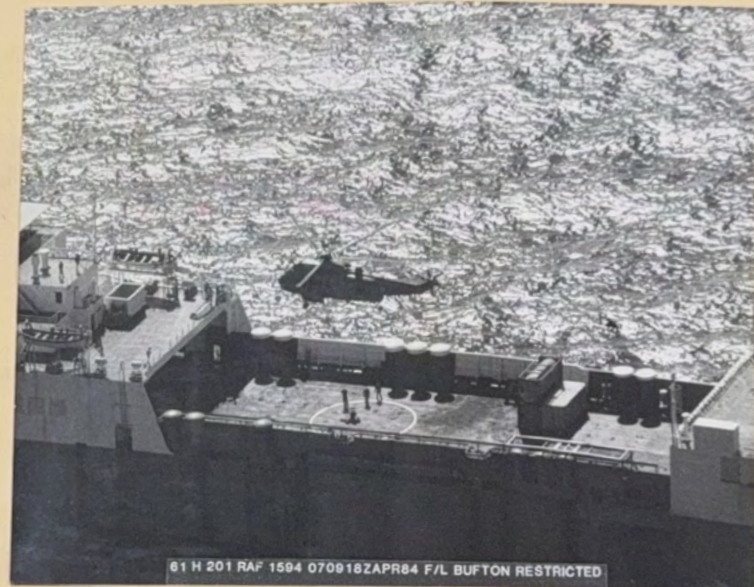
TO: FALMOUTH RCC
FM: RV NORDIC STREAM

WE WOULD LIKE TO EXPRESS OUR SINCEREST THANKS TO YOU AND ESPECIALLY TO THE CREWS ON RESCUE 52 AND RESCUE 90 FOR A VERY PROFESSIONAL PERFORMANCE WHEN AIR LIFTING ONE OF OUR CREW MEMBERS.

MAIN THANKS AND ALL THE BEST FROM

MASTER, OFFICERS AND CREW

NNNN
4506G FALMCG G
4915G CDRNAS G



61 H 201 RAF 1594 070918ZAPR84 F/L BUFTON RESTRICTED

1984 AOC's INSPECTION 10 MAY 1984



AUM ASHFORD BEING MET
BY THE STATION COMMANDER
LP CAPT GIBSON



AOC INSPECTING THE DUTY CREW WITH
SAR WDR ROCKSBERG IN ATTENDANCE



10 MAY 84

VISITING CREW FROM 40 SGN KOREAN BELGIUM

4th - 8th JUNE 84.



Power boat crew rescued as race hopes are sunk



Carlsberg, one of the 100,000 boats competing in the Royal British Powerboat Race, sank 11 miles off Milford Haven on Sunday afternoon, during the second day of the event.

The 40-foot aluminium catamaran, powered by four 500 horse-power engines, was capable of a speed of over 100mph, and carried British hopes in the race.

Crews of 10 to 12 men were alerted at 3 p.m. on Sunday when the race control

helicopter reported that the boat, with four men on board, was sinking 10 miles south-west of Milford Haven.

At the helicopter had no rescue facilities on board, the commando sent out a 'Mercury' to all nearby, alerted Angle Lifeboat and scrambled a Sea King helicopter from R.A.F. Brandy.

The R.A.F. helicopter recovered the four crew of the Carlsberg from the water, their craft having already sunk.

The powerboat crew of Ted Coleman, Al Smith, Chris

Keen and Nick Cropp, were taken to Wexham Hospital, Havant, where they were treated for cold and shock, before being released.

'Of the 10 boats that left the start at Portsmouth on Sunday, only 10 are left from Fishguard Harbour on Monday morning for the start of the race in the Isle of Man.

See report - page 3.

15 JUL 84.

CLIFF BURT
VINCE ANITA
PETE LILLY
BOB CHITERS

WE NEVER DID RECEIVE
ANY OF THE BEER
PROMISED AT LITHYBUSH!!

THE SUNDAY EXPRESS JULY 15 1984

Night flier riddle of flares



Cycling in the sun

ACTRESS Vicki Michelle, 27, is making the most of the summer by riding her bike whenever she can around Hainault, Essex, where she lives. Vicki is working on a new TV comedy series to be broadcast by the B.B.C. in September. 'It is about a French waitress helping British soldiers escape from the Germans and it's full of laughs,' says Vicki.

Sunday Express Reporter

IT was just after midnight and Police Sergeant William Smith was busy helping at the scene of a road accident.

Suddenly he was distracted by gasps of surprise from the small crowd gathered in the darkened street.

Following their gaze upwards the sergeant saw flames light up the night sky over Somerset.

The first, then, stayed suspended for several seconds

before arching to the ground. It was closely followed by a red one.

Simultaneously Sgt. John Harrison, on duty in another area, south of Bristol, Avon, saw a red flare coming from the sky and a white light moving ahead of it.

A few minutes later and a few miles further south, at the city's airport, an air traffic controller peered through an unobstructed searchlight which slowly crossed the radar screen before disappearing from view, reappearing, and finally vanishing on the edge of the Bristol Channel.

The sightings occurred at a

massive remote area and have left the authorities in the West Country with the riddle: Was it a small plane or a flare? Was it a flare or the sea? Or was it something else?

Despite a lengthy search of the Bristol Channel and the coast, no one has been found.

But what was that spark?

The only facts according to airport staff, are that it was definitely an explosion or 'some kind of flying object' at least the size of a plane. It was above 10,000 ft and it was moving at 100 knots, unusually slow even for a small aircraft.

Theory

Some observers have put forward the theory that the slow-moving craft was a motorised glider, perhaps steered on illegal balloons such as drug smuggling.

Others believe it could have been some sort of secret military machine undergoing tests.

Whatever the answer, there is nothing to indicate the craft, nor its identity or eventual fate.

A spokesman at Bristol Airport said: 'We have been waiting for something to turn up which might explain it, but we have learned nothing from our observations so far.'

The Bristol from Barnstaple, Walsby, two 'Robinson' boats, an RAF Sea King helicopter and some of coastguard searched for six hours in vain.

8 JUL 84

SPIN LEECH
ALE SMITH
PETE LILLY
IAN MEDINA

CUB SENT MAGAZINE 4.17 3 MAY 84

CAPTION COMPETITION



I SWEAR THAT I AM NOT AND NEVER HAVE BEEN A MEMBER OF THE
..... D.B., D.B., D.B., D.B., D.B., D.B., D.B., AND MAY YOU ALL LIVE FOR ETERNITY!

... AND THE LAST ONE I SPLIT LOAS THIS HIGH!

I DON'T CARE HOW MANY SPACE HELMETS YOU'VE GOT BE SWAPS. GIVE HIM HIS CAP BACK
WHAT IS THE BASS DOING WITH ANKELA IN THE RAMP SHACK

"Hello LITTLE Boy! - Have you got A BIG SISTER?"

CAPTION COMPETITION



HEY BOB - THAT DOESN'T LOOK LIKE IRYLIS!!

A WALL IT'S LIKE THIS

"Been Busy Sca!!"

Ans I BELIEVED YOU WHEN YOU TOLD ME YOU HAD A TOUGH TIME.

"THEY DON'T LIKE IT UP EM!!!"

CAPTION COMPETITION



8 out of 10, 10 out of 10 for a DCO!

JUST PLYING HARD TO GET AGAIN!!!

'OON'. LOOKS A BIT OF A BITCH - DUCKIE!

"Yeh she's alright but there's nothing like the real thing
eh Bob?"

"... AND WE ALL KNOW WHAT WEARS ARE FOR ..."

"What does he mean 'anything but my neck'?"

MONKEYN REFRESHES THE PACE THAT PILOTS CAN'T REACH

"AT LEAST I WON'T HAVE TO EXPLAIN TO THE WIFE

~~How~~ HOW I INJURED MY LEG ... EH PETE!

PAUL READFERN THREE GREY
TO LITTLE THREE FINGER



Royal National
Lifeboat
Institution

Royal National Lifeboat Institution
Supported entirely by voluntary contributions
Registered charity number 204027

VISIT TENBY LIFEBOAT STATION

OPEN (Mid. May to end of September)

Monday, Tuesday, Wednesday, Thursday & Friday

10 a.m. to 4 p.m.

also End May to End August

Sunday to Friday Evening inclusive

7 p.m. to 9 p.m.

(The above hours are subject to service commitments)

LADIES GUILD SOUVENIR STALL — TENBY MARKET
Every Monday — Mid May to Mid September

Lydstep Beach

Lydstep Beach Holiday Caravans.
Lydstep Haven, Tenby, Dyfed.
8 miles SW of Tenby.
Telephone: Marlborough
(0804 40) 777 or 079 or 718

The Commanding Officer,
RAF Brandy,
St. David's,
P.O. BOX 100, TENBY.

24.7.84

Dear Sir,

Lifeboat Day at Lydstep Haven 22.7.84

Thank you very much for a spectacular display last Sunday - needless to say all our Guests were very impressed by the Rescue display staged by the Helicopter.

Again our thanks for your services and best wishes for your Open Day tomorrow.

Yours faithfully,
LYDSTEP BEACH HOLIDAY CARAVANS.

David
J.T. CHADWICK,
Operations Manager.

RAF BRANDY
26 JUL 1984
OFFICE OF
STATION COMMANDER

RAF Brandy 202 1238 85
General Tenby Haven & Beaumaris L.L.M.
Registered Office
P.O. Box 100, Tenby, Pembrokeshire SA71 2JL

Windsurfer to the rescue

Emergency services were alerted, and a Sea King helicopter from RAF Brandy was directed to a missing flight, when one children were spotted drifting out to sea in an inflatable off Sandcastle on Thursday. Tenby's accident shifter was alerted and a search party proceeded to the sea. In the meantime the plight of the children was seen by a wind-surfer and by the time the emergency services reached the spot, he had brought the children ashore.

Beach airlift by helicopter

A Sea King helicopter from RAF Brandy, on exercise in the area with Dr. George Middleton of St. David's on board, went to the aid of an injured holidaymaker on Sunday after the fall at Whitesands Bay and injured her back.

Mrs. Sandra Lofus of Woodford, Tenby, was flown to Whitesands Hospital but returned after treatment.

Helicopter beats storm to aid trawlerman

A Sea King helicopter from RAF Brandy, on exercise in the area with Dr. George Middleton of St. David's on board, went to the aid of an injured holidaymaker on Sunday after the fall at Whitesands Bay and injured her back.

Low cloud, horizontal rain and falling light made the search for the trawler all the more difficult.

And when the helicopter crew eventually spotted the trawler, they were faced with even more problems.

Most of the crew were Spanish and there was difficulty at communications. Added to

that was a huge swell which pitched the vessel as much as 10 feet.

But after 15 minutes Andrew Kenneth Cole, aged 30, from Stoke Newington, who had a serious leg injury was taken off and flown to Whitesands Hospital, Haverfordwest.

Earlier the rescue helicopter had been involved in an incident near Whitesands Bridge when a cliff walker spotted a squashed dog and saved the animal.

Tenby Lifeboat was launched and Coastguards and Police joined the search of the shoreline.

But, according to Coastguards, Mr. A. G. Forster, a holidaymaker from Whitby, who had been picked up and was already back at Sandcastle.

A helicopter from RAF Brandy picked up the diver, who was suffering from the Tenby, from Lundy Island on Thursday and took him to a decompression chamber at Tenby Dock.

from Cardiff 20.30 and Richard Cole from Ragsby 20.30 won the race prize.

Other winners also recorded good times on a windy day. Karl Pearson recorded 27.28, Mrs. Jean Pearson 28.15, Barry Phillips 28.17, Steve Jones 28.18, and Clifford Flower 28.27.

On the Sunday some of the weather after rain a 25 mile T.E. All recorded notable times.

Derek Pearson was the fastest club member with a time of 1.10 in 20 min, and his time would have been even faster if he had not been stopped by waves in the sand about a mile from the beach.

Andrew Cole from Cardiff, riding in his first open event, recorded an excellent time of 1.15, and there was with Ann Thomas of Black 1.15.30, and the team prize.

After being for the club were Paul Tait (1.4.30) and Barry Phillips (1.4.30) who unfortunately had the club in moving away from the area to work.

Some younger members of the club rode in competition in the penultimate, ending of Cardiff, Cwm Cynon.

Ned Llewellyn gained the highest placing of 10th in the junior event, while earlier Neil and Andrew Holland from Porthcawl rode strongly to finish in the winning ranks of the breaking trial.

Richard Cole also rode well to finish 10th, before the winning

Aug 157

PAUL READFERN

VINCE ANTON

PETE LILL (BYRON SIMMONS)
TO THE RESCUE
(MAYBE)

PAUL 7817

27 MAY 84. TWO CANOEISTS RESCUED FROM RAMSEY SOUND

IAN MACFARLANE VINCE ANTIA
 PETER WILLIAMS IAN MEDINA

NO 6A

1. The cheque for £20 will be sent to the RAF
 Benevolent Fund with a copy of this letter. To be returned
 by O.C. RAF (Green who?)
 8 Jun 84

SHREWSBURY CANOE CLUB

Date: 31 May 1984



11 Sycamore Close
 Wellington
 Telford
 Shropshire

The Commanding Officer
 R.A.F. Brady
 Pembrokeshire

Dear Sir

On Sunday 27 May at approximately 15.30 hrs a helicopter from your
 station rescued two canoeists from heavy seas off St Davids Head, and took
 them to Haverfordwest Hospital for treatment.

Our club has organised a sea canoeing meet, in May, in that area for many
 years and consider we are familiar with the many problems the tides,
 currents and weather can produce.

However due to the combination of wind and tide race, the sea conditions
 caused a situation which, without your intervention, would have
 resulted in a far more serious position for the canoeists involved.

On behalf of Shrewsbury Canoe Club and the members involved we are
 extremely grateful to your team at R.A.F. Brady, with a very specific
 'Thank You' to the pilot and crew of the helicopter carrying out the
 rescue. Enclosed is a donation to the R.A.F. Benevolent fund as a
 measure of appreciation.

We are sure you will understand, when we say we have already evaluated
 the many reasons causing us to require your services as we have no
 intention of meeting in this manner in future years!

Shrewsbury Canoe Club
 Yours faithfully

M. Callow

M Callow
 Hon. Sec.

Enc.



AIR DAY BARBECUE 25th JULY



14th July. 2 Boys rescued from Cliff at Smarkehead
 PETER BATT from RAF Brady
 PETER BATT from RAF Brady

29 Ryelands Place
 Kington
 Epsom

Dear Sir

On behalf of my wife and
 myself and family I would like
 you to thank the crew of Sir
 Sea Rescue Helicopter which
 rescued my son and another boy of
 the Cliffs near Smarkehead on Saturday
 evening. I am very sorry that they
 had to be called and that I hope
 it will not happen again as I
 am sure you have much more to
 do. We do appreciate the work the
 crews do and thank you once
 again.

Yours faithfully
 Mr. Mrs. H. John



AS THOUSANDS SEEK THE WATER IN

RAF triumph

By CHRISTOPHER WHITE

A BRAVE helicopter crew risked their lives to rescue a badly hurt seaman in what could be the longest rescue flight of its kind.

The crew of the RAF Sea King flew almost 1,000 storm-tossed miles, at times on almost empty fuel tanks, into an area so far out into the Atlantic that it is jokingly known as the haunt of monsters.

And at the successful end of the nightmare mission, the exhausted co-pilot said modestly: "We're just glad to have been of help."

The first call for aid came just after 3 p.m. on Monday. The duty rescue crew at RAF Brizeley in South West Wales were asked by the Plymouth air-sea rescue co-ordination centre if they would consider an almost impossible task.

A Portuguese seaman on board the Lusitanian container ship, Koromera in the Atlantic had fallen from a funnel and had serious head wounds and internal injuries.

Remote

But the ship was more than 400 miles out in the Atlantic. And the Sea King, the best hope for a rescue, had a range of only 500 miles.

Even with two refuelling stops, one of them at sea, they might not make it to the ship in appalling weather.

In fact, the risk was such that they could turn the mission down, they were told.

The helicopter crew in their operations room pulled down a wall chart. On the remote stretch of line they would have to fly, a way had written: "The Search of Outer Darkness."

Another had scribbled: "They be monsters."

The crew refused back—will go—and scrambled with 20-year-old Flight Lieutenant Ian MacFarlane at the controls.

Minutes after the alert, the crew were on their way to Cork airport in worsening weather. The airport was kept open to save the helicopter. It arrived there at 4.25 p.m., refueled and took off.



A Sea King rescue helicopter . . . with a 500-mile range

Helicopter crew's mission impossible



Over the Atlantic, it made two detours to avoid lightning which was sweeping with its ragged red and white. Then, in an operation broadcast as it went, it landed at 7.30 p.m. on an American oil rig, General Arctic II, more than 200 miles west of Land's End, to refuel once again.

It took off, but was forced to return to the rig to put right a mechanical problem. Then it topped up its tanks and flew off once more. In the meantime, Co-pilot Wainwright had been launched. A named reconnaissance jet from

Kilmore in Scotland was sent out to pinpoint the Koromera and used its sophisticated navigation aids to lead the Sea King directly to the ship, leaving the helicopter from using up precious fuel in a search.

The Sea King, on the third stage of its journey, finally lowered near the ship at 10.30 p.m.

When, operator Sergeant Peter Lally, 36, lowered Sergeant Mark Taylor, the winchman over the waves and he was swung on to the stern of the ship.

Emergency

The injured seaman was put on a stretcher and the two men hoisted up to the helicopter.

In the air, an RAF doctor, Flight Lieutenant John de Vortell, gave the patient emergency treatment and the helicopter flew on via the rig to Cork, where, at 5.30 a.m., an ambulance took him to hospital.

Afterwards, co-pilot Flight Lieutenant Alex Birch said: "It was a bit of a long flight and without the help of the Nimrod it would have been tedious."

"We're glad it all worked so well."

THE HEATWAVE. A STORY OF GREAT COURAGE AND THE SEA



in 'Sea of Monsters'

BILLS GIVEN

RECORDED

NO. 100-111

DC ADAM F. 09-23100

JUN 11 1984

P. 101-102, 103, 104

P. 101-102

TO: MR. SPANGLER

ST

UNCLAS

SIC: WAA

FROM: GOC TO: CAPT GIBSON, MANY CONGRATULATIONS ON RECENT

SUCCESSFUL RESCUE OF PORTUGUESE SEAMAN FROM THE ATLANTIC BY SEA KING.

HELICOPTER CREW FILLED WITH ADMIRATION OVER SKILL AND BRAVERY DISPLAYED

BY PILOT AND HIS CREW. WATEROFF YOU PASS OUR CONGRATULATIONS TO FLY

LT MACFARLANE. A TREMENDOUS ACHIEVEMENT, VERY WELL DONE.

BT

DAILY TELEGRAPH 22 Aug.

'COPTER IN 9-HOUR RESCUE

A PORTUGUESE seaman is recovering in hospital in Cork after a nine-hour helicopter rescue operation, one of the longest ever undertaken by the RAF.

John Pedro Lorenzo suffered serious head and internal injuries after falling from the funnel of the drifting cargo vessel Koromera 400 miles out in the Atlantic.

A Sea King piloted by Flight Lieutenant Ian MacFarlane from RAF Brizeley, Dorset, flew to Cork to refuel and land for further fuel on the General Arctic II oil rig 200 miles west of Land's End before flying on to the ship.

"Longest operation"

The injured seaman was whisked up on a stretcher and treated by an RAF doctor, Flight Lieutenant John de Vortell, on the journey back to Cork via the oil rig for further refuelling.

Flight Lieutenant Clifford Birch, 36, of 202 Squadron, Brizeley, said: "Without the oil rig we could not have done it because of the distance. It is certainly the longest rescue operation we have done."

