



'Observe & Report'

Quarterly Magazine of Sky Watch Civil Air Patrol

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Autumn 2013

Providing Air Search and Air Observation to Save Lives



**In This Issue: Emergency Services Show
LAA Rally
Tribute to Ken Wallis
Unit News**



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'Observe & Report'

Official Journal of Sky Watch Civil Air Patrol

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Articles, Photographs, and Letters to the Editor are most welcome from Civil Air Patrol Units and members, the Emergency Services and other professional and voluntary agencies having a civil protection role.

Deadline: for the Winter 2013/14 issue is Saturday 18 January 2014.

Editorial Address: 4, Whitehorse Close, Worcester WR2 4EB

Email: grahamwhitehead@ukcivilairpatrol.co.uk

Cover Picture: An ICP Savannah of the Dorchester County Sheriff's Department, Maryland USA.

From the Chairman

Dear Members,

There can be little doubt that, weather wise, we've enjoyed one of the best summers for a long time and I do hope that those members who have their own aircraft have been able to take full advantage and that those other members who just like to be involved in aviation have been able to get to some of the many air shows. Both Aero Expo and the LAA Rally were bathed in sunshine and both attracted the crowds, as well as those that flew into these events from all corners of the UK.



Sadly, there was one event that caused some pain. The UK has lost one of its great aviation pioneers, Wg Cdr Ken Wallis, of autogyro fame, passed away on the 1 September. Ken was a former President of the Civil Air Patrol in the UK and the CAP now has what is believed to be the largest autogyro fleet worldwide with 4 in Scotland, 2 in Cumbria and one in East Anglia. These remarkable aircraft, which

fly in a permanent state of autorotation, have proved to be excellent aerial observation platforms. They can fly very slowly and the view of the ground is free from any obstructions. These aircraft have also become popular with some of the smaller police departments in the USA. Elsewhere in the magazine you will find a tribute to Ken Wallis from a senior member of the US Department of Justice (DoJ) and there are pictures of the RotorSport



*Wing Commander K H Wallis MBE
CEng FRAeS FSETP RAF (Ret'd)*

MT-03 which is flown by the Tomball City Police Department, in Texas, on the back cover. The US DoJ also provides the smaller police departments with light aircraft,

some of them the same types as are flown by the CAP in the UK. The front cover shows an ICP Savannah which belongs to the Dorchester County (Maryland) Sheriff's Department. It may come as a surprise to learn that the US Department of Justice uses very light aircraft (VLA) for air observation, the same types of aircraft that are flown by our Civil Air Patrol, whilst, in the UK, the police have only multi-million pound aircraft, mostly helicopters, without any additional, low-cost, air assets for simple observation flights.

With regard to the police in the UK we are still no further forward with a working relationship which will permit the police to use our large fleet of aircraft to supplement their small number of aircraft, mostly helicopters. For example, in Scotland there is only one police helicopter, based in Glasgow, and 25 aircraft belonging to the CAP. The CAP aircraft, all of them in private ownership, can be used for air observation during daylight hours; searching for missing persons for example. However, Police Scotland, formed on 1 April 2013, insists that 'aircraft in the service of the police' require an air operator's certificate (AOC). As we know, aircraft in the 'private category' do not require an AOC and to suggest that any of our aircraft are in the service of the police is a gross misrepresentation of Article 13 of the Air Navigation Order which requires a police aircraft, which is in the 'public transport category', to have either an AOC or a Police Air Operators Certificate. To suggest that our aircraft are in the service of the police, or any other organization, is the same as suggesting that the lifeboats of the Royal National Lifeboat Institution are in the service of Her Majesty's Coastguard which, as we know, is certainly not the case.

