

## ***Royal Navy Search And Rescue: A Centenary Celebration***

Bogen beskriver SAR (search and rescue) operationer gennem 50 år gennemført af flådefly. SAR gennemført med fly udvikledes under 2. Verdenskrig primært med henblik på at bjerge piloter og skibsbesætninger. I starten vandfly og senere helikoptere. Bogen beskriver hvordan den engelske flådes SAR er udviklet til en moderne redningstjeneste, der har virket over hele verdenen og i alle de konflikter, som Storbritannien har deltaget i siden 2. Verdenskrig op til 1992. The ninth issue of Aces High magazine deals with a very special subject that had never received such extensive coverage before: modelling the military helicopters. Our contributors had again prepared a number of interesting articles, revealing dozens of tips and tricks that will help you to deal with various problems that you may possibly encounter during various stages of your own builds.

Leadership under pressure: the personal account of the commander of the Royal Naval Task Group deployed to Libya in 2011. Leadership under pressure: the personal account of the commander of the Royal Naval Task Group deployed to Libya in 2011. In April 2011, the newly created Royal Navy Response Force Task Group deployed to the Mediterranean to provide a range of military options in response to the Arab Spring. For the next six months the group planned and prepared for a range of potential operations including noncombatant evacuations from Libya, Yemen and Syria, maritime interdiction operations off the Libyan coast, and amphibious landings. On 3 June the group began launching attack helicopter strikes into Libya and in the nights that followed planned 47 and executed 22 strikes destroying a range of targets including: 54 vehicles, 2 rigid hull boats, 2 BM 21 rocket launchers, 4 main battle tanks, 1 zsu anti-aircraft vehicle and 3 command and control nodes. The operation saw the first operational use of Apaches from the sea and the first embarkation of US Army combat search and rescue teams and Blackhawk helicopters in an RN warship. This is a personal account by the Group's Commander, which brings to life the challenges of command including authorizing strikes and mitigating risk to UK aircrew in a complex and challenging environment. It reveals how closely the RN Group worked with its French counterpart, the support provided by the United States, together with the complexity of working alongside NATO and of simultaneously dealing with a range of UK authorities. This is a story of leadership under pressure and the remarkable professionalism of all involved and the bravery of Army aircrew. It was modern defense and joinery at its best British Army and USAF helicopters operating from RN ships, supported by Fleet Air Arm aircraft and fixed wing jets as part of a largely air campaign.

Since 1900, the Royal Navy has seen vast changes to the way it operates. This book tells the story, not just of defeats and victories, but also of how the navy has adjusted to over 100 years of rapid technological and social change. The navy

has changed almost beyond recognition since the far-reaching reforms made by Admiral Fisher at the turn of the century. Fisher radically overhauled the fleet, replacing the nineteenth-century wooden crafts with the latest in modern naval technology, including battleships (such as the iconic dreadnoughts), aircraft carriers and submarines. In World War I and World War II, the navy played a central role, especially as unrestricted submarine warfare and supply blockades became an integral part of twentieth-century combat. However it was the development of nuclear and missile technology during the Cold War era which drastically changed the face of naval warfare - today the navy can launch sea-based strikes across thousands of miles to reach targets deep inland. This book navigates the cross currents of over 100 years of British naval history. As well as operational issues, the authors also consider the symbolism attached to the navy in popular culture and the way naval personnel have been treated, looking at the changes in on-board life and service during the period, as well as the role of women in the navy. In addition to providing full coverage of the Royal Navy's wartime operations, the authors also consider the functions of the navy in periods of nominal peace - including disaster relief, diplomacy and exercises. Even in peacetime the Royal Navy had a substantial role to play. Covering the whole span of naval history from 1900 to the present, this book places the wars and battles fought by the navy within a wider context, looking at domestic politics, economic issues and international affairs. It will be essential reading for anyone interested in naval history and operations, as well as military history more generally.