GIRL'S BODY FOUND

IAN MACFARLANE, ALEX SMITH, PETE LALLY, MARK TAYLOR

John de Vortell (doc)

AIRCREW'S OIL-RIG STOP ON 1,000-MILE MISSION

An oil-rig 200 miles out in the Atlantic provided a vital re-fuelling base for a Sea King helicopter from RAF Brawdy during a dramatic 10-hour, 1,000 miles flight to save a badly injured seaman.

Without the presence of the Glomar Arctic II, 200 miles off Lands End, the rescue crew from

202 Squadron could never have reached the container ship, on board which a Portuguese seaman had suffered multiple injuries.

Instead, the helicopter was able to stop, refuel and continue its rescue mission.

Said a spokesman for RAF Brawdy: "Without the rig, the operation would not have been possible. It was a vital refuelling stop and it also allowed the crew to check aircraft damage to the blades of the helicopter, which

fortunately was not serious."

The bulk carrier ship Euxine was 400 miles off the south-west coast of Ireland when the operation fell from the Bureau and required urgent medical attention.

A distress call was received at RAF Brawdy at 5.20 p.m. and within five minutes a crew from 202 Squadron plus a doctor very airborne.

For the five crew members—P/Lt Ian MacFarlane (captain), P/Lt Alex Smith (first pilot), Sgt Peter Lilly (which operator), Sgt Mark Tull (which man), and P/Lt John de Vere (which doctor)—it was the start of a ten-hour rescue mission.

Said the Brawdy spokesman: "It is one of our toughest rescue operations and took us as far as we have ever gone, nearly to the edge of our map. The crew was ordered general protection—and weather heavy rain and aircraft damage to any of the blades, but it was nothing too serious."

The helicopter operation covered a total distance of nearly 1,000 miles and the aircraft was forced to re-fuel twice, once at Cork and once on the way. A Nimrod anti-submarine aircraft from Scotland was used by Rescue Co-ordinators at Plymouth to guide the Brawdy helicopter to the ship with its radar equipment.

Following a successful rescue the injured seaman was flown to a hospital in Cork where the Sea King landed at 2 a.m. on Tuesday.

The Brawdy crew took a well-earned rest in Cork before flying back to base where they trained down at dawn on Tuesday.



Tired but triumphant—the RAF Brawdy helicopter team which took part in Monday's epic 1,000-mile rescue.

WEST WALES GUARDIAN

Royal Air Force

NEWS

No. 606

SEPTEMBER 7-20, 1984

FORTNIGHTLY 12p

Nine-hour mercy mission for 202 Squadron

RECORD SAR

AN RAF HELICOPTER flew more than 1,000 miles, at times in very poor weather, to save an injured seaman in what could be the longest-ever rescue mission of its kind.

In a grueling nine-hour operation, the crew of a Sea King from Brawdy flew out to a Liberian container ship, which lay some 400 miles out in the Atlantic to the west of Lands End, and successfully lifted a Portuguese crew member to safety.

But to crew reach the vessel "Kontorosa", the aircraft was forced to re-fuel twice, once at Cork and again 130 miles out to sea, on board an American oil rig.

And this week, the captain on the rescue mission, P/Lt Alex Smith, paid tribute to the back-up and cooperation which the helicopter received from the oil rig. The Rescue Co-ordinators Centre at Shannon, Cork Airport and two Nimrod of 201 Squadron at Kildare which provided up cover and helped to locate the ship.

By Sarah Last

became clear that a medevac was necessary for the seaman who sustained serious head, arm and internal injuries after falling from the ship's ladder.

With P/Lt Ian MacFarlane at the controls, the helicopter began its long flight to the ship—

beginning their most severely

one ever attempted. At the same time a Nimrod from 201 Squadron at Kildare also began the search for the vessel, in order to give point to location for the helicopter and provide up cover.

The helicopter first refuelled at Cork airport before making the second leg of its journey to the oil

rig Glomar Arctic II, 130 miles west of Cork, where it again refuelled. The weather conditions were poor, there was low cloud, rain and some thin drizzle which did nothing to help the navigational aids on board the helicopter.

A mechanical problem forced

the aircraft back to the rig for a time and the crew again topped up with fuel before flying the last leg to the ship.

When it reached "Kontorosa", which operator Sgt Peter Lilly lowered winches to Mark Tull onto the vessel where he placed the injured man on a stretcher

and lifted him to safety. On board the helicopter the personal medical emergency medical treatment from RAF doctor P/Lt John de Vere.

The helicopter then headed back towards Cork in the early hours of the morning, stopping to refuel again at the oil rig.



ASCENSION — TWO YEARS ON



At later afternoon on Ascension Island as the arrival of a VC10 from the north coincides with the arrival of a Hercules from the south. As during Operation Corporate, this tiny volcanic island still plays a vital role in support of the Falklands. In this edition of RAF NEWS, we not only look at this role, but also at a little of the remarkable history and what there are here to see on this South Atlantic outpost can expect to find two years on from the Falklands campaign. See pages 11, 12 and 13. Picture: Sgt John Upcott.

New Air Defence System for Falklands

THE MINISTRY OF Defence has awarded a contract, worth more than £8.5M, to Ferranti Computer Systems Limited, to supply an Air Defence Ground Environment System for use by the Royal Air Force in the Falkland Islands.

The system was developed with assistance from the RAF and is based on the Ferranti Air Defence System Mk. 4, which will be on show for the first time at Farnborough International '84.

Air defence systems based on the FADS 4 concept are already in-service with the RAF in the UK

and on order for NATO. Typical users are in command centres and dispersed locations to provide up to date displays on the existing tactical situation, by monitoring, managing and distributing the recognised air and surface picture.

Information may be accepted from radar or other sensors, either automatically through datalinks or by operator entry via the keyboard. Other possible use would be to provide local tactical displays or situation displays for Naval forces which would be particularly useful for coastal defence applications.

AS SEEN ON TV

SWITCHING on a video recorder, The Deputy Commander RAF Germany, Air Vice Marshal Alan White, opened the new Closed Circuit Television (CCTV) Studio at Rheindahlen.

Established for the use of video as a training aid throughout the Command, the CCTV studio is staffed by two full-time technicians. Under the control of the Command Education and Training Officer, the studio will provide training video tapes of operations in the field, editing facilities for stations and squadrons which produce their own training tapes and a venue for CCTV operator training.

Many training requirements within RAF Germany require video tapes to be made at short notice or on an opportunity basis. Also during Exercise Lifford and similar exercises, the CCTV operator will be fully used making video tapes of events for briefing, evaluation, record and training purposes.

Battle of Britain Air Display



The Andover



The British Airways 1-11



The Shackleton



The Lancaster



The Vintage Pair



The Lynx



The incomparable Red Arrows sweep in over the Grand Hotel — note the two spectators with a rooftop vantage point!

Magnificent, marvellous,

REVERBERATING with the sound of powerful engines and crisscrossed with trails of smoke, the skies over St Aubin's Bay once again supplied the venue for yesterday's Battle of Britain Air Display.

And once again the Red Arrows proved to be the highlight of an afternoon programme packed with breathtaking demonstrations of aerial skill, underlined by an earlier emergency which left the team two planes short for their Guernsey display in the morning.

The problem arose while the Red Arrows were making their way to Guernsey, when a fault developed in the hydraulic system of one of the aircraft, forcing it to turn around and return to Jersey Airport.

Although a "yellow alert" was sounded, the plane made a safe landing, accompanied by another Red Arrow which was temporarily dropped from the team in an even number of aircraft causes an imbalance in its formation flying.

Fortunately, repairs were soon made and the full complement of nine aircraft was able to perform in the Jersey display.

Forty-four years on from the Battle of Britain, the display serves as an annual reminder of the bravery of the heavily outnumbered RAF pilots who foiled the attempt of the Luftwaffe to gain superiority in the air over southern Britain, prior to a German cross-channel invasion.

Report: CHRIS HOPTON

Against 2,400 German aircraft, RAF Fighter Command painted a more 400 Spitfires and Hurricanes at the onset of the battle, and although losses were heavy on the Allied side, the outcome was the destruction of over 1,700 German planes.

The cost in lives and injury was, of course, high and it is

during Battle of Britain Week that RAF charities hope to boost their funds. To this end, souvenir stalls and collecting tin were in evidence at West Park yesterday.

With the "Memorial Flight" of the Spitfire, Hurricane and Lancaster pumped to the end of the display because of low cloud, it was the Meteor and Vampire jets which took the aerial steps first.

The "Vintage Pair" — the Meteor was the first jet to see RAF service, in 1944, and the Vampire on display first flew in 1955 — soared together but quickly split up to perform rolls and turns in front of the crowds of spectators lining the beach, sea wall and Westwood.

Next on the scene was the British Aerospace Hawk — a jet training aircraft although the pilot was no trainee. He took his plane across the length of the bay, upside-down, and then proceeded to perform a difficult outward turn, defying the gravitational force which must have been trying its best to eject him from the cockpit.

Exiting with an eight-point roll — stopping the aircraft right round in a single rotation — the Hawk gave way to a much slower aircraft.

This was the Dakota, an example from RAF Farnborough which is used for radio trials. Although the plane may have been relatively slow, this was a demonstration from an exceptionally long-lived aircraft. The first Dakotas were built nearly 50 years ago and of the 11,000 constructed 1,000 are still flying.

Continuing with the larger and slower transport planes, an Andover from RAF Northolt and a British Airways 1-11 jet were featured next.

The 1-11, which had given hosts a taste of stunt flying earlier in the afternoon, was carrying a party of Manxman day trippers but this did not stop it from flying low across the bay, circling steeply and executing tight turns, not from making another run and making the passengers up a little as it waggled its wings.

And then, setting into a more solemn mode of flying, it headed back towards Manchester Airport.

Another group of passengers, meanwhile, had been circling the bay in a Hercules transport plane hidden from view by the clouds.

Enjoying better luck than last year, when weather conditions put paid to their drop, the Falkland free-fall parachute team bung themselves into the air at 1,000 ft. below the cloud base, no doubt disappointed that this was somewhat lower than the usual 12,000 ft. at which they began their descent.

This latter height, apparently, is just about the upper limit for people without oxygen masks, but there was no disappointment from the ground as the crowd became more and more excited the closer the parachutists got to the two orange crosses laid out on the beach.

The 12 men came free-falling in three groups before pulling up or cords and forming into a vertical "star" which spiralled down towards the crosses.

As there were so many children close to their landing zone,



The Falklands land with remarkable precision on the beach near West Park slipway after their free-fall display

moving and memorable!

it was something of a relief when all of the Falklands landed with pinpoint accuracy, and all but one on his feet — and he can be excused as he was carrying heavy camera equipment to record the drop!

A hard act to follow, one would have thought, but the Army managed it, putting in their first appearance at a Jersey display in a Lynx helicopter.

Four and a half tons of machinery capable of 180 mph, the Lynx climbed till it was practically falling over backwards, spun downwards, rolled and reversed in an impressive demonstration of manoeuvrability.

Another chopper swiftly followed, this time from the RAF. Drawing crowds of children on to the beach underneath, the Sea King Air Rescue helicopter lowered a man on a wench above their upturned heads, after performing a series of tight turns and climbs.

The next plane to appear over the eastern horizon was a Shackleton, with its searchlight blazing, from the squadron adopted by the Jersey branch of the Royal Air Forces Association, RAF Loughborough. The had brought over the Loughborough Pipe Band who were playing on the nearby slipway.

The last of a line of bombers made famous by the Lancasters, the Shackleton flew overhead with its bomb doors open showing the large capacity of the bomb bay.

It was followed by a Nimrod from RAF Lyneham, complete with its light reflecting probe

used for the Falklands War and equipped with sophisticated electronics for the detection and destruction of submarines.

And then what appeared at first to be a giant but flew in from behind the crowd, the distinctive shape of the Vulcan with its V-wing configuration. It roared over the spectators, opening its bomb doors as a reminder of last year's time.

These popper-down planes took to the skies next, although with the kind of stunt they performed it was perhaps surprising that they remained there.

The Pits Specials of the Marlborough Aerobics Team took their place, including four times British Aerobics Champion Philip Meron, into loops and turns which subjected body and soul to six times the normal force of gravity — without the



The Nimrod

and of G-mans to hold all the bits together!

After a display of synchronised aerobics, the biplanes performed seemingly suicidal manoeuvres such as the "knife-edge crossover", in which the plane seemed to be a difficult opponent to shake off.

And then it was the turn of the Red Arrows.

As spectacular as ever, they once again demonstrated the incredible precision of their flying at speeds of up to 800 mph screaming in towards each other from all directions and always managing to meet up in an impossible formation, trailing red, white and blue smoke.

From the familiar shape of the "Diamond Nine", through representations of American spacecraft such as Apollo or the Shuttle, to the overlapping wings and fuselages of the "Rhombus" — the formations changed in the twinkling of an eye, confounding the Red Arrows' reputation of being the best aerobics team in the world.

The display ended where it all really began — with the appearance of the Spitfire, the Hurricane and the Lancaster.

Whether stirring wartime memories or those of duty and fun, the aircraft provided a majestic and fitting end to the afternoon.

Pictures:
PETER
MOURANT
and
BARBARA
FITMAN

with the inclusion of a television number of spins. And all this at speeds of up to 300 mph.

Falklands veteran Pte. Lt. David Morgan bottomed the speed in his Sea Harrier, appearing on the scene at about 400 mph, before using his downward-pointing jets to slow down, hover and then go backwards in a demonstration of the Harrier's versatility.

It was easy to imagine the aircraft taking off from the deck of an aircraft carrier in the Falklands, and even easier to see that it would indeed be a difficult opponent to shake off.

And then it was the turn of the Red Arrows.

As spectacular as ever, they once again demonstrated the incredible precision of their flying at speeds of up to 800 mph screaming in towards each other from all directions and always managing to meet up in an impossible formation, trailing red, white and blue smoke.

From the familiar shape of the "Diamond Nine", through representations of American spacecraft such as Apollo or the Shuttle, to the overlapping wings and fuselages of the "Rhombus" — the formations changed in the twinkling of an eye, confounding the Red Arrows' reputation of being the best aerobics team in the world.

The display ended where it all really began — with the appearance of the Spitfire, the Hurricane and the Lancaster.

Whether stirring wartime memories or those of duty and fun, the aircraft provided a majestic and fitting end to the afternoon.

The display ended where it all really began — with the appearance of the Spitfire, the Hurricane and the Lancaster.

Whether stirring wartime memories or those of duty and fun, the aircraft provided a majestic and fitting end to the afternoon.

The display ended where it all really began — with the appearance of the Spitfire, the Hurricane and the Lancaster.

Whether stirring wartime memories or those of duty and fun, the aircraft provided a majestic and fitting end to the afternoon.

Battle of Britain Air Display



The Hawk



The Marlboro Aerobics Team



The Vulcan



The Sea King



The Doka

Crew

Norman Rough
Charles Galloway
Pete Williams
Ian Medina

BARBQ AT NOLTON HAVEN

23 AUG 84

CAPTIONS !!



"FET LT BURT HOLDING A CONVERSATION WITH A 'TILLY DRUM'"
 "Oh you know Clifford, do you?"
 "FET LT BURT HOLDING A CONVERSATION WITH A HORSE"
 "YOU MAY FEEL SURE, BUT HAVE YOU SEEN WHAT I'VE GOT ON MY BACK!"
 "YEAH ISN'T THAT CLIFFORD BURT?"
 "CLIFFORDS TAKING ME FOR A RIDE THIS AFTERNOON. "OH REALLY HE'S BEEN ME FOR ONE THIS EVENING"
 "ANOTHER YOUNG FELLOW JOINING FET LT BURT'S STABLE"
 "I HEAR THAT THAT ARE ANTON CLIFFORDS OUT TO STAY"
 "HEY, VIVIEN, I HEAR NEIL HAS CHANGED HIS IMAGE JOINED THE RAF"



Mystery of a Mayday

THE faint message picked up by coastguards on their emergency Channel 16 frequency was brief but dramatic.

A man's voice said: "Mayday. Mayday. Mayday. Ten miles off Barmouth. Engine failure, require immediate assistance."

by HUGH DENN

Stranded

The three-man night duty team at Milford Haven coastguard station knew storm force winds were forecast and visibility was nil.

Their directional finder highlighted the position of a vessel - 200 yds in the middle Tremadoc Bay - off Llanthomas Welsh headland. Within seconds Milford Haven Radio was relaying all shipping messages received from the vessel. Lifeboats were launched from the ship and two men were seen to jump overboard. The crew was coming to the beach and the coastguard made a rescue attempt to reveal the vessel.

contact with the aircraft and the attempt failed. And when the vessel was sighted, the coastguard team were spotted out at sea to people on the shore. Winds were over 40 mph and the sea was breaking.

Then at 2 a.m. more than 400 yds after the search began, the team were told to stand down.

At first light the search continued but, unfortunately at midday it was terminated with caution.

New baffled coastguards

are wondering what happened to the mysterious boat.

No wreckage has been washed up on the beach and no one has reported an overdue vessel.

Did the vessel sink without a trace?

Or did the crew repair the engine and head for safety? Coastguards think both chances are possible. But they know there could be a single more disaster vessel.

The boat was coming from the direction of Ireland, was carrying explosives and guns for the IRA, according to a source in Britain.

Or was the boat being used to smuggle drugs? In both cases, it would have reported the boat missing.

It would also explain why the boat's radio was not used and why the radio was never re-established.



"WAS I COMING OR GOING?"

"ANOTHER OF VIKES BRIEF DRAWS TO A CLOSE"

"COUCH NURSE - THE PRO PLUS!"

"WHEN YOU'VE DONE THIS FOR 20 YRS YOU WILL BE ABLE TO DO IT WITH YOUR EYES CLOSED"

ANSWER ACTION PACKED DAYS IN THE SEEN OF THE 1940s

"--- AND ON THE WAY UP I MET THE WINCHMAN COMING DOWN!!..."

CAPTIONS



"SORRY DAD, I THOUGHT YOU WERE A BOY SCOUT"!!!

"BAD LUCK PETE YOU'RE TOO LATE, SHE'S MINE"

A MAN'S AS OLD AS THE WOMAN HE FEELS.

WHEN BILL'S AWAY, TED WILL PLAY!

COULD THIS BE COMPETITION FOR CLIFFORD BURT.

18 OCT 84

CREW: FIL SMYTH
FIL GOODBOURN
SGT LILLY
MALM GRIFFITHS
COL WOOD (OBSERVER)

CREW NIGHTS BASED RAF VALLEY
WHERE THEIR DEPARTURE WAS
DELAYED DUE TO HANGER DOOR
BEING BLOWN OFF ITS RAILS BY
THE GALE FORCE WINDS.

JOB 30 Nov 84

WESTERN TELEGRAPH 6 DEC 84

TRAWLER IS SNATCHED FROM GALE DISASTER

BY LIFEBEAT !!

A routine fishing trip off the North Pembrokeshire coast on Friday night almost ended in disaster for trawler skipper David Moore and two friends. Only the dramatic intervention of the Fishguard lifeboat prevented the 33-foot *Osida* from smashing herself on rocks at Dinan Head in gale force winds.

BY LEN MULLINS AND JANET EVANS

The crew of the lifeboat, the A.J.R. and L.S. Craig, managed to get a line around the trawler and tow her to safety.

The drifting trawler was spotted out in darkness and was estimated by a fishguard staff member - standing by in case *Osida* ran aground, the crew of a Sea King rescue helicopter from RAF Bovey which was hunting down and warning about two fishermen who answered the trawler's Mayday distress signal.