I must emphasise that the current problem, lack of engagement with the police, is not our problem but a problem that belongs to the police. For reasons that have yet to be explained they, the police, are using legislation that was enacted to regulate police air support units to distance themselves from our part of the voluntary sector. Please note that the Civil Air Patrol is listed as a supporting service in the 'Search and Rescue Framework for the United Kingdom of Great Britain and Northern Ireland'. Also, we are listed in documents relating the 'Civil Contingencies Act' and we are a member of the 'Voluntary Sector Civil Protection Forum'. This Forum is sponsored by the Civil Contingencies Secretariat at the Cabinet Office. At the working level we have good relations with the HM Coastguard, with the Fire and Rescue Service, with local government Local Resilience Forums and with other organizations within the voluntary sector. I encourage all of the operational units to develop these relationships and to remember that no one organization has a monopoly on search and rescue. If you believe that a local incident will benefit from an air observation flight, and if the weather conditions are favourable, then the unit chief pilot, or his deputy, should inform the RAF Aeronautical Rescue Coordination Centre of their intentions and launch a search aircraft. If you believe that a local police aircraft may be involved in the same operation then inform the police as

well, either by calling the control room using the non-emergency number, or call the police air support unit direct to arrange in flight co-ordination.

On a much happier note it gave me great pleasure to make the first award of the 'President's Tankard' to our Membership Secretary, Bryan Harper. Bryan was the seventh person to join the Civil Air Patrol; our very own 007! The 'Presidents Tankard' is a crystal mug with the Sky Watch Civil Air Patrol badge on one side and the words, with recipients name, 'For Meritorious Service' on the reverse. The 'President's Tankard' is also awarded to General Secretary, Graham Whitehead and Treasurer, Francis De Beer and they will be presented to them at a later date.



Blue skies!

Yours sincerely,

Tony Cowan

Chairman

LAA Rally; Annual General Meeting

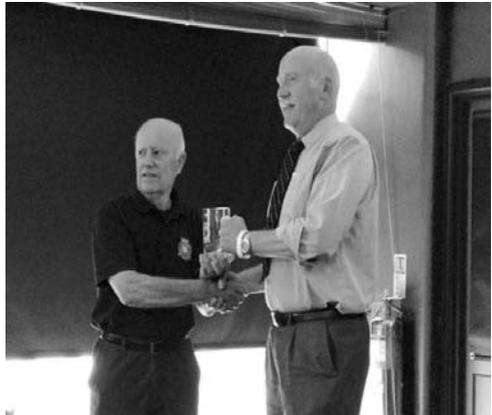
As in previous years the Civil Air Patrol had an exhibition stand at this year's Light Aircraft Association (LAA) Rally which took place in very good weather on the last weekend of August at Sywell aerodrome. Also, as in previous years, the Civil Air Patrol AGM took place the same weekend, at Sywell, in the Aviator Hotel.

Full details of the AGM will, in due course, be published in the Minutes of the meeting but I'm pleased to say that the current membership subscription of £15 per annum will remain unchanged for a further year. However, it must be stressed that this is a minimum amount and those members who believe that they can pay a little bit more are encouraged to do so. Moreover, in the future all membership subscriptions must be paid by standing order to reduce the administrative burden for the membership secretary.

One thing that caught my attention at the AGM is the support that the Civil Air Patrol receives from other sectors of the aviation community. This year the Civil Air Patrol has been invited to exhibit at several high profile aviation events, usually at no cost the charity. As well as the 'Light Aircraft Association Rally' these included 'SAR – Europe' which took place in Portsmouth, 'Aero Expo' also

at Sywell and the 'Emergency Services Show' at the NEC, Birmingham. Other events include the two RAF airshows at RAF Waddington and RAF Leuchars and numerous local events some of which have been organized by local government resilience forums. On most occasions the CAP members who have attended these events have done so at no cost to the charity and have paid for their own travel and accommodation. These hidden donations allow us to keep our membership subscription, for the moment, to such a small amount although as administrative costs go up with inflation we may have to consider an increase in future years.