Art from Dreadnought to Vengeance

Rescue 177

Proceedings

Sailing Directions (planning Guide) for the North Sea and Baltic Sea

Britain's Military Helicopters

Fifty Years of Royal Navy Search and Rescue

*To Ride the Mountain Winds, possibly the first history of aerial mountaineering to span the whole period from the 18th century to the present day, is written for everyone interested in the history of mountaineering and also those interested in the history of aviation and the limits to which pilots have pushed their machines and their skills. This should include not only climbers and flyers but also those airline passengers who, while sipping a gin and tonic in the luxury of a modern airliner, far above the shining snows, have paused to wonder what might happen if their jet-propelled magic carpet were forced suddenly to descend among them. Few will have pondered the connections between the histories of mountaineers and aviators but their interaction is almost as old as either.*

*About civil, maritime and aeronautical search and rescue services.*

*The Royal Canadian Air Force's (RCAF's) involvement with the search and rescue (SAR) mandate in Canada dates to 1947. The RCAF's Air*

*Sea Rescue predecessor capability from the Second World War dates back to 1942. How and why did the RCAF become involved with both of those capabilities, and is there historical rationale for the continued involvement of the RCAF in the domestic SAR service today? Amplified with operational examples of the rescue system in action, this previously untold history aims to describe the origins of SAR history in Canada and to further the debate on the continued use of military resources for domestic responsibilities.*

*An insight into the design, construction and operation of the Royal Navy's classic search and rescue helicopter. For more than 25 years the Agusta Westland Sea King has been that most welcome of sights around the English coast, providing essential Search and Rescue (SAR) capabilities for those in peril both on land and at sea. The Royal Navy variant - the Sea King HU Mk 5, which is the main focus of this book - is estimated to have saved literally hundreds of lives. Author and photographer Lee Howard has been given privileged official access to the Navy's SAR air and ground crews to offer fascinating insights into operating, flying and maintaining the Sea King.*

*Standby!*

*Encyclopaedia of the Modern Royal Navy*

*RAF Air Sea Rescue 1918-1986*

*Proceedings of the Merchant Marine Council*

*Heroes of the US Coast Guard*

*An Operational & Retirement History*

**Jerry Grayson is an ordinary man who chose an extraordinary career. At age 17 he became the youngest helicopter pilot to ever serve in the Royal Navy. By age 25 he was the most decorated peacetime naval pilot in history. For the Navy's Search and Rescue pilots, getting to work is both an adventure and an ordeal. Whether rescuing a wounded fighter pilot who has ditched in the sea, saving desperate survivors from a sinking ship, or picking up a grievously ill crewman from the deck of a nuclear-armed submarine that is playing a cat-and-mouse game with the Soviet navy, Jerry Grayson has lived a life of unparalleled excitement and adventure. His finest hour came during the infamous Fastnet Yacht Race of 1979 in which 25 yachts were lost. When a catastrophic storm enveloped the competitors he and his crew pushed their Wessex helicopter to its absolute limits and put their own lives at risk, flying into hurricane-force winds to winch shipwrecked sailors from heaving tempestuous seas. An investiture at Buckingham Palace with Her Majesty the Queen was the result. Being a Rescue Pilot is a fast-paced career because there is no choice. Lives are at stake and pilots must move and think fast. Jerry Grayson's inside view of this heroic service is as inspirational as it is celebratory. Excitingly told, frequently funny but also very poignant, Jerry's story is not an account of just one man's deeds, it is a salute to all the men and women he worked with who were able to turn tragedies into triumphs. Includes a Foreword by HRH The Duke of York, Prince Andrew, Commodore-in-Chief of the Fleet Air Arm.**

**First published in 1987, The Compendium of Armaments and Military Hardware provides, within a single volume,**

*the salient technical and operational details of the most important weapons. The complete range of hardware used in land, sea and air forces throughout the world at the time of publication is covered, from tanks to rocket systems, helicopters to cruise missiles, alongside full details of size, weight and operational range. The book's main strength lies in the detail it gives of armament and associated ammunition capabilities, and of the sensors and other electronics required for the weapons to be used effectively. A key title amongst Routledge reference reissues, Christopher Chant's important work will be of great value to students and professionals requiring a comprehensive and accessible reference guide, as well as to weapons 'buffs'.*