Afterwards, the participants in the drama were full of praise for the fishermen.

"It was a very sick sea, no current, and helicopter pilot, Flight Lieutenant John Leach, 'The *Osida* was close to the rocks but they snatched the rope and saved her in two minutes. The master of the *Osida* is a man from the *Osida* which, together with her sister ship, the *Osida* Limited, was dispatched the coast as 'an excellent piece of seamanship'."

EXPERIENCE
And the man in the middle of the action, the trawler's owner David Moore of Canow 210 Farm, Canow, said the fishguard: "I don't know how the lifeboat got to us so quickly. They must have been there."

Lifeguard secretary Ben Williams admitted it was a difficult rescue. "If it had not been for the experience of the fishermen they could have been a bit different," he said. But according to Fishguard

seventy-three-year-old Frank George, the rescue was nothing extraordinary. "It was perfectly straightforward," he said.

His lifeboat, though, didn't escape unscathed. As they towed the *Osida* into Fishguard Harbour, one of the lifeboat's two powerful engines failed, though they made it back to the pier. It was repaired the following morning.

The other crew members of the lifeboat were: David Manning, Chris Williams, Roger Strawn, Neill Tyrell and Keith Best.

Mr. Moore was out at night when a fishing boat or tug snagged his propeller, snapping the engine and damaging the gearbox.

ANCHORS
The disaster was picked up by Milford Haven Coastguard at St. Ann's Head shortly before 1 p.m. and the rescue services were on their way.

The *Osida*, with Richard Gomer of St. Dogmaels and Chris Phillips of Canow also on board, dropped two anchors but still found herself being dragged towards the coast.

"Although the wind was southerly," explained Mr. Moore, "it was blowing over the cliffs and down towards the sea, making it

sway the rocks."

He managed to re-start the engine but without a cable grapple the *Osida* was still at the mercy of the sea.

Forty yards from the rocks, shortened to 30 yards, 15 yards and then 10 yards. Then David Moore threw a third anchor overboard which seemed to hold the *Osida*'s position. All three were gone in 10 minutes.

First on the scene were the two crew, rescued by the same company as the *Osida* boat which launched off the Canow coast and remained in the deserted rescue area by the Fishguard lifeboat three years ago this month.

LIGHTS
The *Osida*, sailing in Fishguard from the weather, and the *Osida*, which had stopped in the port to refuel, switched on their searchlights.

Further across Fishguard Bay the Sea King helicopter was rising to the scene, overhauling the lifeboat on the way.

The helicopter also used her lights to illuminate the sea while the lifeboat crew attached a tow rope to the *Osida*'s stern with the engine just 30 feet away.

For David Moore, who bought the *Osida* 18 months ago to fish out of Milford Haven and Fishguard, it was the second incident in less than four weeks.

In November the lifeboat towed her back to Fishguard after one of the *Osida*'s lines caught round the miller.

The trawler which can hold 150 (10 tons) of fish is worth at the time of £60,000 and Mr. Moore now expects to have to spend about £1,000 in repairing the propeller.

"There was no panic on board at the time," he reflected yesterday. "But at the same time we obviously were not very happy with the situation with the trawler so near."

THE WINNING PHOTOGRAPH (SEE NEXT PAGE)

'SAVED!'
The RAF PR
Photograph
of the
Year

THIS SUPERB atmospheric 'sunrise' view of an air-sea rescue was unanimously voted the RAF PR Photographer of the Year at the 1984 Competition held at Cranwell.

Rescue diver at sea time at a point of minor rescue by the RAF PR Photographer of the Year at the 1984 Competition held at Cranwell. The winning photograph, taken by the RAF PR Photographer of the Year, shows a rescue diver at sea time at a point of minor rescue by the RAF PR Photographer of the Year at the 1984 Competition held at Cranwell.

To obtain this extraordinary picture, the RAF PR Photographer of the Year at the 1984 Competition held at Cranwell. The winning photograph, taken by the RAF PR Photographer of the Year, shows a rescue diver at sea time at a point of minor rescue by the RAF PR Photographer of the Year at the 1984 Competition held at Cranwell.

And the RAF PR Photographer of the Year at the 1984 Competition held at Cranwell. The winning photograph, taken by the RAF PR Photographer of the Year, shows a rescue diver at sea time at a point of minor rescue by the RAF PR Photographer of the Year at the 1984 Competition held at Cranwell.



NEWSCLIP/APCUT
BIRMINGHAM
DAILY NEWS
DAILY
19 OCT 1984

Search for
powerboat
COAST
GUARDS and RAF
helicopters have resumed
their search for a power-
boat reported to be drift-
ing helplessly off the
Cornish coast at Barn-
mouth.



screamed to search for a powerboat
in difficulties off Barnmouth.
extensive search B90 diverted to Valley.
by huge another story.....
Alex Smith
Big Jim Goodbourn
Pete Lilly
Bob El Griffio

NEWSCLIP/APCUT
SHROPSHIRE
STAR
Daily
20 OCT 1984

SHOT-UP TRAWLER CREW SAVED

Irish police were today waiting in the port of Waterford to interview three Spanish seamen rescued from the trawler Sonia after it was shot at by a Republic of Ireland Fisheries Protection vessel.

The Sonia got into difficulties off the Cornish coast today after incidents involving the Irish when almost 800 rounds of ammunition were fired at and around the Spanish craft after it was said to have been spotted fishing illegally.

A Mayday call from the trawler said it was in imminent danger of sinking. Most of the crew were picked up and taken to the RAF base at St Mawgan in Cornwall, but three of the Spaniards were on their way to Waterford in a German container vessel.

It is understood some of the three seamen speak English and an interpreter was on hand in Waterford to assist Irish investigations into the incident.

It is also believed the 13 landed in Cornwall were being interviewed by customs and immigration officials and that they could later be taken to Haverthwaite and flown back to Spain.

The incident was sparked late last night when the Irish Navy vessel Aisling attempted to halt the Sonia off Co. Wexford.

Shooting began when the Spaniards refused to stop, and, according to the Irish, tried to ram their fishery protection craft.

The two vessels parted company when the Spanish ship moved into British waters.

The Aisling later picked up distress calls from the Spaniards and was on its way to assist when news came through that the British authorities were dealing with the situation.

CANNON

The Irish Defence Ministry said 800 rounds were fired during the chase, ranging from small arms to 20mm cannon ammunition.

It said the Aisling sent a boarding party which was unable to board because of rough seas and the unpredictable course of the Spanish ship, which ignored all internationally-recognised instructions to leave it.

The first warning shots were fired over the trawler, but shots were later aimed at the vessel as it made repeated attempts to ram the Aisling, the Ministry said.

During the running attempt, the Aisling fired shots into the vessel's bow and at the structural part of the vessel's bridge, a Ministry statement said.

These were aimed to hit the trawler and not its crew, said a spokesman.

The Royal Navy frigate HMS Lowestoft and the tug Fairplay 10, from Mount's Bay, Cornwall, were heading through heavy seas to the spot 40 miles north of Lands End where the Sonia was abandoned.

Coastguards said it was not yet known if the vessel was still afloat.

The incident is the latest in a series involving Spanish trawlers.

NEWSCLIP/APCUT
HEREFORD
EVENING NEWS
Daily
20 OCT 1984

Boat in gun battle

SIXTEEN Spanish fishermen were dramatically rescued early today after their trawler had earlier been involved in a gun battle with two Irish fishery protection ships.

The ships fired 800 warning rounds of ammunition over and at the trawler in a five hour chase through a foggy night gale in the Irish Sea.

The chase ended when the trawler entered British waters. Later it sent a Mayday distress call saying it was in imminent danger of sinking about 40 miles north of Lands End.

Three members of the crew were rescued by a German merchant vessel and a Sea King helicopter from RAF Brandy in South Wales lifted off the other 13.

Two lifeboats from Padstow and St Mary's and HMS Lowestoft were also sent to the scene. There were no reported injuries.

NEWSCLIP/APCUT
LINCOLNSHIRE
ECHO
Daily
20 OCT 1984

Rescued crewmen facing gun drama quiz

Irish police were today interviewing in the port of Waterford three Spanish seamen, including the captain, rescued from the trawler Sonia after it was shot at by a Republic of Ireland fisheries protection vessel.

The Sonia got into difficulties off the Cornish coast today following incidents involving the Irish when almost 800 rounds of ammunition were fired at and around the Spanish craft after it was said to have been spotted fishing illegally.

After a Mayday call from the trawler saying it was in imminent danger of sinking, most of the crew were picked up and taken to the RAF base at St Mawgan in Cornwall. SIXTEEN OF THE SPANISH WERE taken to Water-

ford in a German container vessel. It is understood none of the three seamen speak English and an interpreter was on hand in Waterford to assist Irish investigations.

It is also believed the 13 landed in Cornwall were being interviewed by customs and immigration officials and that they could later be taken to Haverthwaite and flown back to Spain.

A helicopter and ship were today trying to locate the vessel.

The incident was sparked when Irish Navy vessel Aisling attempted to halt the Sonia off Co. Wexford. The shooting began when the Spaniards refused to stop, and, according to the Irish, tried to ram their fishery protection craft.

Two vessels parted company when the Spanish moved into British waters.

The Aisling later picked up distress calls from the Spaniards and was on its way to assist when news came through that the British authorities were dealing with the situation.

The Irish Defence Ministry said 800 rounds were fired during the chase, ranging from small arms to 20mm cannon ammunition.

It said the Aisling sent a boarding party which was unable to board because of rough seas and the unpredictable course of the Spanish ship, which ignored all internationally-recognised instructions to leave it.

DERBY
EVENING
TELEGRAPH
Daily
20 OCT 1984

Fishermen rescued after gun battle at sea

SIXTEEN Spanish fishermen were dramatically rescued early today after their trawler had earlier been involved in a gun battle with two Irish fishery protection ships.

The ships fired 800 warning rounds of ammunition over and at the trawler in a five hour chase through a foggy night gale in the Irish Sea.

The chase ended when the trawler entered British waters.

Later it sent a Mayday distress call saying it was in imminent danger of sinking about 40 miles north of Lands End. Three crew were rescued by a German merchant ship and 16 by RAF helicopter.

DAILY
EXPRESS
Daily
20 OCT 1984

16 saved from shelled ship

SIXTEEN men were rescued from a Spanish trawler sinking off Lands End early today after it was bombarded with 800 shells from an Irish gunboat.

Three crewmen were taken on board a German ship after the trawler skipper refused a Mayday distress call.

The remaining 13 were rescued by a RAF helicopter. The ship was abandoned to British waters after the gunboat fired at it off the Wexford coast.

The gunboat Aisling fired in an attempt to stop

2 a.m.

The trawler reportedly tried to ram the gunboat before being hit by the 800 shells.

After the ships began to sink, the RAF helicopter rescued three crewmen and two fishermen from the trawler.

St Mary's in the Solent was also sent to the scene. It is 40 miles north of Lands End.

NEWSCLIP
WP
EVL
LEAL
Daily
- 1 NOV 1984

Search goes on for boy lost from ferry

A search continued throughout the night off the Welsh coast for a 16-year-old boy reported to have fallen overboard from an Irish ferry.

A Swansea maritime spokesman said the ferry, St. Killian, was continuing to circle the area "until the master decided otherwise".

A Sea King helicopter from RAF Brandy reported the search at dawn. Shipping in the area - 20 miles west of Fishguard - was being asked to keep a lookout.

The 10,000 ton St. Killian was en route from Ireland to France with parties of schoolchildren on board about to begin a holiday.

The name of the boy reported missing has not been released.

At 2220 MCGO received a call from the Irish ferry St Killian II. A 16 yr old boy had fallen overboard and they had lost sight of him.

The helicopter was scrambled and arrived on scene at 1107.

After an extensive 4 hr search using NVG, B90 was released by MCGO.

Crew
Chris Gillion
Mike Brett
Ted Little
Barry Muller

31 OCT 84

21 Nov 84

Two Spanish fishermen fell out with each other, so they decided to beat each other to a pulp. Yet again the intrepid aviators of 207 came to the rescue. The duellists were taken to ~~Wexford~~ ^{Cork} Hosp.

Crew Boss Bough
"Cuth" Leech
Pete Williams
Roger Whitehead

Spanish seamen rescued

TWO injured Spanish seamen were receiving treatment in Cork Regional Hospital early this morning after being airlifted by RAF helicopters from their trawler 130 miles off the south-west coast last night.

One of the men sustained head injuries while the other has suspected fractures of the left arm and ribs. They were named last night as Diego Carral Figuerola and Jose Manuel Suarez.

An RAF helicopter and a Nimrod reconnaissance plane were dispatched from Brandy in Wales at about 5.30 p.m. yesterday to rescue the two men from the Spanish trawler Gavilla.



Cale Force 7 winds delayed the Sea King helicopter and it was not until nearly 11 o'clock last night that the two injured men were winched aboard the

helicopter. The helicopter flew to Cork Airport where the injured were brought by Southern Health Board ambulance to Cork Regional Hospital.

● Picture (above) shows one of the injured seamen being helped off the RAF Sea King by the crew.

Dennis Minihane

NEWSCLIP/APCUT

WESTERN
MAIL

Daily

10 NOV 1984

Rescue after last flare

APCUT

TWO MEN rescued from a small dinghy off the West Wales coast on Saturday had used their last flare when they were spotted by a passing tanker.

The two had spent six hours in a small lifeboat eight miles off Barmouth Head, near Porthcawl, and almost given up hope of being seen.

Yesterday, the men, Alan French and Terry Vlasira, both of Milford Haven, spoke of the relief which followed the sinking of their small trawler.

"You can imagine our feelings of relief when we saw the helicopter arrive," said Mr French, aged 34.

The helicopter from RAF Brize Norton was sent after being alerted by the small coastal tanker,

Seiseman, whose crew spotted the flare near the South Bishop's Lighthouse.

"We could see the tanker in the distance but we thought we may have been spotted from the shore," said Mr French.

They were airlifted to Wexham Hospital, Havertwest, for treatment and observation, and later discharged.

"It was a frightening experience," said Mr Vlasira. "Neither of us would ever want to go through that again. We were freezing and wet."

The 4th trawler Dalchmad was being taken from Milford Haven to Hartmouth for the winter when it developed a serious leak.

● Five people died in accidents off the British Isles at the weekend. Drowning accidents inland included the death of a fisher on

the River Trent at Gouthorpe Bridge, who tried to rescue his 15-month son. The child fell off a pleasure launch, and was in hospital in a poor condition after being saved by other rescuers.

On the River Bann, police Sergeant Anthony Lawrence, 34, was drowned and Sgt John Bell, 34, missing, presumed drowned after their boat capsized on Saturday. Both officers served with the Leicester police.

In Carron, Co Galway, three brothers drowned when their car plunged off a pier into the sea hours after the wedding of a fourth brother.

The brothers had just left the reception and police believe they took a wrong turning in dense fog.

The three men, all unmarried, were Patrick Poles, 24, and his brothers Peter, 21, and Sean 18.

5 dec 84

"WINCHMAN PLAYS HIDE AND SEEK"

"It wasn't my fault" he said. SA Vinterburg asked for assistance to medevac one of her seamen to hospital with severe stomach pains.

On arrival at this P****Y big ship, the winchman was put on the stern to make contact. Finding no-one about he went to look for the casualty. The casualty then appeared at the stern, saw that no-one was there and went looking for the winchman.

15 mins later the winchman AND survivor were winched into the aircraft.

Crew BOUGH
GOODBOURN
LITTLE
HUNTER (the luckless winchle)
BRESON ((observer)

RAF photographer clinches top award

BY DAVID EVANS

RAF Brandy photographer Corporal Dave Bassett did it the hard way when he set up a picture sequence of the ship's search and rescue helicopter.

The picture he wanted was what a search pilot would see as the helicopter and marine craft came in to rescue him. It was a view that might have been taken for the doomed seaman to achieve than the photographer.

To ensure realism, Dave Bassett donned a lifejacket, tied a rope around his waist and had himself towed behind a Gemini inflatable (floating

his 35mm Nikon waterproof camera). The result was a dramatic, moving photograph he entitled 'Saved'—reproduced above in black and white.

"We had to keep in 300 yards," he says usually. "After that that and you are forced below the surface with predictable results."

But the working and Dave Bassett's meticulous pre-planning have paid off—'Saved' has just been chosen as the RAF's public relations photograph of the year.

The prestigious award, for which there were 400 entries, will be presented to him at the Royal Air Force Museum at Hendon next week, where he

photographs on the search and rescue will be on display for two months.

His prize is a De Vries Canon Minolta camera and has a very expensive large format camera used for high-resolution work.

STUDIO Dave's win clinches a unique distinction for the Bassett family. His father won the same award in 1966 when he, too, was an RAF photographer.

Mr. John Bassett, who is now 75, was a professional photographer in Plymouth when his son-in-law was located by the German during the last war. So he joined the RAF hoping to become a pilot and

monument photographer instead while "awaiting my crew training," as it still said on his discharge papers issued then 20 years later.

Mr. Bassett's winning photograph in 1966 was a portrait of Dave's sister, Daphne.

"My father is my mentor—he taught me all I know about photography," says Dave, who is 31 on New Year's Eve. "He used to send me out with a single piece of 3 1/2 film and a camera and tell me to go and take a photograph—he always promised me a thick ear if I didn't get a good one."

He got his first camera at 17 and since then his first concern for an instant photograph of a boy jumping off a pier. The prize was a birthday. Later he won a scholarship to study photography at Plymouth

Technical College on Saturday mornings.

Since then he has rarely had a camera out of his hand and has been an RAF photographer for 14 years in February.

THIRTIETH His RAF career so far includes some outstanding achievements in his craft. He was also winner of the FR photograph of the year in 1981 with a famous picture of an RAF paratrooper in action.

He did it to overcome his fear of dogs. The shock therapy failed but the photograph was a winner.

And while stationed in Germany he invented a photographic "condenser" to take photographs of selected small areas in microscopic detail.

Only weeks after his invention was demonstrated, Nikon and the BBC came up with a similar model.

The RAF also had a hand in Dave's marriage. He met his Maidens wife, Yvonne, during an RAF posting to the island.

The couple, who married in 1976, now have a baby girl, Krystal, and live in Goshawk Road, Haverfordwest.

Dave hopes the winning photograph will meet with his father's critical approval when they visit him at Christmas. He adds: "He's of the old, old school which says that perfection is never achieved up and up again... But I think deep down he's probably rather pleased."



Award-winning RAF Brandy photographer Corporal Dave Bassett prepares for a photographic tour from the cockpit.

(Picture: SAC Dave Brooks)



'Saved'—winning combination of the RAF marine craft from Tenby and Brandy's Sea King helicopter pictured from the sea by Corporal Dave Bassett.



A wash and brush up for RAF Brandy's Sea King search and rescue helicopter—another photograph from the sequence by Corporal Dave Bassett.

202 SQN. DINGY DRILL (THE PROFESSIONALS SHOW HOW TO DO IT !!)



HAVE YOU GOT A FLAKE HANDY, VINCE?
WHAT I SAID INJ, WAS "DUCK"!!!
WHY WON'T THEY LET VINCE BACK INTO THE DINGY?

N.B. THIS DINGY DRILL COST US:-
1 PILOT 28 DAYS OFF SICK
1 W'MAN 40 DAYS OFF SICK

CAPTIONS



Daughters - lock up Your Mothers
Bags - sticky thumbs!