The 'President's Tankard', a new award that recognises meritorious service was presented to one of the CAP's longest serving members, Bryan Harper. Bryan who was the seventh person to join in 2000 is the current membership secretary, regional coordinator for the South West and the honorary radio officer. Bryan is a very worthy recipient.



The Civil Air Patrol stand at the Light Aircraft Association Rally, Sywell Aerodrome



U.S. Department of Justice

Office of Justice Programs

National Institute of Justice

Washington, D.C. 20531

September 15, 2013

Ms. Vicky Wallis
c/o Reymerton Hall
DEREHAM
Norfolk
United Kingdom
NR9 4QY

RE: Wing Commander Kenneth H. Wallis

Ms. Wallis:

I wanted to take this opportunity on behalf of the United States Department of Justice to offer our condolences on the passing of your father. I am sure you aware of your father's work in the use of Gyroplanes for, "reconnaissance, research & development, surveillance and military purposes" in the United Kingdom, but I don't know if you know of the far reaching impact of his work.

In the United States we have almost 19,000 independent law enforcement agencies at the City, County, State and Federal levels of Government. Most of these agencies are small (less than 15 officers) and patrol large rural areas. Aerial assets such as a helicopter provide for support to the law enforcement mission by providing enhanced situational awareness and the ability to patrol vast areas. Unfortunately, the cost of purchasing and operating traditional aviation assets is beyond the means of most law enforcement agencies in the U.S.

Your father's work with Gyroplanes allowed us to introduce this unique and cost-effective aerial asset to support law enforcement here in the U.S. The initial results from fielding these aircraft in support of the law enforcement mission have vastly exceeded our expectations. The ability to do reconnaissance and surveillance (some of your father's goals...) at a fraction of the cost of operating traditional law enforcement aviation assets has made the Gyroplane the future of law enforcement and public safety aviation.

Please accept this letter as sincere condolences on the loss of your father and admiration for his work and the way he lived his life!

Very Respectfully,

Michael K. O'Shea
Senior Law Enforcement Program Manager
Office of Science and Technology
Operational Technologies Division
810 Seventh St., N.W.
Washington, DC 20531
Ph (202) 305-7954
E-Mail: michael.oshea@usdoj.gov

CAP at the Emergency Services Show

The annual Emergency Services Show (ESS) has become a 'must do' event for the Civil Air Patrol as it gives us the opportunity to meet with other members of the voluntary sector as well as the regular emergency services, although this year the police were noticeable by their absence.

This year the ESS, which seems to be bigger every year, was at a new venue after moving from Stoneleigh Park, near Coventry to the National Exhibition Centre at Birmingham. This is an excellent venue with plenty of space in the exhibition halls and in the car parks. Also, its right next door to Birmingham Airport with excellent motorway and rail links, and there's no shortage of hotel accommodation if you book early.



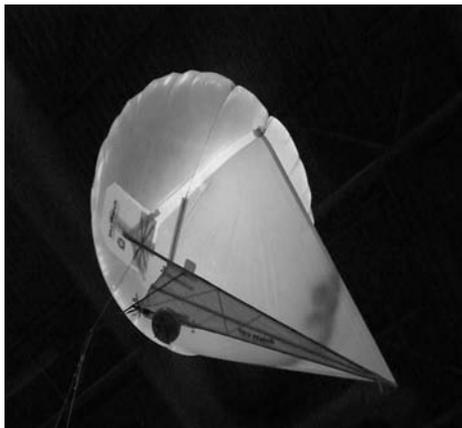
Civil Air Patrol stand at Emergency Services Show

The Civil Air Patrol was located in what is termed the 'Emergency Services Zone' where we had a stand next the Royal National Life boat Institution and almost opposite Her Majesty's Coastguard. In the same zone there was the Mountain Rescue England and Wales, The Search and Rescue Dog Association, the Royal Air Force Mountain Rescue Service, Lowland Rescue (ALSAR), the

Maritime Volunteer Service and the National Coastwatch Institution. However, this is only a very small part of a very big exhibition that includes fire engines, patrol cars, lighting systems, radios, specialist clothing and a host of other articles and other equipment with an emergency services connection. Vehicles and equipment that's too large to go inside the exhibition halls is located outside in an outdoor arena.