*Between 1918 and 1986 the marine branch of the Royal Air Force provided rescue facilities, support and other services to this armed service. In its pre-1941 guise as the Air Sea Rescue service, the RAF had an inventory of over 200 motorboats, supported by float aircraft engaged in rescue, towing, refueling and servicing RAF aircraft. Amongst the many characters of this early period was none other than Lawrence of Arabia.*

*Since qualifying as a Royal Navy 'Search and Rescue Diver' and 'Aircrewman' at the beginning of the seventies I have operated from Warships, North Sea oil rigs and UK SAR flights for nearly forty years. This includes tours as the Chief Aircrewman on both military flights and civilian flights contracted to HM Coastguards. The incredible camaraderie shared with the many crews I have worked with has helped me through awkward times and it has been a privilege to have worked with them all. I have been honest with my feelings, covering personal problems, the fears faced on difficult jobs, mistakes made in the early days, despair during unsuccessful tasks and the euphoria felt after the many successful rescues.*

*From James Bond to Hurricane Katrina*

*Cheating the Sea*

*Becoming a No-Fail Mission: The Origins of Search and Rescue In Canada*

*The Merlin EH(AW) 101*

*The Sea Survival Manual*

**In the current debate on military capabilities and defence industry, the term "dual-use" means those technologies that can be used to develop systems and equipment for both civilian and military purposes. Changes occurred in modes of technological innovation have brought about a growing interconnection between the civilian, security and defence sectors, especially from an industrial point of view. In this context, "dual-use helicopters" refer to platforms that have been designed in compliance with certain standards and are structurally built so that they can satisfy civilian, military or security users with only minimal adjustments or additions. This volume analyses the use of**

**helicopters by armed forces, law enforcement agencies and emergency services, in three countries: Italy, France and the United Kingdom. Such landscape is diversified and fragmented, with different approaches and above all helicopter fleets made up of diverse platforms of subsequent generations - some with more than 30 years of life cycle behind them. In all three countries, national defence budget's restrictions have demanded more efficient solutions for the necessary fleet renewal and management in the medium term - a renewal often coupled with a quantitative reduction. In this respect, the option of a dual-use helicopter becomes interesting in that it ensures greater security, effectiveness and efficiency in use by armed forces. This calls for a common and in-depth reflection on the problem by all actors in the defence and security field.**

**The Sea Survival Manual is the definitive book on the subject for anyone aboard a yacht of any size. It is aimed at the yachtsman or seafarer who is likely to proceed to sea out of the sight of land, whether for pleasure or professional reasons. Fully compliant with the IMO (International Maritime Organisation) resolutions and MCA (Maritime Coastguard Agency) regulations it embodies Sea Safety checks issued by the MCA and RNLI and is completely international in its appeal. Includes chapters on safety and survival equipment, Global Maritime Distress and Safety Systems (GMDSS), liferafts, grab bags, medical equipment and advice, first aid and emergency treatment, abandoning ship, survival in a liferaft and rescues at sea. This is the first modern book to tackle the subject from the small craft point of view.**

**A key component in any armed force, helicopters operate in a range of roles not only previously filled by aircraft but also many that are completely new. Thanks to their ability to go anywhere and operate from locations as diverse as landing pads hacked out of the rainforest or the pitching deck of a frigate, the helicopter adds a flexibility unknown to armed forces in the past. Be it antisubmarine operations by a Merlin, fire support from an Apache, stores delivered by a Puma, evacuation of the wounded by a casevac Chinook or rescue by a Sea King, helicopters offer the Royal Navy, British Army and Royal Air Force capabilities unheard of in the history of conflict. From its beginnings as a curiosity with little operational use, Britain's armed forces soon embraced the helicopter with the Whirlwind for the Royal Navy and RAF and the Skeeter for the Army Air Corps. Finding these helicopters limited, it was the advent of the turboshaft that revolutionized the helicopter, with the Belvedere, Wessex, Wasp and Scout bringing new capabilities. The next generation, the Puma, Lynx, Sea King and Chinook, all designed for turboshaft power, made the helicopter an essential machine for all the armed forces and have proven their worth to Britain's forces since the 1970s. In Britain's**