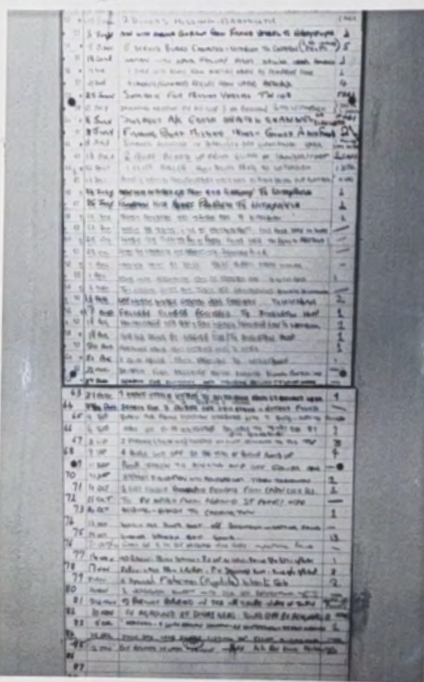
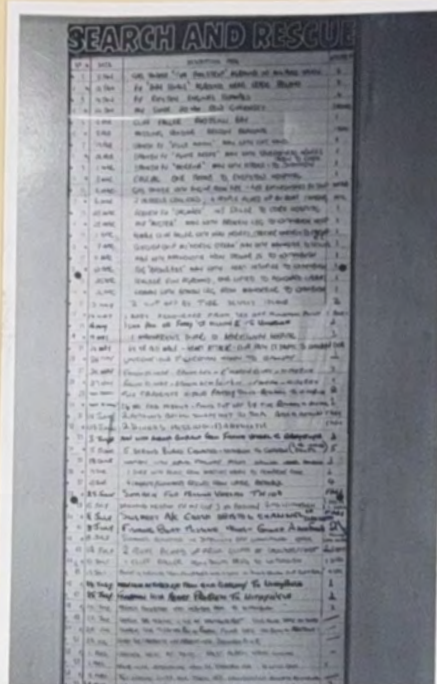
Oooh - AAah. - Urah.

AWESOME TWO SOME WITH SPECIAL GUEST ALEX!

Hey Ho! Hey Ho! To 31 WE GO.....!!

THE PROCREATION OF WINCHMEN.

THE TURN OF THE SCREW?



THE TOTAL NUMBER OF 'JOBS' FOR
1984 WAS 84

THE BREAKDOWN IS AS FOLLOWS:

Mil	Cells	Survivors
	2	1
Civil	Cells	Survivors
	82	105

- USELESS BITS OF INFORMATION No 1 -

During 1984 , the longest period without a job
was between 21 Sep to 14 Oct (jobs 70 & 71)

Just something to remember on your 8th shift in a row without a job.

1985

SCRAMBLE No 1 2 Jan 85

R90 was scrambled to a boy in the water off PENDING. Getting airborne at 1010L, R90 was on scene at 1025L. This was classified as a hoax by MICO, so R90 RTB at 1037. The hoaxer is being prosecuted.

11 Jan 85

The PV La Pegode, a French vessel, called for assistance as she was taking in water. Her position was 160 nm SW of BEAUVILLE. The emergency was cancelled 40 mins after R90 scrambled.

The DUTY Hero's.

Charles (Where IS Ireland) GILLON
Mike (Kung Fu) BRETT
Roger (The Dodger) WHITEHEAD
Rick (Excused Boats) CHOCKER

"BULLOCKS" Jan 85

On 30 Jan, SROT tasked us with "rescuing" a pet bullock, which had fallen down into a steep ravine. "The Boys" got airborne after much discussion, and finally managed to find the site. Of course Murphy's law ensured that the animal was enormous, old, on its side under a tree, in the middle of a stream.

After much pushing and shoving, curses and buckets of sweat, the bullock was safely removed from its predicament and delivered to the top of the ravine.

Our thanks go to the RSPCA, the Gardigan Police and to the local vet.

The Boys..... Paul HANFORD
Paul CONNORHAM
Pete LILLY
Dick CHOCKER
Barry HUNTER
Dave HANFORD (Photographer)

30 Jan

Just after their return from the escapade with the bullock, a HAWK aircraft from Chivenor ditched 8nm south of Swansea. The pilot had managed to eject and was seen entering the water. R90 was scrambled by SROT to assist in the search. Along with 2 Wessex a/c from Chivenor (B69 & B70), a Nimrod from St Margon (B51) and various surface craft, R90 searched for over 4 hrs. Although there were various pieces of debris, there was no sign of the pilot's.

The following day, the Chivenor a/c continued the search, again with negative results.

A sad end to an unusual day.



RAF Brawley lifts the bullock to safety. (Picture Copyright Dave Dwyer)

Happy airborne ending for trapped bullock

BY BARRY WALSH

Though we heard that a bullock died after being rescued, the animal was well on its way to safety after surviving a 200 ft fall into a ravine.

The rescue of the animal was well on its way to safety after surviving a 200 ft fall into a ravine.

The rescue of the animal was well on its way to safety after surviving a 200 ft fall into a ravine.

The rescue of the animal was well on its way to safety after surviving a 200 ft fall into a ravine.

The rescue of the animal was well on its way to safety after surviving a 200 ft fall into a ravine.

The rescue of the animal was well on its way to safety after surviving a 200 ft fall into a ravine.

The rescue of the animal was well on its way to safety after surviving a 200 ft fall into a ravine.

The rescue of the animal was well on its way to safety after surviving a 200 ft fall into a ravine.

The rescue of the animal was well on its way to safety after surviving a 200 ft fall into a ravine.

The rescue of the animal was well on its way to safety after surviving a 200 ft fall into a ravine.

The rescue of the animal was well on its way to safety after surviving a 200 ft fall into a ravine.

The rescue of the animal was well on its way to safety after surviving a 200 ft fall into a ravine.

The rescue of the animal was well on its way to safety after surviving a 200 ft fall into a ravine.

The rescue of the animal was well on its way to safety after surviving a 200 ft fall into a ravine.

The rescue of the animal was well on its way to safety after surviving a 200 ft fall into a ravine.

The rescue of the animal was well on its way to safety after surviving a 200 ft fall into a ravine.

The rescue of the animal was well on its way to safety after surviving a 200 ft fall into a ravine.

The rescue of the animal was well on its way to safety after surviving a 200 ft fall into a ravine.

The rescue of the animal was well on its way to safety after surviving a 200 ft fall into a ravine.

The rescue of the animal was well on its way to safety after surviving a 200 ft fall into a ravine.

The rescue of the animal was well on its way to safety after surviving a 200 ft fall into a ravine.

The rescue of the animal was well on its way to safety after surviving a 200 ft fall into a ravine.

The rescue of the animal was well on its way to safety after surviving a 200 ft fall into a ravine.

The rescue of the animal was well on its way to safety after surviving a 200 ft fall into a ravine.

The rescue of the animal was well on its way to safety after surviving a 200 ft fall into a ravine.

The rescue of the animal was well on its way to safety after surviving a 200 ft fall into a ravine.

The rescue of the animal was well on its way to safety after surviving a 200 ft fall into a ravine.

The rescue of the animal was well on its way to safety after surviving a 200 ft fall into a ravine.

The rescue of the animal was well on its way to safety after surviving a 200 ft fall into a ravine.

The rescue of the animal was well on its way to safety after surviving a 200 ft fall into a ravine.

The rescue of the animal was well on its way to safety after surviving a 200 ft fall into a ravine.

The rescue of the animal was well on its way to safety after surviving a 200 ft fall into a ravine.

The rescue of the animal was well on its way to safety after surviving a 200 ft fall into a ravine.

The rescue of the animal was well on its way to safety after surviving a 200 ft fall into a ravine.

The rescue of the animal was well on its way to safety after surviving a 200 ft fall into a ravine.

The rescue of the animal was well on its way to safety after surviving a 200 ft fall into a ravine.

The rescue of the animal was well on its way to safety after surviving a 200 ft fall into a ravine.

The rescue of the animal was well on its way to safety after surviving a 200 ft fall into a ravine.

The rescue of the animal was well on its way to safety after surviving a 200 ft fall into a ravine.

The rescue of the animal was well on its way to safety after surviving a 200 ft fall into a ravine.

The rescue of the animal was well on its way to safety after surviving a 200 ft fall into a ravine.

The rescue of the animal was well on its way to safety after surviving a 200 ft fall into a ravine.

The rescue of the animal was well on its way to safety after surviving a 200 ft fall into a ravine.

The rescue of the animal was well on its way to safety after surviving a 200 ft fall into a ravine.

The rescue of the animal was well on its way to safety after surviving a 200 ft fall into a ravine.

The rescue of the animal was well on its way to safety after surviving a 200 ft fall into a ravine.

CAPTAIN COMPETITION

Your witty comments for the picture below please.



What are you like?

What d'you mean, 'my nose glows in the dark'?!?

Have you seen the fitts on the bird with the glasses?

Yes, THE FRONTAL LOBOTOMY WAS A GREAT SUCCESS

JOMAS LEECH FOR CULTURAL ATTACHE' TO THE
AMATOILLAH.

1/95

6 Feb

R90 was scrambled by 3000 at 1115, to go to the aid of a Spanish vessel " LAPOTEN " who had a crewman with severed fingers.

After picking up the crewmember, R90 took him to Shannon. Once the a/c arrived at Shannon the Captain (Charles (I've never been to Ireland) Gillof) decided that He liked it. This was very fortunate as the a/c went u/s.

Two days later, the boys " made it " back.

The Crew Chas GILLOW
 Paul CUNNINGHAM
 Pete LILLY
 PISKEY TAIT
 Doc VERNON
and a good time was had by all.

After being threatened by the captain and winchman I've been "persuaded " to add a little bit more to the write up.

The a/c was in the hover, with the winchman about to arrive on the deck, when the No 2 oil press gauge fell to zero.



During the bad snows of January, the Wessex of 22 Sqn suffered lots of problems with the nose doors icing. As a result of this, one of our a/c was detached to Coltishall. During the transit to Coltishall, the No 1 engine oil press rose to 75 psi rapidly, and then to 85 psi. The crew decided to divert to RAF Alconbury which was the nearest airfield. An " expeditious " running landing was made with smoke pouring out of the engine bay. The aircraft was shut down and the crew "ran away ".

After much sterling work by the ground crews, the a/c was repaired and continued on to Colt.

Here we have photographic proof of the ENORMOUS efforts made on our behalf by our G/Cs. Please note the intense concentration on the face of J/T Baldwin as he picks his nose.

CAPTION COMP No 2

Your comments below please



"LOOK AT ME, I'm AN ELEPHANT"

LOOK! NO STRINGS

When I grow up, I'm going to be some---

James! I never knew you were gay

Never mind the Samba Pete - this is the POGO!

TO OIC DIPLOMACY AND TALK
FR. LT GILLON

Enclose one copy of cockpit photos taken by a hidden camera. I hope you will find a suitable use for them, as they give a clear indication of the operational activities in the theatre.

No doubt you will be able to display them as that a permanent record exists, when - certain and awarded underweight skin return to duty.

Signed

Adam.

OIC. HUMAN BEINGS AND
GENERAL IN-IT. STICKER

OH DEAR CLIFFORD, IT SEEMS THAT NOT EVERYONE THINKS
THAT YOU A STAR.

↑
IT HAD TO
BE VINCE, AGAIN!



10 feb 85

F 90 was scrambled to a small fishing vessel PY SEA MAR, who was taking in water in Ramsey sound. St Davids lifeboat arrived on scene within minutes of the Helo and took the boat in tow. The Sykes pump was winched to the boat, otherwise no further assistance was given.

Crew.	Pit Lt	GILLON
	Pit Lt	OSAR
	Pit Sgt	LILLY
	Pit Sgt	CHOCKER

16 Feb 85

On the way to pick Kit Kat SMITH up from RAF Lymington, the aircraft was diverted to Bournemouth to rescue a fallen climber from the Devils Kitchen above Llyn Ogwen. The Ogwen Valley HMT were already in attendance, with the casualty in a Thomas stretcher. He was airlifted to Bangor Hospital.

The boys had a cuppa at Valley, then came home.

The boys,

Chas	GILLOW
Mike	SMITH
Ted	LITTLE
Mark	TAIT
Das	HUNTER (Honest Ouv I only came for the ride)

THE SAME DAY.....

16 Feb 85

The second crew were called in to cover for R90 as they completed the task, HOWEVER the great Controller in the sky had decided that today was B flight's day.

A young lady from Llanelli, severed her right arm in an accident with a sawmill needing urgent transportation to Chepstow Hospital.

R91 was airborne within 8 mins en-route to Llanelli. The casualty, Bushband plus a medical team were lifted and taken to Chepstow.

Starring	Paul	HEADPHER
	Ian	MACFARLANE
	Terry	HEAD
	Bob	GRIFFITHS

18 Feb 85

A Spanish PV LEMBRANZA, which was 280ms west of Brawdy, called Shannon MEOO for assistance after a cable snapped killing one man and injuring another. R90 got airborne from base at 1150. Top cover was provided by the Irish Air Corps who provided a Kingair (E212). One man was confirmed to be dead by the Doctor and the other was stretchered into the aircraft and taken to Limerick Hospital. After refueling at Shannon Airport (naturally), R90 returned to Brawdy.

The Crew.....

F1t L4	MACFARLANE
F1t L4	SMITH
Major	WHITEHEAD
Sgt	HUNTER
F1t L4	DeVENTHILL (Doctor)

2 Mar 85

At the crack of sparrows one morning, about 0425, the Winchman was awoken with the cry of "Bassa, were on". A small fishing boat had gone down off Nash point. R90 got airborne, arriving on scene at 0515. On arrival we were told that 4 of the occupants of the boat had been picked up already, however there was still one man missing. A search was started but after 30 mins Swanses OS informed us that the fifth man had managed to swim ashore. R90 then RTB.

Crew.....	F1t L4	Paul	HEADPHER
	F1t L4	Vince	ANTIA
	Major	Bob	WHITEHEAD
	Sgt	Barry	HUNTER

Crewman dies in fishing tragedy

PS416

By Peter Sizer

A CREWMAN on a fishing vessel bound for Swansea died early today when it sank off the South Wales coast with five men aboard.

A full-scale rescue operation was mounted after the Penarth registered Dorothy E lost contact shortly before 1.30 a.m. for miles off the coast near Aberthaw.

Swansea coastguards broadcast Mayday calls to local shipping and rescue helicopters were scrambled from RAF Chivenor in Devon and RAF Bournemouth at Haverfordwest.

But the 30ft long vessel seemed to have sunk down in calm seas with its four survivors left struggling for help in icy waters.

The first rescue vessels managed to get to the area within only 30 minutes of the distress calls being received.

By then however, one of the crewmen, Mr. Philip Craine from Penarth near Cardiff was dead.

One survivor was picked up by helicopter with two others plucked from the sea by rescue boats. A fourth managed to swim to the shoreline and needed immediate medical help.

Three of the survivors Mr. John Ridd of Prince Charles Court, Penarth, Mr. Mark Ridd of Castle Avenue, Penarth and Mark Hughes of Hord Treh, Ely in Cardiff were all allowed home after treatment for exposure and minor cuts.

The fourth Mr. Ralph Dyer, of St. Luke's Court, Penarth, was today said to be in a comfortable condition by a spokesman at Cardiff's Llanough Hospital.

First reports indicated that the engine (out of some kind) could have been at least partly responsible for the sinking.

According to the crew who had left Penarth shortly after 1 a.m. for the Swansea Bay fishing trip, the engine began spluttering and within seconds of their distress calls for help going out the vessel was sinking.

"Water apparently began

21 March

John Freeman, from Ramsey, was on his way home from the mainland when his outboard cut out. He managed to beach his dinghy in an inaccessible cove on the island. MEOO called the crew, and Mr Freeman was subsequently lifted from the beach to the top of the cliff.

Macfarlane
Antia
Das
Tait

ANY SUITABLE CAPTIONS?



SPIDERS!! WHERE??

HEY! MONEY CLUB WANNA CUM UP AN SEE ME SOMETIME

WHAT DO YOU MEAN, WE ARE NOT ALLOWED TO DO SINGLE ENGINE WATER TAKE OFFS?!

ANYONE KNOW THE LIGHT SIGNALS FOR A JESSEL UNDERWAY!

BLOGGES!! YOU'RE AN ASSHOLE!

"TORQUE SPLIT... WHAT??

RAD ALTS DOING WHAT??

OK WHICH ASSHOLE FORGOT THE FISHING RODS

I SAID ROSS ON NYE. A'WOLE.

SPIFFO BINKIE! NOT QUITE WHAT I HAD IN MIND WHEN I SAID UNUSUAL POSITIONS!!

Ready to go about!

Anyone fancy A Swim

Did anyone hear a telephone ringing??

WET START GET BIFFO!
A LIFE ON THE OCEAN WAVE!!

24 March

R90 was scrambled by HMS to assist in the rescue of 2 persons stuck in the sand off Pendine Sands. Before the a/o arrived on scene, the 2 men were swept away by the incoming tide. One man managed to swim ashore, but the other was lost. Both Brandy (R90) and Thivener (R69) commenced a coastal search, however nothing was found.

Paul Beadfern
Tony Dear
Pete Lilly
Bob Griffiths



DRAMA as an RAF rescue helicopter loads David Joseph (19) of Depot Road, Carmarthen, at Llanstephan Green as he is transferred to an ambulance. He was picked up exhausted and suffering from hyperthermia at Wharfedale on Sunday evening.

Teenager's body found after massive search

THE BODY of the missing Port Talbot teenager who disappeared when he tried to swim ashore from a sand bank in Scott's Bay, Llanstephan, near Carmarthen, on Sunday was found yesterday afternoon no far from the spot where he disappeared.

Peter, who had roomed with coastguards' the search which had been called off after dusk on Sunday found the body of Andrew Phillips, aged 19, of Tynor Close, Carmarthen, at Scott's Point.

Andrew and three friends were cut off by the tide sweeping into the Towy Estuary as they walked along a sand bank.

Two of the youths, Mark Griffiths and Anthony Hill, both 19, of Meadow Street, Carmarthen, and another

companion, David Joseph, 19, of Depot Road, Carmarthen, managed to swim ashore, the first two being picked up by coastguards and David being rescued by R.A.F. helicopter after reaching rocks at Wharfedale.

All three had to be treated at the West Wales General Hospital, Carmarthen, suffering from shock and hyperthermia.

Helicopters from RAF Brandy and R.A.F. Chivenor

joined landward rescue boats from Ferryside, Pendine and Tenby, together with shore parties of coastguard and police.

The helicopter landed on playing fields behind the South Glamorgan ambulance station at Blackweir.

26 Mar

We were tasked to deliver a 12 week premature baby to Cardiff hosp from Aberystwyth. The baby was accompanied by a Nurse and Doctor. After a small panic when the incubator failed, the Doctor "expressed the opinion" that the vibration of the aircraft stimulated the infant.

The aircraft was met at Cardiff by the press, and good old Dick takes a lovely picture.

The Intrepid Aviator were;

Pete WALLIS
Paul READFERN
Pete LILLY
Dick CHICKEN



An RAF crewman helps with equipment — including a battery — as ambulance men ferry the incubator from the helicopter.

Baby's helicopter mercy dash

A NEWBORN BABY girl was flown in an incubator by helicopter from Aberystwyth to Cardiff for emergency treatment in a city hospital today.

The helicopter landed on playing fields behind the South Glamorgan ambulance station at Blackweir.

The baby, still in the incubator, was transferred to a waiting ambulance and driven to the University Hospital of Wales, Heath, for treatment in the special care baby unit.

The baby, named Lisa Hughes, was born at 4am and immediately caused

doctors concern with a serious breathing condition.

They decided she needed specialised facilities only available in Wales at the Heath Hospital, so a mercy dash flight was arranged using a helicopter from R.A.F. Brandy.

Mercy flight baby 'stable'

THE NEW-BORN baby flown by helicopter across Wales for emergency hospital treatment in Cardiff was in a stable condition today.