Our 'experts' who were on hand to meet the public and other members of the voluntary sector and members of the emergency services included Peter Macintosh who came down from Scotland and Paul Trimble from Northern

Ireland. Paul used the ESS as an opportunity to test his deployment plan should there be a requirement for the deployment of his drones in response to an incident in mainland UK. These drones, also called unmanned aerial systems, with their onboard camera systems would be extremely useful in the event of an industrial accident, at an oil refinery or a chemical works for example, where the air is contaminated with noxious fumes. The deployment plan includes a 4x4 vehicle and a priority crossing of the Irish Sea with Stena Seaways. On this occasion the deployment took 8 hours.



The Aerostat blimp above the ESS exhibition at the NEC.

The Sky Watch drones at the ESS included a system based on a large radio controlled model aircraft and an Aerostat blimp. The blimp would be particularly useful if there were a requirement for what is described as 'persistent observation'. For example, where there is a danger of serious flooding and danger area requires continuous monitoring until the flood waters subside. During the time at the NEC the blimp was deployed above the exhibition and broadcast quality pictures were relayed to the ground station on the CAP exhibition stand.

Unit News

Cambridgeshire CAP

Our initial membership drive for the unit based at Conington (EGSF) earlier in the year resulted in 12 members, 10 of which are pilots with two observers (one low hour pilot and one student pilot).

In addition to the logical concept of asking our pilots to fly on training/search familiarisation flights we have taken a new look at crewing. Rather than try to base our operations on pre-arranged, crews the unit is looking for all members to undertake a common Observer training programme to enable us all to understand and practice the Observer role. Hopefully this means that when we are called on to assist, we just need to locate any two members who are able to respond out of the 12. Given that this is the practice adopted by airlines to give them the maximum flexibility in crewing we thought it would be a good principle to try out.

(continued on Page 13)

Notice to Members

The Trustees of the Sky Watch Civil Air Patrol need to fill the under mentioned posts consequent upon the retirement of the present officers. These posts form a very important part in the effective running of the charity.

The respective roles are not onerous as the administration has been largely streamlined over the years using various types of software such as Word and Excel. A working knowledge of a desktop or laptop computer is essential.

The Terms of Reference relating to each post are as follows:

General Secretary

Prepare Agenda and take Minutes of Trustees Meetings.

Prepare Agenda, and take Minutes of Annual General Meetings.

Undertake projects for the Chairman as required.

Deal with general enquiries about the charity (excludes membership matters)

Act as the charity's 'official contact' with the Charity Commission etc.

General administration matters.

Membership Secretary

Respond to enquiries about membership.

Process successful applications.

Keep Register of Members.

Prepare and issue membership cards.

Purchase optional insignia for resale.

The posts are open to registered members of the charity. Active consideration will also be given to family or friends (over the age of 18) of a member who have an interest in the role of the charity and have some admin skills.

For more information and/or to apply, please contact Tony Cowan, Chairman:

Tel: 0191 386 4306

Mob: 07870872753

E-mail: tonycowan@ukcivilairpatrol.co.uk

To support this approach as UCP, I have pulled together a training brief for that provides the information that even a new to flying member would need to undertake the role (but they will still need the practical experience). Coupled with three practical exercises for searches in the local area and navigation spread sheets to assist in planning the search flights for a Line, Sector and Area search, we hope that we have the basis for a well founded unit.

Again as part of the UCP role I have written to the police and other potential user agencies making them aware of our existence. Unfortunately as yet we still await their responses but I shall follow up the contacts one way or the other.

In summary, still early days but we are pointing in the right direction.