**Military Helicopters, Chris Gibson describes the evolution of the helicopter in British service, from their beginnings with the Sikorsky R-4B test flown by Fleet Air Arm pilots in the USA to the latest Wildcat and Apache Guardian. Lavishly illustrated throughout, this book includes original photographs and images from archives, many of which are previously unpublished.**

**At the turn of the 19th and 20th Centuries, with the British Empire encompassing the globe, the Royal Navy indisputably ruled the waves. Times change but the magnificence and drama of warships at sea, whether in peace or war, remain an inspiration to artists. This fine book brings together a collection of superb art works which bear witness to the majesty of these mighty ships in action and, at the same time, are a memorial to the dangers, heroism and victories at sea. The reader is treated to a feast of the finest maritime paintings depicting the Royal Navy's dramatic confrontations of the last 120 years. Masters such as Norman Wilkinson, Richard Eurich and William Wyllie cover the two World Wars. Other works illustrate the crucial role of the Navy in the Falklands War and the latest aircraft carriers are also represented. The author draws on his own naval service experience to describe the background to, and significance of, the ships and conflicts that these paintings so vividly record.**

**1988 onwards (HU Mk.5 SAR model) - An insight into the design, construction, operation and maintenance of the Royal Navy's life-saving SAR helicopter**

**Commando Helicopter Aircrewman: 51 Years in Action with the RN and RAF**

**A Scots GP Flies Search and Rescue with the Royal Navy**

**Rescue 194**

**Comparative Call-out Laws**

**Maritime Strike**

Originally published by Covos Books in 1999 as: Fire, flood and ice: search and rescue missions of the South African Air Force.

Traces the development of the helicopter, describes different models, both commercial and military, and shows how helicopters are used today

When Jerry Grayson left the Royal Navy's Search and Rescue helicopter fleet aged 25, he was the most decorated peacetime naval pilot in history. In terms of excitement, however, civilian life couldn't compete - especially when the only real demand for helicopter pilots was as glorified chauffeurs for the very wealthy. Jerry had a passion for the movies and spotted a way in to a new career. Somebody had to fly those crazy acrobatic stunts and capture dramatic aerial footage, and he reckoned he could do it better,

push his helicopter further, and guarantee the most exciting shots, which other pilots might have considered impossible. And he was right. Over the past 35 years Jerry has become the go-to man for aerial filmmaking, shooting everything from music videos, car commercials and nature documentaries to the Athens Olympic Games and the landing of the Space Shuttle Atlantis. But it is in Hollywood that Jerry has really made his mark. He was barely out of his 20s when he worked on the airborne finale to the James Bond film *A View to a Kill*, and that helped cement his reputation for the decades since. *Film Pilot: Flying the Lens* is full of entertaining behind-the-scenes stories (some that almost ended in disaster for Jerry and an A-list actor or two...) and revelatory insights into just how this invisible sector of the film business operates. We all take aerial footage for granted, without appreciating the lengths gone to shoot it. This is perhaps never more apparent than when Jerry's skills are called upon to gather more important footage - the burning oilfields of Kuwait following the first Gulf War, and flooded New Orleans after Hurricane Katrina.

'The sky had gone: in its place was a wall of water, white horses on the top, readying itself to fall on me.' What kind of man throws himself out of a helicopter in a storm? Or dangles by a thread over mountainous waves? Or strikes a panicking sailor to save his life? Aircrewman Jay O'Donnell, a former Royal Navy Search and Rescue diver, has seen - and lived - it all. Scrambled at a moment's notice, in all weathers - but usually the worst - he and the crew of *Sea King Rescue 194* have braved some of the most frightening storms ever to lash the UK. In this gripping account, O'Donnell describes the mix of bravery and terror that comes with every call. He explains the rigours of training; tells of grisly tasks like fishing bodies out the sea; conveys the horror of being winched 80 feet in a storm while clutching a squirming baby, or being dragged through freezing waters on a loose line. Culminating in the astonishing, hair-raising rescue of 26 crew from the *MSC Napoli* disaster in Cornwall, January 2007 - where O'Donnell was decorated for his courage and refusal to give up in appalling conditions - *Rescue 194* is an unforgettable tribute to the Royal Navy's search and rescue crews.