Lisa Hughes, who was born 11 weeks prematurely, weighing 2lb, is in an incubator in the special care unit of the University Hospital of Wales, Heath. She was brought to South Wales from Bangor, Gwynedd, and Lisa was taken, in an incubator, by a helicopter from R.A.F. Brandy.

A hospital spokesman said Lisa was still in an incubator for most of the time. She is expected to remain in the unit for some time.

9 April

the a/o was diverted from training to rescue 2 kids who were stuck half way up a cliff near Tenby.

The Winchman performed brilliantly(where's that (5 you promised me Mark) in rescuing the stranded kids.

Charles GILLOW
Cliff MUST
Terry HEAP
Mark TAIT



The photo above was taken when the Chairman of the Tenby Round Table came to Brandy to present the Ross with a cheque for £250.00 for the RAF Benevolent Fund. Our thanks go to the Tenby Round Table whose efforts enabled us to present the money to the "Benny" fund. From left to right.....

Alex Smyth, Mike Brett, Morris Bough, Ian Macfarlane, John Douglas, Tony Gear and Chris Jones.

11 Apr

R 90 was called by PALMOUTH 03 to assist in evacuating an injured crewmember to hospital. He had severe head and chest injuries caused when an iso-container broke loose. He was taken to Truro hospital where he was pronounced dead on arrival.

R90 refueled at St Hagan and returned to Base.

HUNT
GILLOW
KILAP
TAIT
VERNON (Doc)

25 Apr

Flt Lt (V) Doida, the station education officer, became very ill overnight. At the request of the Medical Officer via SHCC we meted out Her to Wroughton.

The next day at 5 mine before shift changeover, SHCC scrambled the same crew to pick up a sick crewman from a Pz off the west coast of Ireland. The casualty was passing blood after having been stabbed before Xmas. The man was taken to Limerick hosp, then the a/c refuelled at Shannon.

The winch man

As the helicopter loovers over a crashed plane,
The winch man jumps out as it begins to rain.
He slides down the rope which is as slippery as a slug,
But he wishes that he could be at home wrapped in a rug.
Then suddenly his boots hit the salty sea water,
And near by he heard a voice which sounded like his daughter.
So to be a winch man you have to be bold,
Because the sea is icy cold.
The winch man's life is always at risk;
So you should be grateful that he is so brisk.

TRACY MURPHY

9 Feb 1985

Tracy Murphy





24 March

These photographs were taken by the crew of HMS LEEDS CASTLE when one of our aircraft went out to play with Her.

You can see the HIFR hose (Helicopter Inflight Refuel) hanging from the winch.

Westland News April-May-June 1985



**WESTLAND
HELICOPTERS
IN ACTION
ROUND COAST**



• A Sea King from RAF Brandy, South Wales, lifts an injured swimmer from a Spanish fishing vessel in the south-western approaches. The crew winched the man up, gave the Santa Susanna, and snatched him to hospital in Limerick. A Nimrod search from St. Margaret's monitored the rescue, providing a vigilante seat for a member of the British paragon who happened to be on board, and the rare record of a Westland helicopter in action during a life rescue. Picture courtesy: RAF.

• RAF and Royal Navy Sea Kings were scrambled from bases in south-west England and South Wales to search an area of the Atlantic off the Irish coast after the crash of the Indian jetliner. Unfortunately they could do nothing to stem the tide in aviation's third worst disaster.

26 Apr 85.

Crew
 Fl.Lt Wallis (Capt)
 Fl.Lt Brett (Co-Pilot)
 W.L.T.Op. Whitehead (Radar/Winch Op)
 Sgt. Hunter (Winchman)
 Fl.Lt De Verteuil (Doctor)

TENNIS ACE
MARTINA'S
OWN STORY
Centre Pages



Massacre at 31,000ft



Flight to horror: A red and white Air India Boeing like the jumbo blown out of the skies yesterday in the world's worst air disaster at sea

DISASTER OF FLIGHT AI 182

The scourge of international terrorism was last night blamed for the mid-air blast that killed all 325 people on board the Air India Boeing.

Aviation experts are convinced that Flight 182 was ripped apart by a bomb as it cruised 31,000 above the Atlantic, 120 miles off the west coast of Ireland.

It is the world's worst air disaster at sea and the third biggest disaster in aviation history.

Seriously the citizens' two of them bodies, were among the victims. While the bodies of the other 323, were scattered over the Atlantic.

At many times and hundreds of times the search for bodies — 323 bodies — has been going on. The search for the bodies is still going on. The search for the bodies is still going on.

DEADLY
IT CONCERNED was another terrible search for bodies, also on a Boeing 747, at Tokyo airport.

The bodies had been taken off from Canada and the theory is that both were carrying a deadly cargo to the opposite end of the earth.

THE DOWNED Flight 182 was delayed for nearly two hours by a bomb plot in Montreal. It had left on time. It would have been on the tarmac at

● 325 killed as jumbo jet is blasted from the skies ● Terrorist bomb blamed for latest air atrocity

By DANNY MCGRORY, GRAEME BOWD AND ALEX HENDRY

Heathrow to reform when the explosion occurred at 8.13 am — a major terrorist attack.

The tragedy brought further agony to the plane to a week which saw the Beirut bombings — and the murder of the Israeli Olympic team.

THE BOMBERS behind the attack, environmental terrorism, called themselves "The People's Committee".

THE BOMBERS behind the attack, environmental terrorism, called themselves "The People's Committee".

THE BOMBERS behind the attack, environmental terrorism, called themselves "The People's Committee".

the bodies, which would have been carried out by Sikh extremists, said a large decomposition tank and not examined until 1984.

It is the latest in a series of attacks on the Indian community in London.

It is the latest in a series of attacks on the Indian community in London.

It is the latest in a series of attacks on the Indian community in London.

It is the latest in a series of attacks on the Indian community in London.

Disaster jet had airport bomb alert

● Canadian bomb squad detectives were warned of a threat to the Air India Boeing 747, which exploded off the Irish coast killing 329 people yesterday.
● The world's airlines are to meet within the next two days to consider how to tighten up security at airports.

Security lapse feared as 329 die in crash

By Tim Jones in London and Trevor Fishlock and John Best in Ottawa

The Air India Boeing 747 which blew up off the Irish coast killing 329 people yesterday should never have been allowed to take off, security experts said last night. They said that the aircraft was in a "critical condition" and that it should have been grounded.

Who planned the bomb on the Air India Boeing? The world's airlines are to meet within the next two days to consider how to tighten up security at airports.

Who planned the bomb on the Air India Boeing? The world's airlines are to meet within the next two days to consider how to tighten up security at airports.

Who planned the bomb on the Air India Boeing? The world's airlines are to meet within the next two days to consider how to tighten up security at airports.

Who planned the bomb on the Air India Boeing? The world's airlines are to meet within the next two days to consider how to tighten up security at airports.

Who planned the bomb on the Air India Boeing? The world's airlines are to meet within the next two days to consider how to tighten up security at airports.



Irish Army soldiers carrying a body landed by Sea King helicopter at Cork airport



Race against time to find black box

From Richard Ford, Shannon

Last night the Irish Navy, the Royal Canadian Mounted Police, and the Irish Air Corps were racing against time to find the black box of the Air India plane.

The last minutes of flight AI 182

By Michael Horvath

The last minutes of flight AI 182 were a race against time. The plane was in a critical condition and the search for the black box was urgent.

The last minutes of flight AI 182 were a race against time. The plane was in a critical condition and the search for the black box was urgent.

The last minutes of flight AI 182 were a race against time. The plane was in a critical condition and the search for the black box was urgent.

The last minutes of flight AI 182 were a race against time. The plane was in a critical condition and the search for the black box was urgent.

The last minutes of flight AI 182 were a race against time. The plane was in a critical condition and the search for the black box was urgent.

The last minutes of flight AI 182 were a race against time. The plane was in a critical condition and the search for the black box was urgent.

An Air India jumbo jet at Heathrow airport

Continued on page 5

Bomb suspected as jet crash kills 329

Irish Times Reporters

A TERRORIST bomb may have caused the world's worst ever air disaster at sea, when an Air India Boeing 747 crashed just over 80 miles off Kerry yesterday morning.



A victim of the Air India disaster is lifted onto an Army truck at Cork Airport yesterday. — (Photograph: Jack McManus)

NEWSCLIP/AC/UTC

NORTHERN ECHO

Daily 68,130

24 JUN 1985



Flt-Lt. Paul Duan and Paul Redfern being interviewed at Cork Airport

Pilots tell of horror search

THE pilot of the first RAF helicopter to fly over the disaster zone said it was a "hell" scene.

Flight Lt. Paul Duan, 35, from RAF Farnborough, said he saw a "hell" scene when he flew over the wreckage of the Air India Boeing 747.

The four bodies they recovered at 8.13 a.m. were taken to the first aid post at the airport where they were pronounced dead by doctors from Cork Regional General Hospital.

The bodies were then taken to the mortuary where they were kept until they could be identified.

He said he saw the wreckage of the plane and the bodies of the passengers and crew. He said he saw a "hell" scene when he flew over the wreckage of the Air India Boeing 747.

He said he saw a "hell" scene when he flew over the wreckage of the Air India Boeing 747.

He said he saw a "hell" scene when he flew over the wreckage of the Air India Boeing 747.

He said he saw a "hell" scene when he flew over the wreckage of the Air India Boeing 747.

The Jumbo jet with 329 passengers and crew on board was en route from Montreal to Bombay and was cruising at 31,000 feet when it vanished from the radar screens of Shannon air traffic control at 8.13 a.m.

A massive air and sea rescue operation involving Irish, British and US personnel was launched almost immediately but only bodies and unrecognised life rafts were found amid wreckage, which was strewn over a five-mile area about 80 miles west of Valentia Island.

The extent of the aircraft's breakup and the condition of bodies surviving throughout the day at Cork Airport appeared to indicate a crash landing.

Experts are bomb as "one possibility" in crash. They say the bomb could have been placed on board by a terrorist.

They say the bomb could have been placed on board by a terrorist.

They say the bomb could have been placed on board by a terrorist.

They say the bomb could have been placed on board by a terrorist.

They say the bomb could have been placed on board by a terrorist.

They say the bomb could have been placed on board by a terrorist.

They say the bomb could have been placed on board by a terrorist.

They say the bomb could have been placed on board by a terrorist.

They say the bomb could have been placed on board by a terrorist.

They say the bomb could have been placed on board by a terrorist.



Intensive search goes on today

MORE than a dozen Irish, British and American air force planes and helicopters will resume their search for bodies from the Air India jet this morning.

The air search was suspended at night but is to resume tomorrow. Several US Navy planes from the same US base were also in the area.

The US Navy's search operation was coordinated jointly by the US Navy and the British Royal Naval Service.

The British Navy's search operation was coordinated jointly by the British Navy and the Irish Naval Service.

The Irish Navy's search operation was coordinated jointly by the Irish Navy and the British Royal Naval Service.

The British Navy's search operation was coordinated jointly by the British Navy and the Irish Naval Service.

The Irish Navy's search operation was coordinated jointly by the Irish Navy and the British Royal Naval Service.

The British Navy's search operation was coordinated jointly by the British Navy and the Irish Naval Service.

The Irish Navy's search operation was coordinated jointly by the Irish Navy and the British Royal Naval Service.

The British Navy's search operation was coordinated jointly by the British Navy and the Irish Naval Service.

The Irish Navy's search operation was coordinated jointly by the Irish Navy and the British Royal Naval Service.

The British Navy's search operation was coordinated jointly by the British Navy and the Irish Naval Service.

The Irish Navy's search operation was coordinated jointly by the Irish Navy and the British Royal Naval Service.

Good morning

Public speaking is the art of turning a short subject into a full-length feature.

Tuesday, June 23, 1985 130th Year, No. 161

The Virginian-Pilot

Norfolk, Portsmouth, Virginia Beach, Chesapeake and Suffolk

Mostly sunny

Today's high near 81. Low near 61. Winds northerly at 15-15 mph. Page A4.

Price 25 cents

U.S. refuses to recall 6th Fleet off Beirut

By CHRISTOPHER DICKY and JAMES GRISTENZANO

Special to The Virginian-Pilot

WASHINGTON — While Moscow under Akhmed Gorbachev demanded Monday that the United States withdraw the 6th Fleet from the Eastern Mediterranean as a condition for the release of the 40 American held in Lebanon.

Secretary of Defense Casper W. Weinberger said other U.S. officials quickly rejected the new demand, making clear that effort to have all agree on the issue. Weinberger characterized the backing of TWA Flight 840 as "the beginning of a war."

"The U.S. fleet is in international waters," Weinberger said, "it's not in Lebanese waters. It is important to have the American presence there for whatever may be required."

Berri's demand added a new wrinkle to the efforts to win the release of the hostages who were aboard TWA Flight 840 when it was hijacked June 14, as well as the freedom of seven American kidnapped earlier in Lebanon. It represented the first time that Soviet U.S. member nation, had added its own demand to that of the hijackers, who have sought the release of the 76 Lebanese detainees held by Israel.

"The advance of the 6th Fleet toward our shores forms us to add one more condition — this time for the Soviet Union — and that is the withdrawal of the 6th Fleet from our coast," Berri said reporters.

Berri rejected U.S. and Arab contentions that Washington has no right to intervene in Lebanon. The Lebanese demands.

Berri, who is justice minister and state minister for southern Lebanon in the weak Lebanese government in Beirut, said a 1982 pact by U.S. army Philip Hanks in Lebanon prime minister concerning the United States "is safeguarded against being torn and implemented international agreements related to them."

Although that pact was made under different circumstances, Berri insisted that he still considered it to be in effect.

Washington's State Department official said Berri's statement about the 1982 pact "is a dangerous misstatement of the facts." He said the pact was signed by the United States and Lebanon, not by the Lebanese government in Beirut.

Israel, by moving Lebanese detainees during its occupation of southern Lebanon to a prison in Israel, remains in violation of the Geneva Convention, Berri said. He said the United States should call on Israel to return the detainees "whether because of a plane crash or without it."

At the airport Monday, gunmen shot the hijacked TWA plane.

Please see Fleet, Page A2

Please see Berri, Page A2

Brother says Stethem died defending other hostages

By ARTHUR WITT

Special to The Virginian-Pilot

VIRGINIA BEACH — The brother of the Navy diver slain aboard the hijacked TWA Flight 840 appeared Monday on Christian Broadcasting Network and said Robert Stethem died defending his fellow passengers.

"He did something that no one else could have done. He died for his country," Stethem's brother said.

Stethem's brother said he was the only one of the other people on the plane to see the plane crash. He said he saw the plane crash and that he saw the plane crash.

Stethem's brother said he was the only one of the other people on the plane to see the plane crash. He said he saw the plane crash and that he saw the plane crash.

Stethem's brother said he was the only one of the other people on the plane to see the plane crash. He said he saw the plane crash and that he saw the plane crash.

Stethem's brother said he was the only one of the other people on the plane to see the plane crash. He said he saw the plane crash and that he saw the plane crash.



An RAF helicopter crewman carries a Cabbage Patch doll that was picked up from the sea during a search for crash victims of the Air-India jet.

Terrorist explosive on plane is suspected as cause of crash

From our staff

Suspected good Monday that a bomb placed by terrorists caused an Air-India jumbo jet with 329 people aboard to crash into the North Atlantic off the Irish coast.

Canadian officials said they were convinced the crash of the jumbo jet, which went down Sunday on a flight from Canada to India, was caused by terrorists.

Many international airports increased security after the crash. An Air-India Boeing 747 about to leave London's Heathrow Airport for New York on Monday was evacuated and towed to a remote spot after the airport received an anonymous bomb threat.

Police searched the plane for more than six hours, but they found no explosives, and the flight took off seven hours and 15 minutes later.

Please see Crash, Page A2

"They might have bent him... they might have kicked him... But they could not break his spirit, and that is what really made them mad."

Kenneth Stethem Robert Stethem's brother

Stethem and Kenneth Stethem had lived together in Virginia Beach since September, when Robert, a four-year veteran of the Navy, was assigned to the Little Creek base.

Stethem's brother said he was the only one of the other people on the plane to see the plane crash. He said he saw the plane crash and that he saw the plane crash.

Stethem's brother said he was the only one of the other people on the plane to see the plane crash. He said he saw the plane crash and that he saw the plane crash.

Stethem's brother said he was the only one of the other people on the plane to see the plane crash. He said he saw the plane crash and that he saw the plane crash.



Air India 747

Brawley's Turnout

Fl Lt Brough
Fl Lt Dean
Fl Lt Delfern
Fl Lt Macfarlane
Fl Lt Leech
Fl Lt Goodbourn
Fl Lt Gillow
Fl Lt Vallis
Fl Lt Antia
Fl Lt Burt

Fl Lt Gear (as Winchman)

Winch Ops

Fl Lt Cass
WATp Williams
WATp Whitehead
Fl/S Lilly
Fl/S Brooks

Winch Men

WAIN Griffiths
Fl/S Ekberg
Sgt. Tait

Brandy Ops

Fl Lt Gayth

Groundcrew

Sgt. Finch
Cpl. Barnett
Cpl. Penman
Cpl. Brough

Doctor

Dr. Middleton

SAR CREWS' GRIM TASK

CORK AIRPORT, MONDAY, 24 JUNE

By SARAH LAST

RAF SEARCH AND RESCUE crews were up well before dawn this morning to resume the search for the 329 passengers and crew of the Boeing 747 Air India Flight 182 who died when the Jumbo jet exploded in mid air off the Irish coast yesterday morning. The aircraft was en route from Montreal to London where it was due to make a refuelling stop before continuing to Bombay.

Based at Cork were from A and B flights 202 Squadron from Boulmer and Brandy operating Sea Kings together with 7 Squadron Chinooks based at Odiham have been joined by Nimrod, Hercules, and RNAS 506 and 810 (Sea King) Squadrons from Culdroe in a massive operation launched after what is possibly the worst ever air disaster at sea. The Irish and USAF are also involved — the Americans flying Jolly Green Giant from Woodbridge, Suffolk, out of Shannon.

One RAF crew from Boulmer believe they may have completed the longest ever SAR rescue mission. The search started by Fl Lt Simon Turner from 506 Squadron was just to get to the crash area, which lies 170 miles south west of Cork. To make the journey they had to refuel twice, once at Brandy and again at Cork. During their first sortie they pulled some 14 people out of the sea. Some were taken to ships, others they flew back to Cork.

So far 130 of the 329 passengers are listed as dead, which was no news to India. After being recovered, 87 brought back to Cork yesterday. Of those 22 are men, 65 women, and 14 children. A further 38 bodies are being recovered on an Irish ship and four more aboard a British ship.

Today four Sea Kings, three of them RAF left Cork in the early hours to fly one and a half hours to the crash site. They were followed by Chinooks and later more Sea Kings. So far sorties have proved less successful than yesterday. The main crash site is presently seven square miles. It is scattered over a much larger area. All crews are working flat out, searching what deep they can between flights, bedding down in the support base station.

Yesterday the RAF News team was the first to fly over the area with the air force, about one of three 7 Squadron Chinooks which flew from their base at Odiham, refuelling at Brandy.

Conducting a search and rescue facility at Brandy where the Chinooks flew in, the news team were able to board the first of the massive helicopters and travel to the seat of the tragedy.

The crew was Fl Lt Al Boulton, pilot, Fl Lt Steve Ingman, Fl Lt Dennis Gault, Sgt Gerry Maher and Cpl Andy Jones.

Hopes of finding survivors from the Jumbo jet were slim but during the long 340-mile flight from Chinook the crew made preparations for all eventualities. No one really knew what to expect. However, what they found was a terrible scene. Bodies and debris scattered over a wide area.