Graham Broom MBE

Essex CAP

So far even with the hot weather we have been spared any call outs for further sightings of the Essex Lion. He, or possibly she, has been keeping a low profile this summer. Sadly, we did have a major incident that has taken up a lot of my time since winter ended. This was the destruction of our unit's C172 in a landing accident. I hasten to add our aircraft was stationary and tied down at the time.

While there is no good way to have a crash that writes off three aircraft - our C172, the aircraft parked next to it and the aircraft that collided with them both - one where everybody walks away with only their pride damaged has to be up at the good end of bad. Even so, for me there is no doubt it was a shock and completely unexpected, which must be true for anyone who is involved in any such incident. Private pilots don't intentionally set out on a flight with the objective of destroying their aircraft. Events can unfold very quickly in the air, and unfortunately on very rare occasions they do not have a happy outcome.

I personally found out I had been involved in an accident by telephone. Given the choice, on reflection, I think this is a preferable way to find out than coming back to consciousness bruised, battered and bewildered and trying to escape out of a pile of wreckage. I had only just brought my aircraft back to Earls Colne from the repair shop at Fair Oaks on the day before, having had its annual and a new ARC. On the Sunday afternoon I was packing my flight bag, while thinking about going out for a sight-seeing trip into the local area, when the phone rang. Strange to see myself saying this but it was a lucky day for me personally.

Frequently on a Sunday in good weather I am to be found on top of a ladder about where the landing aircraft impacted the C172, washing and polishing the top surface of its wings. I was always amazed at how much of the local farmland seemed to manage to find its way onto the upper surfaces of the wings and fuselage of the aircraft.

Is there any advice we in Essex can pass on to other units from our experience? There probably are a set of simple guidelines that could be produced, but they will need to wait for a later issue of Observe & Report. These events have not yet run their full course. As I write this I am still trying to both resolve the insurance issues and source a replacement aircraft. Any guidelines now will only cover half of the events.

What I will say now, is that in my view, the human factors of this event are an important dimension that needs careful thought, if you are to avoid making a difficult and challenging situation worse. In the change management and business consulting community the acronym SARA (Shock, Anger, Rejection, Acceptance) is often used as a model to explain the emotional journey for people experiencing a sudden and extreme change in their life circumstances. The objective of using SARA is often to work with an individual or group to remove blockers and facilitate a transition out of negative and unproductive behaviours and strategies, such as denial of the inevitable and hostility to others who are simply trying to do their job to help.

In a situation such as an air crash, I recommend it is important to recognise all the victims and not just the most obvious. Among all the victims I include the handling pilot – in this case of the landing aircraft. To move forward quickly to acceptance and resolution it is important to avoid anger, conflict and denial and just deal with practical problems as they arise; always be looking for a good outcome, not just for yourself, but for everyone involved.

Despite this set-back to our flight line we currently do have access to C172s should we need to use a high wing four seater for a search mission. They are readily available for hire to our members from Anglian Flight Centres at our home airfield. Before the summer is out I intend to have resolved the insurance issues and sourced a replacement G-AVEC in the Essex unit's flight line.

Stephen Furner

Norfolk & Suffolk

Looking back at the last year invokes memories of semi submerged runways and enforced inactivity. So, we look forwards and make plans.

Here in the Norfolk and Suffolk unit we have been considering the purchase of equipment that will enhance efficiency. So far, we have managed very well with an adhoc mix of cameras and IT equipment which used various software systems. However, this approach presents challenges when you get back on the ground and have to do the clever computer stuff.

We are purchasing several digital cameras which have integral GPS. This will enable us to produce images with geo ref tags. Once downloaded, they will be used with a software suite that produces a corresponding map image to aid detailed analysis.

Last year, members in East Anglia took images of flooding and produced corresponding maps with their own equipment. By using dedicated cameras and software our aim is to standardise the whole package and have all unit members working to a common procedure. This will provide focus for a series of training exercises, culminating in a resilience exercise in Norfolk which takes place late in September.