HELLICOPTERS

The Helicopter

Uk Defence Statistics 2004

The Royal Navy Wasp

On the Wire

## The Royal Navy Lynx

This book tells the story of the first helicopter in the world designed from the outset to be deployed at sea, in Destroyers and Frigates. It is primarily based on the words of those who operated it. Designed from the outset to cope with the restricted space of a warship both for stowage and flight operations it proved an immediate success. Its original role was to act as a weapon carrier to launch torpedoes and depth charges on submarine contacts out of range of the parent ships weapons range. Soon, it also took on a second primary role of air to surface attack using wire guided missiles. The flexibility of the machine was such that it was able to conduct a plethora of secondary roles from visual search to collecting the all-important ships mail. Wherever the Royal Navy was deployed on operations a Wasp was there. The book has accounts of operations around the world particularly during the Cold War of the Seventies and the Falklands War where amongst other things it had the honour of being the first RN platform ever, to fire a guided missile at a surface target. However the story doesnt end there. Although the aircraft went out of service in the Royal Navy in 1988, it continued to operate with other navies around the world. To this day there are still several airworthy examples flying. The second part of the book gives accounts of these machines and brings the story of the Wasp completely up to date.

This is the remarkable story of one man's service in the Royal Navy, RAF and the Royal Naval Reserve Air Branch of the Fleet Air Arm. It is a flying career which lasted for an impressive 51 years and in which Warrant Officer Class 1 John Sheldon amassed over 8,000 hours in the air. Having joined the Royal Navy in 1968, as a fifteen-year-old boy entrant not long out of school, John was recruited into the Fleet Air Arm as a junior electrician. He went on to become a Commando Aircrewman and flew in all types of service helicopters and in all of their roles, from Arctic training in Norway to the balmy Mediterranean and the wilds of Canada. Having initially been involved in the evacuation of Cyprus and the Turkish invasion in 1974, in which his helicopter had to recover bodies from the water with a sprawl net, John went on to serve in Northern Ireland, was deployed to the South Atlantic in the Falklands War, where he operated from HMS Fearless and helped lift survivors from the RFA Sir Galahad tragedy, undertook a tour in Lebanon, and then saw action during the First Gulf War, in Bosnia, Sierra Leone and then in Afghanistan. In his extraordinary career, John was tasked with going around the UK undertaking aerial displays to support recruitment campaigns for the Royal Navy and Royal Marines, as well as completing several tours as a Search and Rescue Aircrewman, Anti-Submarine Operator and also as an RN/RAF Test Aircrewman at the Rotary Wing Test Squadron at Boscombe Down. This unique memoir covers the military action that John encountered, the many incidents and close shaves he was involved in and the friends he lost during his long and illustrious career.

This book suggests that institutional culture can account for a great deal of the activities and rationale of the Royal Navy. War highlights the role of culture in military organizations and as such acts as a spotlight by which this phenomenon can be assessed seperately and then in comparison in order to demonstrate the influence of institutional culture on strategy.

This book details the position in 13 countries on calling out the military in the domestic domain. A historical context along with the current position and practice is provided.

The Royal Navy in Action

Royal Navy Search and Rescue

The Royal Navy

Westland Sea King Owners' Workshop Manual  
South African Air Force Search and Rescue  
Royal Navy Handbook 1939-1945

*This book tells the story of an incredibly capable naval aircraft, based primarily on the words of those who flew and maintained it. Beginning with the Lynx's entry into service in 1976, it goes on to discuss its remarkable performance in the Falklands War. Here it was used in both its primary roles of anti-submarine and anti-surface warfare, as well as several others for which it had never been designed, such as Airborne Early Warning and anti-Exocet missile counter measures. The Lynx has been continuously employed in the Gulf from 1980 until the present day. What is not generally known is the fact that these aircraft were responsible for effectively destroying the Iraqi navy, sinking over fifteen warships in a matter of a weeks. All related operational details are included here. Also included are accounts of operations conducted around the world, including anti-drug interdiction, Arctic deployments, Search and Rescue, hurricane relief, as well as a few notable mishaps. Also described is the development of the aircraft from the Mark 2 to the current Mark 8 (SRU), bringing the narrative fully up to date. Although only a snapshot, the stories narrated here offer the reader a real understanding of the capabilities of an aircraft with a truly remarkable history of service.*