Chinooks are not normally used in the SAR role and to be of use in this operation they were fitted with winches.

The crew was about to experience what was something they would not forget in a hurry. As they moved the area other helicopters, RAF and RN, sped across the sky. Some had winches dangling beneath them in an attempt to recover bodies from the water. Others were on their way to and from Cork and the many ships which would come to the bodies.

Sgt Gerry Maher, the

RAF NEWS Assistant Editor Sarah Last was covering a feature assignment on RAF Search and Rescue at Brandy when aircraft were called out to assist with the search for possible survivors of the Air India 747 disaster off the coast of Ireland. With Sarah was Sgt John Ullack, a photographer attached to CDR(RAF)'s staff at MoD.

Because of Press deadlines there was no opportunity to publish any of Sgt Ullack's photographs in this issue of RAF News. However, his pictures were immediately made available to a leading international news agency and were used extensively by many national and overseas daily papers.

Winches of the aircraft which started the search were ready for his first exit from the aircraft. During the next one and a half hours he would lift nine bodies from the sea. The first winching turned out to be the most difficult, with Gerry having to be hoisted into the Chinook, exhausted after several failed attempts to get a body. However, the first was not to be the most harrowing, at one stage Fl Lt Dennis Gault spotted a four-foot blue shark circling the winchman and the body — he was promptly

lifted out of harm's way before returning to pick up another victim.

At the aircraft made its way to Cork, the effect of the mission on the men was evident. Gerry Maher, like all of the many winchmen who went into the sea time and time again to retrieve victims, was tired and wet through. Contact with so many dead and broken people could not fail to leave a deep impression.

The search for bodies and the black sea continued. The crews continue their very difficult job.

THEIR SEARCH

3. BRCC called the flight at RAF Brandy to immediate readiness at 230615Z, as a 747 ac was missing to the west of Ireland. At 230800Z the call to scramble was received. At 230825Z the first standby ac C/S Rescue 90 was airborne. All other flight personnel were called to duty. Fortunately not only was the second ac serviceable but also a third ac, on loan from 2270, was available at Brandy. The second standby crew were airborne at 230900Z, C/S Rescue 91. A third crew were airborne at 230900Z, C/S Rescue 92.

4. The total time taken to launch 3 ac from Brandy was 45 minutes.

ARRIVAL ON SCENE

5. The initial datum of 5100N 1250W was updated by fixed C/S 51 to position 5104N 1254W. All Sea Kings routed directly to the scene of search.

6. Rescue 92. On arrival at the scene at 231050Z, Rescue 90 commenced a search for survivors but only wreckage and bodies were sighted. After a thorough search of the crash area Rescue 90 began recovering bodies.

A total of 4 bodies and an emergency locator beacon was recovered by Rescue 90. At 231200Z, Rescue 90 departed the scene to refuel at Castletown Bere. There was less fuel than advertised at Castletown and after uplighting 1200lbs of fuel, Rescue 90 proceeded to Cork, where he landed at 231400Z, to crew change and off-load bodies. After refuelling Rescue 90, departed Cork at 231500Z with a new crew to continue on task. Three bodies were recovered to the ac and off-loaded at Cork on return at 233000Z.

7. Rescue 91. On arrival at the scene at 231110Z, Rescue 91 commenced a search as directed by BRCC. The search area was considerably distant from the crash site and no bodies were sighted. At 231140Z, Rescue 91 departed the scene to refuel from the oil rig HIGH SEAS DRILLER, 80km to the north. Rescue 91 was back on scene at 231320Z and proceeded to the crash area to assist in recovering bodies. A total of 14 bodies were recovered by Rescue 91 and flown to the MV NORMAN ANTHELM. At 231540Z, Rescue 91 departed the scene for Cork with 12 bodies on board, landing at 231700Z.

8. Rescue 92. At 231130Z, Rescue 92 arrived on scene and commenced a search of the surrounding area. Three bodies were recovered to the ac and unloaded on the MV LAURENTIAN VOYAGER. At 231325Z, Rescue 92 departed the scene to refuel from the HIGH SEAS DRILLER. Rescue 92 departed the rig at 231440Z and was back on scene at 231530Z. A further total of 10 bodies were recovered by Rescue 92. At 231800Z Rescue 92 departed the scene and arrived at Cork at 231925Z.

ADDITIONAL AC AND RESOURCES

9. Rescue 31 was scrambled from RAF Boulmer at 230915Z and routed via RAF Brandy where relief crews and support personnel were uplifted. Spare personnel were landed at Cork and Rescue 31 proceeded to the scene, arriving at 231735Z. A total of 15 bodies were recovered by Rescue 31, some of which were landed on the MV NORMAN ANTHELM. Rescue 31 returned to Cork at 231855Z with 14 bodies.

SUBSEQUENT SIGHTING

10. At 240300Z, Rescue 90 and 91 were tasked by BRCC to search areas around the crash datum. The wreckage was much more widely spread, but no bodies were sighted. Both ac recovered to Cork at 240800Z.

11. At 240730Z, Rescue 31 was tasked to search an area as directed by BRCC. No bodies were found and Rescue 31 recovered to Cork at 241320Z.

12. Rescue 92 and Rescue 90 were similarly tasked at 231040Z and 231400Z respectively and both completed their task with nothing found.

RECOVERY PHASE

13. BRCC released all helicopters from the BRCC at 231800Z. Rescue 31 was recovered directly to RAF Boulmer. Rescue 90, 91 and 92 were recovered to RAF Brandy, the last ac landed at 232030Z.

GROUND SUPPORT

14. Three ground crew from RAF Brandy were flown to Cork in Rescue 31. Throughout the incident these personnel were responsible for handling and refuelling all helicopters at Cork. Their assistance was invaluable and their efforts were worthy of merit.

15. One doctor and 2 medical assistants from Brandy were involved throughout the incident, they acted as observers and assisted in the recovery of bodies.

16. The airport authorities had made available to the rescue agencies, the offices and facilities of the airport fire section. Food and hot drinks were made available at the fire section and full restaurant facilities were available in the Airport Main Building. The quality and quantity of these facilities was most generous.

17. Elements of the Irish Army provided total security in the airport area. Camp beds and sleeping bags were made available to aircrew personnel.

18. Throughout the incident members of the press, present in large numbers, adhered to the directions given by the Airport Police and behaved in a responsible manner. There was however, only one phone available in the temporary operations room and most of the incoming press enquiries were directed to that extension. It would have been better to isolate operational calls.

REVIEW

19. Refuelling facilities at Cork airport were very efficient. The rig 'High Seas Driller' provided the total supply of aviation fuel to rescue helicopters and also provided most welcome and very tasty in-flight meals.

CORK



R.N. FLANKED BY R.A.F.



SCENE OF SEARCH.



FLY GEAR (AS WINCHMAN) DUTY HERO !!!
IRISH ARMY IN BACKGROUND



VESSEL USED TO DEPOSIT ITEMS RECOVERED

AIRPORT



FLY LEECH - PRE TAKE OFF



CORK - MAIN TERMINAL

FL LT. GOODBOURN WHO WAS LOOKING FORWARD TO HIS POSTING

VZCZCH04134
RR RBDVL
DE RNL343
ZNY RRRRR
R R 151430Z MAY 85
FM HQSARWG FINNINGLEY
TO RBLDAB/1564 FLT FALKLANDS
BY
R E S T R I C T E D
SIC KAJ/KKB
FOR FL LT J GOODBOURN FROM OC 202 504. DUE TO UNFORSEEN CIRCUMSTANCE
POSTING TO COLTISHALL CANCELLED FOR AT LEAST TWELVE (12) MONTHS.
YOU ARE REQUIRED TO PROCEED TO LOSSIENOUTH FOR 3 JUL 85. LETTER TO
FOLLOW. REGRETS BOSS
BT

00000

TO COLTISHALL, TRIED TO STITCH A MASTER, THIS SIGNAL
WAS THE RESULT. - YOUNG PILOTS PLEASE NOTE !!!

FS Andrew Short of No 2420 (Whitland and District) Squadron reports on a sortie with 'B' flight 202 Sqn based at RAF Brawdy.

☆ ☆ ☆

On April 3, 1982, 19 cadets from 2420 (Whitland and District) Squadron visited 'B' flight 202 Squadron SAR at RAF Brawdy. We arrived at the SAR HQ at 1100hrs and I went with the CO, Ptl Li W K F, Hardy MBE, and our CI, Chris Parker, to see if our pre-arranged flight to St Anna Coastguard at Milford Haven was still on. The flight was confirmed and we were told that at 1330hrs the helicopter flight had an exercise with two Royal Navy minisweepers off the coast of North Devon.

The captain of this sortie invited the CO and three senior cadets along with the crew for the mission. The other cadets who had been left on the bus were brought into the HQ and shown a film made locally, which was about a mission involving the crews from Brawdy and some merchant seamen.

While the film was being shown the CO and myself made out the lists of cadets who were to fly and those who would be staying on for the exercise with the RN. It was finally decided that along with the CO and myself, Sgt Mark Robson and Cpl Andrew "Higgle" Holt would stay on for the exercise.

The boys going to St Anna were to be flown in two groups. The first group, accompanied by CI Chris Parker and the Squadron Padre, Rev Nigel Griffin, were briefed on the emergency drill and where the exits were placed, and then went out to the waiting helicopter; a Sea King HAR Mk 3 reg no XZ250.

Back in the crew room of 'B' flight 202 Squadron, the four of us going on the exercise with the RN had put on immersion suits and Mar West. I looked like a Michelin man because my immersion suit was airtight and to expel the air trapped within I had to curl up into a ball (no mean achievement in an immersion suit).

After a quick sandwich and a cup of coffee, the helicopter returned from St Anna and along with the other six cadets we trooped out to the waiting aircraft. On board we fastened our seat belts and put on ear defenders.

Excited faces from other cadets who had never flown before shone all around me. After a good, steady take-off we climbed slowly to 300ft and settled down to a cruising speed of 105 knots. Ten minutes later we arrived at St Anna and waved goodbye to the cadets getting off to visit the Coastguard Station.

I swapped places with a departing cadet, and strapped myself into the starboard winchman's seat by the large bubble window, my camera at the ready.

Over on the port side Sgt Robson was strapped into the other winchman's seat and Cpl "Higgle" Holt was strapped in a seat behind the closed-off navigator's position. The CO was sitting just past the door on the starboard side looking out of the window opposite. I put on a headset and listened in on the intercom.

"Fuel 2800lbs."
"OK let's go."
"What the hell was that?"
"Must have been on the intercom, switch off the headset till we find it."

"Bub?"
"No not mine."
I pulled the plug out of its socket, the winchman indicated it wasn't my set making the eerie screech. I plugged the headset in again. "We've checked them all, nothing."

"Anyway it's gone now, might have been from the Coastguard Station."

"Probably."
We were now over Milford Haven at a height of 800ft and cruising at 134 knots. The crew had now switched their attentions to discussing the Falklands Invasion and the Grand National. After 10 minutes Lundy Island slipped past our port side. "Higgle" was invited up to the flight deck to be shown the controls and instruments by the Master airfield master, who was also a winchman.

The pilot and navigator began humming tunelessly with the occasional burst from the co-pilot.

"Turn 10 degrees to port so I can see in the blind zone," said our singing navigator.

"Will do."
"Got them, turn 30 degrees, heading 155."

"Have you got a positive contact?"

Oh yes indeed Sahib, they're the only shipping near enough to us to be them, and they are also close together.

"Righty-ho."
"Cup of coffee John?"

"Yeah, really roasty toasty."

Roasty Tooty was a kind of catch phrase spoken on average every five or six minutes.

"Visual up ahead, or should I say contact 12 o'clock."

"Range 10 miles."

At this point of time, I gave the headset to the CO and prepared my camera to get some action shots. Looking out of the window along the chopper I could see two ships slightly starboard of the nose.

Mark went up front and "Higgle" was strapped into a safety harness and sat next to the cargo door, ready to help in the winching exercise.

We went down to 200ft and made several wide sweeping circuits of the two minisweepers, presumably while

the captain advised the ships' captains on what he wanted to do.

Eventually we closed in on the minisweeper in front, MC7, and with the cargo door wide open we closed in on the ship and went down to 60ft. Hovering backwards, the winchman was lowered on to the deck and then we circled the ship once more. We then brought up two naval men, circled and brought up 2 more. Then we circled again and put down the four men.

Next we moved on to the other minisweeper MR8. We winched up 4 men, circled and put them down again. Then we circled the ships and came up behind them at 50ft and at full speed. Passing the ships we waved and then pulled up until we stopped, just before the stall, turned 180 deg on the axis and dived back at the minisweepers.

When we landed at Chisnour a Wessex from 22 Sqn landed almost beside us. We all piled out to photograph each other and 15 minutes later took off again. The Navigator showed me into his "room" and I sat alone in the dark watching the radar screen, which had a transparent map over it so I could pick out the coastline. It also had a dotted line projected on the screen to show our course.

When I came out from the radar room I went up front and stood behind the co-pilot's seat. The winchman explained the the co-pilot was going to land with a simulated engine failure on the number one engine. Subsequently the speed dropped from 130 knots to 85. We flew on to Brawdy and made a perfect landing on the taxiway and taxied up to the hangar.

The ground crew were immediately up on the helicopter lifting the engine covers and delving in amongst the engines. We went into the crewroom and changed back into our uniforms. Next we filled in our Record of Service books. The mission had lasted 200 minutes or 3 hours 20 minutes.

INSIDE
Tornado experts — P4
Air Days — P9
From the Album — P11
First Base — P12/13

No. 630

AUGUST 23-September 6, 1985

FORTNIGHTLY 12p



New Harrier dons uniform

The latest version of the Harrier, designated GR 1b for the Royal Air Force was rolled out of the paint shop at British Aerospace's Dunsfold establishment registered in its RAF colours recently. The new aircraft is powered by the turbo-Propeller engine designated Mk 105 by the RAF. Photo Geoff Lee, A.R.P.S. B&A Kingston.

NIMROD TO THE RESCUE

Air crew solve fuel crisis for Blue Riband contender but flotsam wrecks the ship

By John Dalling

A NIMROD of No 42 Squadron from St Mawgan in Cornwall was diverted from a ceremonial flypast to play a crucial role in the rescue of the nine-man crew of the Virgin Atlantic Challenger after the powerboat had foundered on the last leg of its attempt to wrest the Blue Riband for the fastest sea crossing of the Atlantic from the United States.

The crew of Nimrod XV229 found the survivors after getting a radar contact on the submerged powerboat — only five feet of its bow was sticking out of the water — and directed a nearby ship to their position.

Captained by Sgt Ld Gordon Lang, a flight commander on 42 Squadron, with Flt Lt Nigel May as pilot, the Nimrod was on a training sortie on Thursday last week during which it was to fly over a parade on Plymouth Hoe to commemorate the 50th anniversary of VJ Day. It was actually on the low-level flypast when a call came through directing it to a search and rescue mission 120 miles west of the Solent.

The call said a Mayday signal had been picked up from the Virgin Atlantic Challenger but gave no further details.

CONTACT

Immediately the Nimrod winged over and set course. As it neared the group point, radar operator Sgt Martin Rowlands got a slight but intermittent contact at a range of 14 miles. It turned out this had been obtained from only five feet of the bow of the aluminium-hulled catamaran, the rest of its 65-foot length being under water.

Had the crew survived? They had. They were spotted about 200 yards away in two dinghies, all alive and unharmed. One of them, round-the-world yachtsman Chay Blyth identified himself over the radio as "ex Virgin Atlantic Challenger".

The Nimrod, having arrived

over the survivors only 38 minutes after being alerted, now came around for a rescue ship and 12 miles away to the north-east found the Challenger, a banana boat heading for Azores.

After some initial difficulty radio contact was established and the Nimrod went down to 2000 feet and flew across her bows in the direction of the dinghies. Smoke flares helped the Challenger home, as visually and 31 minutes after being diverted was picking up the powerboat man including the millionaire owner, Richard Branson, head of Virgin Atlantic Airways.

DIFFERENT

Later the survivors were winched off the deck of the Challenger by a Sea King Mk 3 of 202 Squadron, Brimley, crewed by Flt Lt Clifford Burt (capt), Flt Lt Victor Anst, MAJCO Peter Williams and Sgt Mark Tans, and taken to St Mary's in the Solent.

The Nimrod, which had taken off with minimum crew of two pilots, one navigator, one engineer and four air electronics operators, was now running short of fuel and returned to base. "It was different" was Gordon Lang's latest comment. He had taken part the previous day (Wednesday) in another sortie to help the Virgin Atlantic Challenger in its attempt to beat the record of three days, six hours and 40 minutes set by the liner SS United States in 1952. Originally the squadron had been asked to help guide the powerboat to the last of three refuelling stops after it would begin its final 900-mile dash to Bishop Rock in the Solent.

Wg Cdr Dave Lindsay-Hall, CO of 42, said: "After sending

redundant procedures, radio frequency and — more importantly in view of what was to follow — rescue procedures, we got the standby on July 18. Bad weather delayed the attempt until last week and on the Wednesday

our first sortie took off." He was on board. So was the St Mawgan Station Commander, Gt Capt Bill Potts. So were television and radio crew. The operation

Cool on P3



This beautiful air-borne shot shows the latest addition to the RAF's tanker fleet, the Tristar K1, which has been modified by Marshall of Cambridge to carry an extra 100,000lb of fuel. It is the first of six aircraft being converted in the twin roles of tanker and bomber, the most noticeable external difference being the refuelling probe over the nose.

Virgin Atlantic Challenger, as close to home in this picture taken from a Nimrod shortly before the disaster.



Taking on fuel from the tug Independence, the last stop before home.

Cross Hands Business Park
Make the right choice!
Contact: Llanelli 758181

WESTERN MAIL

THE NATIONAL NEWSPAPER OF WALES • PAPUR CENEDELAETHOL CYMRU

Friday, August 16, 1985

No. 36,067

20p



TEIFI
TIMBER
PRODUCTS
LTD
CROSS ROAD,
LLANILLWY, PENCAER
TEL 095 935125

Challenger wrecked

Almost there — then craft is holed and bid for record is over

THE ONCE-PROUD powerboat Virgin Atlantic Challenger was a drifting wreck last night after being holed two and a half hours short of snatching the Blue Riband for the fastest Atlantic crossing.

All nine crew were picked up by a banana boat, the Grestybay, after taking to the lifeboats when the 11.25m craft was holed.

Last night all that was left of millionaire record boss Richard Branson's dream of regaining the record for Britain was a half-submerged hull drifting in heavy seas.

Challenger — a 65-ft aluminium catamaran — ran some 128 miles west of Land's End after crossing 2,000 miles of stormy sea.

She was around 100 miles — or about two-and-a-half hours — from the finishing line at the Bishop Rock lighthouse in the Solent when she sent out a Mayday signal at 6.15pm.

Challenger's skipper Ted Tolan said that the boat hit a small object beneath the surface. He first saw it on entering the Solent late in the evening. Mr Tolan, chief controller at Virgin's Looe Bay and chairman of the Blue Riband Challenge Committee.

Immediately after the call, Mr Powell told crew members: "They were going along very smoothly when suddenly there was a bang and they hit something".

The crew, which includes Mr Branson, the boss of chief sponsors Virgin Records and Virgin Atlantic Airways, must be world yachtsman Chay Blyth, and BBC presenter Peter Macdonald, were rescued by the Grestybay and were reported to be in good shape.

They were picked up by a Sea King naval helicopter and taken to St. Mary's Hospital, St. Mary's, in the Solent.