Flood Survey photograph

Here in East Anglia we are often referred to as 'The Wing' as our three units, Norfolk & Suffolk, Essex and Cambridgeshire work closely together with the support of our Regional Guru, Kevin Duffy. Following a recent re-organisation, I have taken on the task of Unit Chief Pilot with the support of John James who has taken the role of Deputy. These job titles may sound a little grand however, they are mainly necessary for effective admin. Turning to admin, our philosophy is to share tasks between the active members of the unit and spread the workload whilst everyone has the opportunity to contribute.

Fellow aviators have asked me why we have titles such as Unit Chief Pilot and suchlike. The answer is very simple and understood by those of us who have experience of uniformed service in the armed forces and emergency services. If we are to be taken seriously by official bodies, we must have a structured

way of organising and communicating. This has been our experience with our involvement in both the Norfolk and Suffolk Resilience Forums, where we are a listed capability in their emergency planning.

Bill Scott

Members of the East Anglia Region of the Civil Air Patrol were very pleased to be invited to attend a Memorial Day at Old Buckenham Airfield in Norfolk on Sunday, 29 September 2013 to celebrate the life of Wing Commander Ken Wallis a past President of the Civil Air Patrol in the United Kingdom.

Unit chief pilot, Bill Scott and members of Norfolk & Suffolk Civil Air Patrol manned a display stand on the airfield and were joined by Stephen Paffett of Cambridgeshire Civil Air Patrol who added his Rotor Sport MT-03 autogyro to the display. Ken would have been proud have seen a modern autogyro at Old Buckenham. The photographs below show the Civil Air Patrol stand, with the autogyro in front, and Wg Cdr Wallis opening the former Suffolk Civil Air Patrol which, at the time, was based at Beccles airfield.

A great deal of interest was shown in the Civil Air Patrol and in the autogyro; an aircraft that is synonymous with the life of Wg Cdr Ken Wallis.



Solent CAP

The Solent unit has now reached a stage where we have a cadre of well trained pilots and observers. Our primary business is support to the Maritime Coastguard Agency units at Solent and Portland. To maintain a suitable level of proficiency our continuation training tends to concentrate on a Maritime theme with occasional ventures overland. During periods of prolonged dry weather we extend our profiles to Dorset and monitor the heath-lands for signs of fires. Happily this year the weather has helped considerable here, fires were rare!

An average sortie would see the crew contacting the Solent MCA for an update on activity and advise that a crew and aircraft would be available if required. Once airborne comms would be established with Solent MCA on 132.65 MHz. This frequency would be monitored throughout as would VHF (M) Channel 16/67 and Solent Radar. In the absence of ongoing incidents the crew would “cruise” around the Solent concentrating on areas of strong tidal currents, known dangerous areas such as drying-out areas and areas of high human activity (board sailing, canoes, children in small boats etc). Typical involvement to date has been resolving sightings of flares or possible incidents.

On 1 September 2013 a crew intercepted traffic on Ch16, concerning a motor cruiser with total power failure, there were suitable vessels in support so the crew remained “on top” to monitor. On 9 September the same crew intercepted another call on Ch16 concerning a fishing boat which had suffered engine failure while in the middle of the approach channel to the Solent. The weather on this occasion was squally with reduced visibility on the surface in showers. Solent MCA and Southampton VTS warned all shipping in the vicinity and requested Portsmouth RNLi to launch and recover the casualty which they did. Solent MCA was aware of the presence of CAP above the incident and the crew were maintaining visual contact with casualty and lifeboat to assist with a rendezvous in the event of a squall. All went well and the casualty was recovered safely.



Incident in the Solent

Some time earlier this year a crew were patrolling close inshore between the Needles and Portland. A request for assistance was received from the Coast

Guard pollution aircraft to search close inshore for signs of a possible chemical slick. This particular pollution was responsible for the death of several hundred sea-birds and was proving elusive to locate. The crew extended to cover the coast as far as Bridport with no success. With grateful thanks from the aircraft and Portland MCA they returned to base.