On Wednesday afternoon, the Virgin Atlantic Challenger reached that it was running out of fuel. A tank had split and 300 gallons leaked out.

A passing container ship transferred enough fuel

to keep the power boat going and an additional emergency rendezvous was arranged. Problems mounted as the weather worsened.

Yesterday with less than 12 hours to go before the expected arrival at Bishop's Rock, the crew was still in good spirits. Mr Branson said: "We are as confident as we have ever been."

The boat was still expected at 8.30pm to cross the finishing line by its 10.24 deadline and a champagne welcome was ready. But disaster struck shortly after 8pm when Virgin Atlantic Challenger was hit 128 miles off Land's End.

The first big project centre in London knew of the problem was at 8.15pm when a Mayday signal was sent. Mr Branson, who has admitted that his previous nautical experience was limited to a canal boat, and the rest of the crew, had practiced emergency procedures many times.

Mr Powell said: "We feel absolutely dreadful. I feel terribly disappointed as do the entire team. It is total and utter disappointment. Initially one didn't believe it, because we have been through a few rough seas over the last few days and we thought this was just another one."

He added: "Disaster struck so fast that they were unable to cut us on their big radio and were only able to use a short-range radio which was picked up by vessels in the area. Within seconds that information came through to us and we knew we had a major problem."

A salvage tug was expected to arrive at the scene at 11pm. Mr Powell said: "We are disappointed that the week of the Challenger had been spent floating close to the spot where she exploded. Two metres of the vessel were visible above the water and a sophisticated satellite-system was keeping her from sinking."

The Virgin Atlantic Challenger was the unusual combination of a 11.25m catamaran to beat the famous Blue Riband trophy for Britain.

It was the brainchild of businessman Mr Ted Tolan, who in 1984 began his project to beat the trans-Atlantic record set in 1952.

The 65-foot long catamaran with two 400 horsepower engines was launched in May this year by Princess Michael of Kent. She described the project as "exciting and pioneering."

The powerboat, with a top speed of more than



Though they underwent a series of sea trials off the South Coast, hopes were high that it might clip up to 15 hours off the existing Blue Riband record of three days, 10 hours and 40 minutes.

Challenger was to have negotiated the 2,000-mile route using three refuelling tankers and assisted by an RAF Nimrod during the final stage. But bad weather and an unexpected number of potentially hazardous encounters held up the record attempt for several weeks.

Challenger finally turned out of New York harbour on Monday. Mr Powell, Branson, captain of the American Merchant Maritime Museum which sponsors the Blue Riband trophy, said he would return to Bristol over. "This trophy is meant for ocean liners not toy boats," he said.

● The lifeboats and liferafts used by the crew when they abandoned the vessel were made at Dublin, Limerick, by Avon Industries. Company spokesman Mr Gordon Morris said last night: "Our firm supplied Challenger with six eight-man inflatable equipped in a canister at the back of the vessel, and a six-man inflatable at the bow."

ABOVE: A view from a crew member as the Atlantic record challenge got under way.

RIGHT: The bow of the Virgin Atlantic Challenger is all that is visible after last night's accident.





For those in peril... A DAY WITH THE ROYAL AIR FORCE SEARCH AND RESCUE SERVICE

written by David Harwood

I expect many of you have seen pictures on television, or have read reports in newspapers, of RAF helicopters going on difficult and dangerous missions. They go to rescue people at sea, along the coast or at a hazardous or inaccessible place on land. The crews often risk their own lives in the service of others. There

The present Royal Air Force Search and Rescue (SAR) Wing was formed at RAF Finningley, South Yorkshire, on 1 September 1976. The Wing consists of two operational helicopter squadrons, an SAR Training Unit, a Sea King Training Unit and an Engineering Squadron.

The operational squadrons carry out their SAR tasks from nine detachments around the United Kingdom mainland, providing cover for the whole of the British coastline and large areas of the surrounding seas. There is also a detachment in the Falkland Islands. The green circles indicate the areas covered by the detachments of No. 22 Squadron operating Wessex SAR helicopters, and the red circles indicate the areas covered by the detachments of No. 202 Squadron operating SAR Sea Kings.



photographs by David Bassett
Station Photographer, RAF Brawdy

are many stories of their courage, skill and determination. But how does the Royal Air Force Search and Rescue (SAR) Service operate? What machines do they fly? What equipment do they carry? THE CUB SCOUT ANNUAL decided to find out.

We wrote to Flight Lieutenant Norman Rough, the Officer-in-charge of 'B' Flight, 202 Squadron at RAF Brawdy in Dyfed, South Wales, and asked if a few Cub Scouts could spend the day at the Search and Rescue detachment there. His reply was immediate and enthusiastic: "Of course!" Next we needed three Cub Scouts to represent you, the readers of the Annual. As the 1st Roch is an Air Scout Group attached to RAF Brawdy, we asked Mrs. Margaret Pritchard, the Cub Scout Leader, to select three boys from her Pack. And that's how David Bishopp (Sixer of the Yellow Six), Steven James (Sixer of the Green Six) and Michael Smith (also of the Green Six) went to RAF Brawdy one fine June day.

We were welcomed by Fl. Lt. Rough who introduced us to Warrant Officer Ted Little, W/O Little is a winch and radar operator in one of the SAR crews and he was to be our guide for the day. In less than no time the boys were asking questions and finding out all sorts of information about the work of the Search and Rescue Service...

This is No. 202 Squadron's Badge. The motto *semper vigilare* means 'always watchful'. The bird is a mallard. No. 202 Squadron's association with the mallard goes back many years to the time when it had flying boats, which are aircraft which can take off and land on water. The mallard is painted on all 202 Squadron's helicopters.



the rear of the aircraft, and the boys some of the King carries, including a green flare and a red flare. We can also which give off orange as the wind direction, I more equipment later the winch now as this going on a training flight



Two views of the Operations Room. (left) W/O Little explaining that, on this map, the red areas mean 'danger' (for example firing ranges, power stations, etc.) and the mauve areas show where there are airfields, helicopter landing pads and places where there could be hang gliders. There are many more maps and charts stored on shelves underneath the desk. (right) This chart shows a Sea King's range from RAF Brawdy and the location of gas and oil rigs at which a helicopter could re-fuel.



The Communications console in the Operations Room has four radios, two telephones and a receiver for picking up aircraft distress signals. Here W/O Little is talking to the Rescue Co-ordination Centre in Plymouth.

and then the Cubs listened in!



When the three Cubs went into the Operations Room they looked at the many maps, charts and schedules which were mounted on the walls.

An efficient communications network is also vital to the work of Search and Rescue. The SAR Operations Room at Brawdy can maintain radio contact with HM Coastguard, the Brawdy Air Traffic Control and aircraft in the air. There are also two telephones: one 'ordinary' line, and one which provides a direct link with the Rescue Co-ordination Centre in Plymouth.

The Cubs were nearing the end of their exciting and eventful day. It was time for them to leave. They all felt that they had a much better idea of what is involved in providing this emergency service which is ready, willing and able to go into action at any time.

ACKNOWLEDGEMENTS

THE CUB SCOUT ANNUAL gratefully acknowledges the help of RAF Brawdy, and in particular the personnel of 'B' Flight, 202 Squadron, without whose co-operation this feature would not have been possible.

Night and day, all year round, the RAF Search and Rescue Service is 'Semper Vig'



rise from this position at night, there is a way of instrument navigation to its position and communications. A Sea King has a FCS (FCS) which allows both in foul weather and in use, the aircraft by the cabin door



FLY. BOB WIMP



ROGER WHITEHEAD



FLY. CREECH &
MALM. GRIFFITHS



"WHO ORDERED 240 DOZEN
EGGS"



"THIS IS HOW TO DO A
RADAR HOMING."

FLY. CASE TO
MALM. GRIFFITHS



"I MAKE IT ONE EGG
SHORT, BOB !!!"

1882 1882

ANY THOUGHTS OR IS YOUR MIND BLANK?



N RRRRRH
ZZZZZZZZ

The fly catching MOD
YOUNG, SLIM, SILFLIKE.....AND WHAT??
NO ITS NOT A 'HUEY' MARK. ITS A LYNX
No I don't want an Indian take away!!!
has suit costume?
DON'T TALK TO ME ABOUT NIGHT FLYING!!
I'm just ready till someone asks if I mind taking PAX.
OH NO SKIPPER! A KNOB CAPTION!
EVER EAGER CLIP RAZOR SHARP CREEP THRUST SKYWARD
TO DELIVER 1/2 CUP OF SUGAR TO SKOMOR
MAN-DOG'S MARAUDERS RECEIVING A TOLLY GOOD BRIEF FROM THEIR
ILLUSTRIOUS LEADER. (BDDY HERE)

Squad Leader officer



"I'm posted!"

CAPTION COMPETITION



AND THEY PEEK THEM WITH THEIR KNIVES - HA, HA, HEH, HEH.
TAKE ME TO YOUR LEADER.
"AND JUST AFTER WE HAD REACHED THE TOP OF MOUNT KENT
AT NIGHT, IN THE BLIZZARD, WE SIGHTED THE LOST CAT
AND MINUTED IT ABOARD."

The new helmet mounted all nighting all during Canon T70
discovered by Newhard TRUB
"I f----- know but as soon as the people take I
can remove the f----- bandages" (QUOTE SELF FURTER)

"GO FOR IT"



FLY. GEAR

FLY. BURT

SOI. TAIT.

AOC's

1985



AOC TALKING TO FLT. GILLOW



ESCORTED BY:- FLT. ROUGH and B' FLT.

WITH FLT. WALLIS

Sqn LDR COCKSEDGE O.C. 202 Sqn.

Wg Cdr KENNEDY O.C. SAR Wing



WITH FLT. CASS



WITH F/S EKBERG

BAE2
↓



TALKING TO CPL. GRIFFITHS.



TALKING TO CPL. PENN.



Sgt. HARVEY

FLTS. ROUGH SHOWING THE WAY.



TALKING TO CPL. FORD



GIVING THE CHAPS THE "GEN."



T/S EKBERG RECEIVING
AOC' - IN - C'S COMMENDATION
FROM STATION COMMANDER.



WINNER OF BRAWDY AIR DAY 1985
PHOTO COMPETITION (WITH SON)
AND DUTY CREW.

WESTERN MAIL

THE NATIONAL NEWSPAPER OF WALES • PAPUR CENEDLAETHOL CYMRU

Monday, August 26, 1985

No. 36,075 20p



**CASH
ES FOR
WINNERS**

**WESTERN MAIL Super
£4,000 SCRATCH
MATCH**

Starting September 2 numbers will be published in your Western Mail. Just scratch these numbers off your Super Scratch Match Card and you win one of a host of super cash prizes. It's free and it's easy.

Yachtsman winched to safety

WELSH TRANS-ATLANTIC yachtsman Alan Armstrong was winched to safety by the RAF as treacherous seas battered his 38ft boat, only a day's sail from Swansea, at the weekend.

The yacht, Desert Falcon, stood up to everything the Atlantic could throw at her for 13 hours with 39-year-old Mr Armstrong being out water to pitch darkness.

He said afterwards that love for his wife and three children in Cardiff had driven him on when loneliness struck after hours fighting the rising water in the boat.

The sea drama struck when the lone yachtsman was 18 days out from Bournemouth, in the same area as the 1975 Fastnet race tragedy.

But after 12 hours the force nine gale had proved too much and Desert Falcon was sinking fast. Mr Armstrong abandoned ship and took to his life-raft.

A Sea King helicopter from RAF Brize Norton picked the exhausted yachtsman from the waves in time to watch his boat disappear for ever.

A woman was missing, presumed dead, yesterday after falling overboard from a yacht in the North Sea. A search by RAF helicopters and Hunter fighters was called off last night.

Meanwhile, the yacht, the 38ft Fletch, was heading for Whitby in stormy weather with gale force winds which a sea state on board.

An Essex man died last night after falling overboard from a yacht in bad weather off the Hebrides, Isle of Wight. It is believed the boat struck him. Report on Page 5.



Up, up and — safe. Yachtsman Alan Armstrong (lighter headgear) and RAF winchman Flight-sergeant Dick Crocker are hoisted up from his dinghy and into the rescue helicopter. Picture by Flight-sergeant Pete Lilly.

WEDNESDAY, September 4th, 1985

Mystery SOS signal sparks search for ship in distress

A mystery distress call picked up by shipping off the Pembrokeshire coast sparked off a major search by rescue services on Friday.

The drama began at 10.42 a.m. when the fishing vessel, Mizar, picked up a weak signal on its radio which indicated that the caller needed assistance.

The signal, transmitted on Channel 16, appeared to have come from Ramsey Sound but it was not heard by other vessels in the area or by Milford Haven Coastguard at St. Ann's Head.

Coastguards asked shipping to be on the alert but 20 minutes later the signal was repeated.

HELICOPTER
This time it was received by the coastguard at Ramsey Sound as well as by the Mizar.

Coastguards repeated their previous broadcast to shipping and also started the Search and Rescue Squadron at RAF Brize Norton.

They were asked to patrol Ramsey Sound and a stretch of coastline from St. David's Head to Boreland Head with special equip-

ment on a shore-to-shore search. After nearly an hour in the air the Sea King helicopter was requested to return to base as nothing had been found.

Five days earlier a rescue helicopter from RAF Brize Norton was called out by Milford Haven Coastguard when a trawler picked up a distress signal coming from Ramsey Sound.

Agonisingly, the search was called off with no clues found as to the source of the distress.

Five days earlier a rescue helicopter from RAF Brize Norton was called out by Milford Haven Coastguard when a trawler picked up a distress signal coming from Ramsey Sound.

Flares sighting sparks off major sea alert

Two lifeboats, a coastal tanker and a Royal Navy patrol ship were involved in a search lasting several hours on Wednesday, after what were thought to be red flares were spotted off the Pembrokeshire coast.

But for the second time in less than a week rescue services had to admit defeat.

At midday the search was called off with no clues found as to the source of the flares.

Five days earlier a rescue helicopter from RAF Brize Norton was called out by Milford Haven Coastguard when a trawler picked up a distress signal coming from Ramsey Sound.

Agonisingly, the search was called off with no clues found as to the source of the flares.

Five days earlier a rescue helicopter from RAF Brize Norton was called out by Milford Haven Coastguard when a trawler picked up a distress signal coming from Ramsey Sound.

Agonisingly, the search was called off with no clues found as to the source of the flares.

Five days earlier a rescue helicopter from RAF Brize Norton was called out by Milford Haven Coastguard when a trawler picked up a distress signal coming from Ramsey Sound.

Coastguard's open day

To celebrate World Maritime Day this month, Coastguard is the Maritime Service Centre at St. Ann's Head, Milford Haven, are holding an open day on Saturday.

Visitors will be shown round the station from 11 a.m. to 3 p.m. and will see the staff of the Coastguard in action.

Visitors will be shown round the station from 11 a.m. to 3 p.m. and will see the staff of the Coastguard in action.

Visitors will be shown round the station from 11 a.m. to 3 p.m. and will see the staff of the Coastguard in action.

Visitors will be shown round the station from 11 a.m. to 3 p.m. and will see the staff of the Coastguard in action.

MAN FLOWN TO HOSPITAL

A man who fell 20 feet from a cliff at St. Ann's Head was flown to Withybush Hospital, Bournemouth, by a helicopter from RAF Brize Norton on Thursday afternoon.

David Tynan, aged 16, of Bournemouth, was admitted to hospital with a non-fatal head injury.

Schoolboys rescued

Two children on holiday from Liverpool were rescued by a helicopter from RAF Brize Norton after being cut off by the sea at Porthcawl, north of Aberystwyth.

The Newport Coastguard Mobile Unit were also alerted to the search and found the boys and the accompanying, Thomas Smith, aged 12, who was taken to an accident to occupy the young man.

3 AM ON

Flt Lt Bart

Flt Lt Gair

Flt Lt Coss

Flt Lt Sherry

WESTERN TELEGRAPH, Wednesday, September 11th, 1985



Never seen churches doing such business on a weekday. It'll be these thanksgiving services for the children going back to school.



The winner of this year's Coastal Rescue between Darts night at R.A.F. Brandy on Friday was a team from St. David's Paragon who defeated last year's champions, the Folkestone Lifeline crew. From front to rear are: Mr. Andrew and Tony, accompanied in the treatment which raised 425 for the Imperial Cancer Relief Fund. Unfortunately, in the second year raising a team from the Western Telegraph newspaper found that the first to be eliminated from the competition. Pictured are the winning team of Len Owen, Barry Owen, Andrew Chubb, Gordon Smith and John Salter, receiving the trophy from Flight Lieutenant John Owen. (Telegraph picture)

WESTERN TELEGRAPH, Wednesday, August 28th, 1985



Sea King flight for the Boss

The Western Telegraph's managing director, Mr. Dennis Mayman, recently experienced at first hand a day in the life of one of R.A.F. Brandy's Search and Rescue helicopter crews. Mr. Mayman accompanied pilot, Flight Lieutenant Alex

Haythe, and his colleagues on a routine training flight which included a simulated ditch from the deck of the tanker, Emsa Provence.

He is pictured with the Sea King helicopter along with, from left to right, Master Air Electronics Operator Roger Whithead, Winchman Neve

Ekberg, co-pilot Flt. Lt. Tony Lane and Flt. Lt. Alex Haythe. (Picture: Senior Air-craftman Tony Boulton)

Lifeguards rescue drowning man

The Surf Lifesaving team at Whitcombe Bay were alerted last Tuesday when a boy ran to the Shoreline shouting, 'There's somebody drowning'.

Lifeguard Mark Dove ran down to the water with a 'rescue' rescue aid. Andy Middleton, who was windstrafing at the time, was able to support the man. Mr. Richard Wood (20 years a holidaymaker, who was in difficulty. Andy had earlier helped another two bathers who were being pulled along in a strong undertow.

Lifeguard Eugene Gillingham went down to the water's edge and proceeded to help Andy Middleton with the rescue, while Christine McCaffrey and Al Anderson provided a stretcher. The rescuers then pulled the man ashore where he was picked up by an R.A.F. Brandy helicopter and was accompanied by Dr. George Middleton to Withybush hospital. He was detained for 24 hours but was then discharged with no serious injuries. The swim, from Chelston, was on holiday, staying at the Whitcombe Bay Hotel.

WINNING TEAM.
ST. DAVIDS FIRE SERVICE



RESCUE SERVICES GAMES NIGHT. 1985.

IRISH ARMY AIR CORPS VISIT 1985



Sgt. MARK TATE CAPT. DAVID SEAMAN FLT. LIEUT. CAP. PAUL KEY
FLT. TONY DEAN CAPT. SIM. COOKE FLT. LIEUT. FLT. LIEUT. FLT. LIEUT.
FLT. JOHN DEAN CAPT. DAVID COOPER FLT. LIEUT. FLT. LIEUT.
MAJOR LITTLE FLT. LIEUT. FLT. LIEUT. FLT. LIEUT.
FLT. GRAHAM MATTHEWS FLT. LIEUT. FLT. LIEUT.

CANCER RESEARCH FUND.



TONY PEARCE.

FLT. JOHN DEAN

MRS. KAY MEDINA.

PROCEEDS OF GAMES NIGHT TO KAY MEDINA.

**Games
Night
boosts
charity**

The recent Rescue Services Games Night at RAF Brize Norton raised £340 for the Imperial Cancer Research Fund. The money raised at the games night was the proceeds of a raffle held during the evening. Traditionally the winners of the competition nominate a charity to which the proceeds are donated.

This year the winner, St. David's Fire Brigade, nominated the Imperial Cancer Research Fund, in memory of Master Air Lieutenant Ian Medina, Jan was a member of 202 Squadron at RAF Brize Norton until he died of Cancer in 1983.