No earth shattering and medal opportunities there but that matters not, what we were offering the MCA was an oversight to a situation which assisted them in making the correct decisions. In the case of the pollution we covered the inshore element leaving the MCA twin to cover offshore. In all the cases so far we have provided the MCA with a picture with which they have confidence.

In order to maintain contact with the Police in an overland scenario we have installed and licensed a ground operations station. A conventional ground station radio transmits through one of two Dipole aerials. The recent bad weather created a problem for us in that we lost one of our aerials. Investigation suggests that a large feathered flying machine got airborne in very gusty conditions and possibly suffered from severely ruffled feathers. This together with an operating weight near the maximum clearly created a distress situation and the bird decided to carry out an emergency diversion on to an adjacent dipole aerial. It is believed the bird was above the ideal approach speed, having handling difficulties and was very late on the round-out. The result was a seabird now cured of constipation and a dipole in three pieces!

We now have a new 1.5M whip aerial painted in a nice shade of RN Grey! The improved performance gives us cover to the North of the County and West as far as Dorset. We consider it unlikely that seabirds will land on a vertical aerial however we will keep a lookout for bats!

During the winter the sea temperature in the Solent fell to as low as 4 degrees. Following a generous donation from a local business we were able to purchase immersion suits to offer reasonable protection for our crews. In addition the local IBM flying club, which was in the process of closing down, donated a life raft, 12 lifejackets and a locating beacon. We are now well prepared for winter 13/14.

Our fleet of aircraft has reduced to 3;

Piper Comanche G-ASEO

Thruster 600N G-MZGY

Sky Ranger G-CFJG

We occasionally hire a local C172 G-OVFR

Coastguard on 132.65. The Coastguard quickly responded to the RT call and gave a phone patch to Nare Point NCI. After a short delay the NCI came on line and gave the first target. (a buoy about 1.5 miles out simulating a head in the water). As the target was small the a/c reduced height and flew at a speed of 60mph. The winds were very light so it was decided to start the stopwatch over Nare Point to give accurate estimate of the distance flown after 90 seconds. The target was seen and photographed, just where the NCI said it would be. Its precise Lat and Long was passed to the NCI so they could plot its position accurately on their chart.

The second target was to look for people on a cliff 2 miles south of Nare Point. That was a difficult target as the angle it was being viewed from Nare Point was along the length of the cliff which made it difficult for them to describe a precise position. The first attempt to find it was inconclusive so the a/c was repositioned overhead Nare Point for a further try. The observer photographed the area that the NCI were interested in, although no one was seen, nor was anyone seen on the photos at the post flight debriefing.

The third target was a group of 3 people and a dog on a beach about 1.2 miles North of Nare Point. The group was easily found on the bearing/distance given, photographed and an accurate Lat and Long passed to NCI Nare Point.

The fourth and final target was described as an angling launch to the East of Nare Point; again the target was found easily; a white angling launch with 1 person seen fishing over the stern. Photographed and again passed the Lat and Long to be plotted by Nare Point.

The exercise was terminated at 1400 and frequency changed back to Culdrose Approach to inform them the exercise was over and the a/c was returning to base. After landing the crew drove to Nare Pint for a "Hot" debrief. Both the NCI and crew agreed it had been an excellent exercise. They had never before worked with aircraft, but had it been for real and they were directing a rescue helicopter then the result would have been entirely successful. In this type of situation having someone on the ground giving accurate directions to find a casualty is a lot quicker and more accurate than flying search patterns, especially over the sea which tends to look the same in all directions. Thanks must go to the Falmouth Coastguard for the VHF radio to phone link. It ensured very clear comms.

The crew was able to fly at the height planned, between 500 and 800 ft amsl, the short transits being flown at 800ft to maintain a minimum msd of 500ft over land. Apart from the transits the exercise was conducted entirely within the NOTAM promulgated area which kept them clear of Danger Area D006 and the instrument approach to Culdrose.