The organisers of the evening thank all the local businesses which donated raffle prizes and all those who bought tickets.

• Mrs. Kay Medina is pleased to be presented with a cheque for £340 payable to Imperial Cancer Research, by Mr. Tony Pearce, St. David's Fire Brigade, and Flt. Lt. John Dean, 202 Squadron.

(Picture: RAF Brize Norton)

Cardigan & Tivy-Side Advertiser

SERVING THE COMMUNITY FOR 119 YEARS

Registered at the GPO as a Newspaper

FRIDAY, NOVEMBER 8th, 1985

Telephone (0123) 613012 / 613013

MISSILE BARGE IS SAVED AFTER CLOSE ENCOUNTER

by J. ACKERMAN-MARTIN

Villagers at Aberporth could be forgiven for thinking they were experiencing a Close Encounter of the Third Kind on Tuesday evening as an RAE missile launching barge edged ominously towards them after breaking its moorings.

The 12,000 tonne barge 'The Longbow' stationed 10 miles south of Cardigan Island and some seven miles off Aberporth broke free at about midnight in high winds and rough seas.

A search-and-rescue helicopter from RAF Brandy arrived 12 British Aerospace engineers from the vessel rescued on Tuesday afternoon and took them ashore while a crew of eight remained on board in an attempt to hold it in position, towed-a-bail while off the coast.

But the barge and while pulled barge with its myriad of searchlights, later began to drift towards Aberporth, driven ashore by the strong winds.

And, as darkness fell, the giant craft, the length of a rugby field, took on the spectre of some giant spacecraft sailing slowly towards the village from the sea before reaching a point just a few hundred yards offshore at about 6.30 p.m.

SHELTER

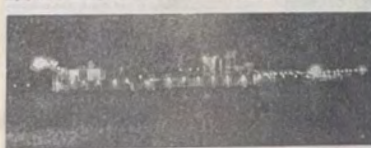
At this stage, a trailing anchor failed up on some ground tackle from a mooring off the RAE missile station and consequently the vessel was kept off the rocks.

"You could tell it was not of God," British aerospace spokesman Mr. Alan Thompson admitted "but the master and crew shared superb expertise in manoeuvring the 'Longbow' to safety under the lee of the cliffs at Aberporth."

Once in comparative safety, the barge was able to shelter from the wind and await the arrival of the 'Broomie Gully' a Liverpool tug, which took her back to Pembroke Dock on Wednesday afternoon. Attached to the Royal Aircraft Establishment, the 'Longbow' took up station off the Aberporth range in July last.



Despite assurances that there were no missiles aboard a number of residents of Aberporth badly prepared for Sunday Night were startled by the sight of the barge drifting over as the barge moved closer by the minute on Tuesday afternoon.



At darkness fell, the vessel took on the spectre of a giant spacecraft, reminiscent of the film 'Close Encounters of the Third Kind'.

Crew
Capt. P. L. Durt
Co-Pilot P. L. T. Antia
Winch Op. M. K. Little
Winchman Sgt. Tait

and on first of two sorties

Sgt. Hunter

THE COUNTY ECHO Tuesday, 12th November 1985

Lucky anchor saves £2m barge in force nine drama

by MARY KEMP

In a bid to try to stop a 12,000 tonne missile barge from crashing into Aberporth on Tuesday, four attempts from RAF Brandy failed to save the barge from its fate.

12 miles had to be sailed and then two new anchors dropped into the sea to hold the barge in position.

The barge 'Longbow' stationed 10 miles south of Aberporth broke out of her moorings at about midnight and started to drift in the high winds and rough sea. The search and rescue helicopter from RAF Brandy arrived 12 British Aerospace engineers from the vessel rescued on Tuesday afternoon and took them ashore while a crew of eight remained on board in an attempt to hold it in position, towed-a-bail while off the coast.

By this time the 'Longbow' was ten and a half miles from the coast. A search and rescue helicopter said that he was glad he was not one of the men left on board. The Sea King would be ready to rescue if the barge hit the coast.

In the early evening the helicopter picked up anchors from Pembroke Dock which were dropped underneath the barge. The deck was cleared as the barge moved closer to the coast.

The helicopter returned to base at about 7.30 only to be called out again half an hour later to assist at Aberporth. A search and rescue helicopter was sent to the barge.

"The Longbow" was now just a few hundred feet from the shore. At one point it was believed that the crew had thrown a small crane overboard to try and keep her off the rocks. However, crew members were given the order to fly home.

Meanwhile, the crew of the barge 'The Longbow' herself and thousands of pounds of electronic equipment were saved when a trailing anchor caught up on some ground tackle and the barge was kept off the rocks.

The following day 'The Longbow' was taken back to Pembroke Dock by a tug from Liverpool.



RAF Brandy: The barge Longbow off Aberporth on Tuesday

(Photo: RAF Brandy)

WESTERN MAIL, THURSDAY, NOVEMBER 7, 1985 13



● The 12,000-ton barge Longbow safely anchored off the beach of Aberporth yesterday after she had drifted close to the shore

Sea battle to save giant barge

GALES AND a strong swell hampered the desperate helicopter rescue attempt to save a giant barge drifting in Cardigan Bay last night.

With operator - Warrant Officer Ted Little described the tricky operation that eventually saved the 12,000-tonne missile testing-barge Longbow, which was heading towards the shore.

He said, "Our job was to drop two new anchors, which we picked up at Aberporth, onto the deck so the vessel could be brought to a standstill."

"The load weighed about a ton and when we arrived at the Longbow it was nightfall."

"There was a Climpch wind and a

Western Mail Reporter

strong swell with waves around 15 to 20 feet high.

"The deck was only about 20 feet wide, but well lit. On our first attempt we could get positioned correctly so we came in again about about 160 feet and managed to safely land the net containing the anchors. It was quite a tricky operation."

On Tuesday, the RAF Brandy helicopter piloted by Flight Lieutenant Clifford Bart had taken off 13 non-essential crew and put three more specialists aboard.

The Longbow, attached to the Royal Aircraft Establishment, Aberporth, is

the biggest missile-testing platform in the bay.

It is normally stationed five miles off the coast but began moving at around noon on Tuesday when it broke one of its anchors and dragged the other.

When the new anchors were put in place the massive barge, which is not believed to be carrying any missiles, came to rest a few hundred yards off the coast at Porthyrn Beach, Aberporth.

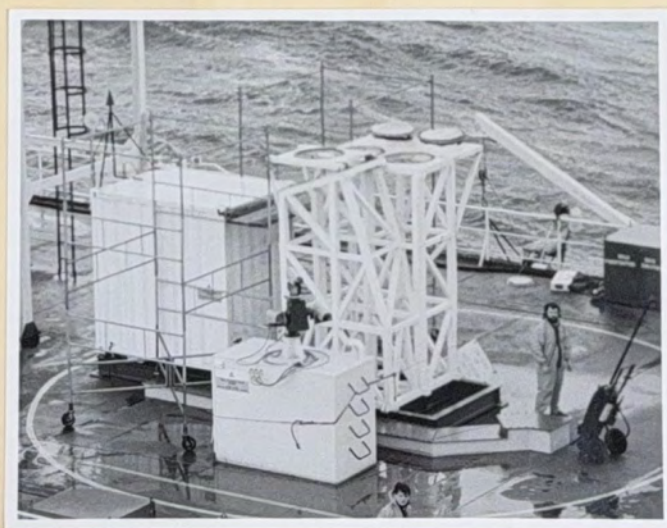
Last night strong west-south-westerly winds slowed the progress of the vessel as it was towed to safety.

It was being towed the 50 miles to the dockyard by a Cery tug, the Bracken Gull from Liverpool.

According to coastguards, progress was painfully slow and the vessel was not due at Pembroke until late last night.



"LONGBOW" IN TROUBLE

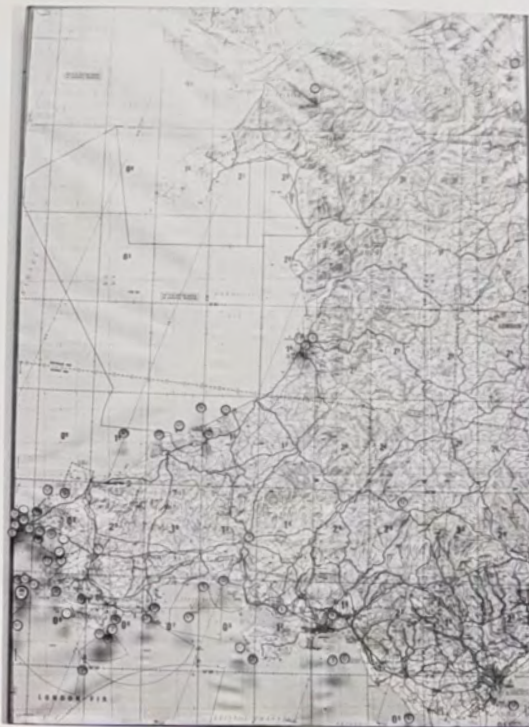


SEARCH AND RESCUE

DATE	DESCRIPTION	STATUS
1 MAY	1 MAN IN BOAT ON RIVER	1
2 MAY	1 MAN IN BOAT ON RIVER	1
3 MAY	1 MAN IN BOAT ON RIVER	1
4 MAY	1 MAN IN BOAT ON RIVER	1
5 MAY	1 MAN IN BOAT ON RIVER	1
6 MAY	1 MAN IN BOAT ON RIVER	1
7 MAY	1 MAN IN BOAT ON RIVER	1
8 MAY	1 MAN IN BOAT ON RIVER	1
9 MAY	1 MAN IN BOAT ON RIVER	1
10 MAY	1 MAN IN BOAT ON RIVER	1
11 MAY	1 MAN IN BOAT ON RIVER	1
12 MAY	1 MAN IN BOAT ON RIVER	1
13 MAY	1 MAN IN BOAT ON RIVER	1
14 MAY	1 MAN IN BOAT ON RIVER	1
15 MAY	1 MAN IN BOAT ON RIVER	1
16 MAY	1 MAN IN BOAT ON RIVER	1
17 MAY	1 MAN IN BOAT ON RIVER	1
18 MAY	1 MAN IN BOAT ON RIVER	1
19 MAY	1 MAN IN BOAT ON RIVER	1
20 MAY	1 MAN IN BOAT ON RIVER	1
21 MAY	1 MAN IN BOAT ON RIVER	1
22 MAY	1 MAN IN BOAT ON RIVER	1
23 MAY	1 MAN IN BOAT ON RIVER	1
24 MAY	1 MAN IN BOAT ON RIVER	1
25 MAY	1 MAN IN BOAT ON RIVER	1
26 MAY	1 MAN IN BOAT ON RIVER	1
27 MAY	1 MAN IN BOAT ON RIVER	1
28 MAY	1 MAN IN BOAT ON RIVER	1
29 MAY	1 MAN IN BOAT ON RIVER	1
30 MAY	1 MAN IN BOAT ON RIVER	1

1985 THE JOBS

DATE	DESCRIPTION	STATUS
1 MAY	1 MAN IN BOAT ON RIVER	1
2 MAY	1 MAN IN BOAT ON RIVER	1
3 MAY	1 MAN IN BOAT ON RIVER	1
4 MAY	1 MAN IN BOAT ON RIVER	1
5 MAY	1 MAN IN BOAT ON RIVER	1
6 MAY	1 MAN IN BOAT ON RIVER	1
7 MAY	1 MAN IN BOAT ON RIVER	1
8 MAY	1 MAN IN BOAT ON RIVER	1
9 MAY	1 MAN IN BOAT ON RIVER	1
10 MAY	1 MAN IN BOAT ON RIVER	1
11 MAY	1 MAN IN BOAT ON RIVER	1
12 MAY	1 MAN IN BOAT ON RIVER	1
13 MAY	1 MAN IN BOAT ON RIVER	1
14 MAY	1 MAN IN BOAT ON RIVER	1
15 MAY	1 MAN IN BOAT ON RIVER	1
16 MAY	1 MAN IN BOAT ON RIVER	1
17 MAY	1 MAN IN BOAT ON RIVER	1
18 MAY	1 MAN IN BOAT ON RIVER	1
19 MAY	1 MAN IN BOAT ON RIVER	1
20 MAY	1 MAN IN BOAT ON RIVER	1
21 MAY	1 MAN IN BOAT ON RIVER	1
22 MAY	1 MAN IN BOAT ON RIVER	1
23 MAY	1 MAN IN BOAT ON RIVER	1
24 MAY	1 MAN IN BOAT ON RIVER	1
25 MAY	1 MAN IN BOAT ON RIVER	1
26 MAY	1 MAN IN BOAT ON RIVER	1
27 MAY	1 MAN IN BOAT ON RIVER	1
28 MAY	1 MAN IN BOAT ON RIVER	1
29 MAY	1 MAN IN BOAT ON RIVER	1
30 MAY	1 MAN IN BOAT ON RIVER	1



3821

CAPTION COMPETITION



.....AND HERE WE ARE, INSIDE THE BIGGEST VIBRATOR IN THE WORLD!!

STEADY

....I CAN SEE CLEARLY NOW....!

Why isn't the 'P' Tube Behind the Thermal Sensor?

I think TC is a bit cross.

It's OK for him to smile when you let fail the hoist again!

"Christ! This vibration plays havoc with yer pipes & false teeth".

CAPTION COMPETITION

(REMEMBER IT'S YOUR ASSIGNMENT TIME)



PLEASE LOOK AFTER THIS BEAR
WHY DO THEY CALL YOU PADDINGTON?

"YES SIR, I HAVE SPOKEN TO ANITA ABOUT HIS
SCUFFY APPEARANCE AT WORK" FOR.

"CAN YOU CONFIRM MY PLACE ON THE WINTER SURVIVAL
CONSIST NEXT WEEK?"

"No I did not order 50 lorry loads of marmalade
sandwiches from British Rail."

"WELL PADDINGTON, IT SEEMS YOUR CAREER HAS REACHED
A TERMINUS"

"...ABOUT THIS LIGHTWEIGHT ARCTIC CAMOUFLAGE KIT....."

1986

16 Jan 86

Recovered fisherman with broken leg
from P.V. 'Storm Child' Jones, South
of St. Anne Head to Withybush

Crew

Capt. Flt Lt Gear
Flt Lt Dean
Flt Lt Cass
Sgt. Tait

With Flt Lt Reid
Flt Lt Scott
Wingy Brooks



24 Jan 86

Sailor with head injuries taken off
M.V. 'Lilbright Pioneer' and landed
at Cork.

Crew

Capt. Flt Lt Gear
Flt Lt Dean
Flt Lt Cass
Sgt. Tait

With Flt Lt Shand (3-4)
2/2 Valmwright

**Helicopter's
long haul**

A Sea King helicopter from 840
Squadron flew 30 miles from the base of
Cork to rescue a crewman on a small
sloop from a coast to Cork Hospital.
The sloop had taken on board the
Navy's head round through
Pioneer and suffered head injury.



27 Jan 86

Crewman with chest pains taken off
S.W.A. in Position 5117N 00600W to
Withybush.

Crew

Capt. Flt Lt Burt
Flt Lt Lottis
Wingy Little
Sgt. Dodsworth

With Flt Lt Shand (3-4)
Sgt. Phoenix

2 Feb 86

4 RAF men missing in Brecon Beacons.
Found and airlifted to Warminster Hospital

Crew

Capt. Flt Lt Dean
Flt Lt Gear
Wingy Little
Sgt. Hunter



9 Feb 86

First light search was called for, due to missing Nation Park Chief. After 30 mins a body was recovered and delivered to the police base.

TREW

Capt. Flt Lt Leach
Flt Lt Antia
WADC Williams
WALK Griffiths
With J/T Doss

National park chief found dead on mountain

By ROGER DOBSON

BRECON BEACONS National Park chief Mr John Bradley was found dead at the top of a 2,800ft mountain range yesterday.

The body of Mr Bradley, one of Britain's most respected national park planners, was found by a helicopter rescue team after an overnight search in the Talgarth area.

Police said Mr Bradley, an experienced hill-walker and former mountain-rescue team member, may have frozen to death in temperatures which dropped to minus 15 degrees during the night.

ROOTS

But mountain rescue members and colleagues said they believed Mr Bradley, aged 52, would have been first affected by a snowstorm or other disability while out walking.

Mr Bradley left his home at Abercromby on Saturday for a hill walk in the Talgarth area, well known among local hill walkers as the Brecon route.

He was well equipped with boots, leggings, and windproof overcoat. The storm was raised when he failed to return.

Mountain rescue teams and police joined in the search in the area between Talgarth and Crundale. His car was found at Pengedford during the night and a helicopter team from RAF Plymouth joined the search at first light.

Mr Bradley's body was found within an hour of the helicopter arriving.

A police spokesman said a post mortem examination would be carried out today and that it was believed Mr Bradley had frozen to death.

Mr Bradley and his wife, Jenny, have two children. Mrs Bradley said yesterday her husband was a very good, well-experienced mountaineer.

A friend and colleague, Mr Eric Bartlett, of the National Trust in Wales, said: "He was an experienced hill-walker. I think it premature to say he froze to death. I think it fairly likely that he had a coronary or a haemorrhage or something like that. "It is a sad loss to us all."

The National Parks Association said: "He was one of the best and he died in the mountains he loved and looked after. He will be sadly missed."

14 Feb 86

Local Wildlife. Man recovered from Gally Island due to vomiting and stomach pains. Taken to Villybush.

TREW

Capt. Flt Lt Gear
Flt Lt Leach
WADC Williams
Sgt. Tait
Doc. Middleton

21 Feb 86

Scrambled to Cliff Valley Post of Pandina. Recovered 16 yr. old to Beach 20.6.

TREW

Capt. Flt Lt Bart
Flt Lt Dean
Flt Lt Dean
First Job First Job
Sgt. Dolworth
First Job First Job

Rescuers battered in beach vigil

The Ministry of Defence police were battered by rough seas in a beach vigil for a missing man. The last, Spencer looking from Beach, he was taken by ambulance to Cheltenham Hospital, Cheltenham.

The two police officers, who had been ordered to the site for over an hour during their vigil, were then able to be taken back to Pandina by the rescue craft, crewed by Establishment, reconnaissance Blue Ward and Talgarth.

"He had to wait through the sea to reach the casualty, and during the time the rescue attempts were being made, we were submerged by the waves a couple of times," Sergeant Alderson said on Monday.

1 Feb 86

Hunter/Killer Jobs required our assistance position 4975 10V. Two casualties taken off H.M.S. Orpheus and taken to Plymouth.

TREW

Cap. Flt Lt Mathews
Flt Lt Radford
P/T Lilly
Sgt Hunter
WADC Brooks
Flt Lt Scott(Doc)



CAPTION COMPETITION



AND HERE WE SEE MANS EVOLUTION FROM THE GREAT 'SOW'
OF LIFE IN THE OCEAN TO PRIMITIVE HOMUS ERECTUS,

"HAVING A WONDERFUL TIME WISH YOU WERE HERE"

"I'm afraid my family has a history of being over-weight"

"All that meat but not a lentil in sight!"

OK OLAW, you can come out ~~now~~ NOW

Late Item

A Double Header

21 Dec 85.

Shortly after taking over shift, crew
called to recover injured Spanish seaman
from F.V. Euseo Quintanero in Post. 5134N
01033W. Recovered to Shannon

Held at Shannon (see below)

Crew

Capt. Fl Lt Burt
Fl Lt Redfern
MAOp. Williams
Sgt. Tait
Doc. Middleton
Cpl. Ling



Following night stop Shannon

Crew called to recover one injured seaman
from M.V. Amaco Baltimore in Post. 5303N
01122W. Casualty taken to Limerick Hospital.