The only minor difficulties encountered by the NCI was some difficulty in assessing when the aircraft was abeam or overhead a target, the higher the a/c the more difficult it was, and the aircraft was not always easy to see. Because of the geometry of the watch station the aircraft could not be seen overhead until about half a mile from the station.

Communication Report and issues

Since the aircraft only had a single radio it was not possible to have a Basic Service from RNAS Culdrose LARS during the exercise. Also the aircraft is not fitted with a transponder, it would therefore have been difficult for RNAS Culdrose to closely follow a/c movements. However, the crew had previously emailed them the "Air Plan" and telephoned their flight planning section to remind them of the exercise, which of course had been NOTAM'd

Communication on 132.65 with the Coastguard was excellent and quickly answered. They also had a copy of the "Air Plan" and had been spoken to directly by the Manager of Nare Point NCI. The phone patch worked perfectly.

Two short sorties were flown prior to the exercise with NCI watch keepers. On one flight a "car" type bluetooth connection was made to a mobile phone, Aircraft reception was clear, but the ground station had a lot of difficulty in hearing clearly due to high noise levels in the cockpit over the open microphone.

Lessons Learned

The exercise was of mutual benefit to both SWCAP and the NCI, it being better for the NCI if flying lower rather than higher when directing to a target.

Other agencies such as the Coastguard and RNAS Culdrose were very helpful when given clear and early notice of the exercise.

The local press were disinterested, although the NCI are going to send them a press release about the exercise. To that end photographs were taken of the participants in the exercise for publicity purposes.

It would be better if SWCAP aircraft are fitted with a transponder -(when funds available)! Also a strobe light.

Photography of small targets is difficult, the camera needs to be zoomed in which can make locating the target over the sea tricky, particularly when using a camera without an optical view finder. The screen on the camera used tended to reflect sunlight and is difficult to see in bright light conditions. This was the first time the pilot has generated a NOTAM, it was very easy to do over the internet passing information to the AUS (Airspace Utilisation Section) of the CAA at ausops@CAA.co.uk

Crew Recommendations

I recommend we develop our relationship with the NCI with a view to doing more of these exercises with the numerous NCI stations around our coast.

The NCI have a liaison officer at Falmouth Coastguard, I recommend we investigate the possibility of doing the same, and try to arrange a visit to the Coastguard to explain what we can do.

Mike Laundy

Deputy UCP

Membership Matters

The total membership at 01 10 13 stands at 185 with several applicants in the pipeline.

At the 2013 AGM it was agreed that all future applicants will be required to pay the annual subscription (still only £15) by Standing Order. This is aimed at reducing the considerable time spent reminding members to forward their annual subscription by cheque. Despite emails to individuals and reminders in the Sky Watch Journal some individuals are failing to pay by 1st April annually. At present over 80% have agreed to pay by s/o. In the last Journal I outlined some reasons given for discontinuation of membership voiced by individuals.

Since September 2012 there have been 60 enquiries, not all for membership. Some are just people curious about the organisation. About 30% of all enquiries result in new membership but this total is largely offset by members departing the charity. No doubt the high cost of flying and maintaining aircraft is continuing to adversely effect membership. The website continues to attract interested individuals with contacts from Sweden, Canada and France (Gendarmerie) and the USA.

Just over £200 worth of SWCAP merchandise was sold during the period, mainly aircraft decals and shoulder badges. SWCAP caps, polo shirts and windscreen badges are also available. The high cost of postage means that there is little profit for the charity so it is important for members to send payment with order. Order form available from memsec@ukcivilairpatrol.co.uk

A number of copies of the recent Sky Watch Journal have been returned by the Post Office due to members moving house.

Please contact the membership secretary via the contact form on the website if you move house or change email /telephone number.

Bryan J Harper

Joint CAP/NCI Exercise - Cornwall - 20 September 2013



RotorSport MT03 of Tomball City Police Dept, Texas, USA