*In February 2016 the RAF's Search and Rescue Force (SARF) celebrated its 75th anniversary. In June that year the world-renowned and universally admired service was officially disbanded, despite attempts from many, including HRH Prince William, to save it as part of the RAF. This book is an official, fully illustrated, in-depth account of the SARF's rich and glorious history, from its origins in World War II through to its recent withdrawal. The book contains a foreword by HRH Prince William himself, plus action-packed and awe-inspiring photographs from the RAF's archive of photographs and exclusive interviews with former crewmembers, telling their own dramatic stories of derring-do. Officially endorsed by the RAF, An Illustrated History of the RAF Search and Rescue Force is the first, and probably the only, major book of its kind written on this subject. It is an essential purchase for anyone with an interest in military history,*

*British history, the Royal Family and those who love stories of extreme and daring rescue missions.*

*This annual statistical compendium from the Ministry of Defence contains a wide range of data relating to the armed forces, defence expenditure, service and civilian personnel and defence activities. Findings for the period 2003-04 include: i) defence spending was the Government's fourth highest expenditure, with a provisional outturn against the Departmental Expenditure Limits of £37.2 billion, and a total value of MoD fixed assets of £86.3 billion as of March 2003; ii) the total number of MoD personnel fell by 34 per cent between 1990 to 2004, with service personnel down by 32 per cent; iii) the proportion of serving personnel from the ethnic minorities stood at 4.9 per cent at April 2004, compared with 4.3 per cent the previous year; iv) in 2002-03, MoD net expenditure on R&D activity totalled £2.7 billion; and v) the MoD spent around £1.7 billion on conflict prevention activities worldwide during the year 2003-04.*

*Peacetime duties make the US Coast Guard unique among the many branches of armed force units. This military branch has a broad mission that includes search-and-rescue operations, environmental safety patrols, and boat safety. This fascinating look at the Coast Guard reveals its history and includes some of the most riveting stories of our nation's finest men and women in uniform.*

*Culture and Strategy*

*Blueprint to Bluewater, the Indian Navy, 1951-65*

*A Centenary Celebration*

*Eighth Report of Session 2004-05*

*An Operational History*

*ACES HIGH MAGAZINE ISSUE 9 (English)*

*It started in 1965 when I decided to join the navy, but at first I wanted to join the merchant navy but ended up in the royal navy. My reason was to see the world, after all in those days hardly anyone travelled, so to me it seemed a good way to travel. What I hadn't considered was the regimentation, people telling me how to walk, when to get my hair cut. It all started to fall apart when I went to Portland as an aircraft mechanic, it just seemed so boring. When I did*

go to sea, we never stopped anywhere, but I ended up on an aircraft carrier as part of the search and rescue team. I decided to sort things out for myself and so when the aircraft carrier returned from the States I went on leave and then deserted and went to Sweden. Initially my objective was to try and obtain political asylum but I ended up hitching and working in Europe. I knew then that I had made a mistake as I should have just travelled, but I returned to England, was caught and ended up in naval prison. This is far from being a gung ho story about life in the navy, but it is different and hopefully it might make you smile.

In 1986, Jim Begg, an Ayrshire GP, was appointed as the Doctor for Search and Rescue at HMS Gannet, Prestwick - the second busiest rescue unit in the UK. His Sea King helicopter, call-sign Rescue 177, was the 'frontline ambulance' for Scottish islands, ships, fishing boats, and mountains.

A history of Royal Navy Search and Rescue from the First World War to the present day, illustrated with an amazing collection of period and contemporary photographs.

Overstretched from the start of the Second World War in 1939, the Royal Navy acquired First World War surplus destroyers from the United States Navy and embarked on a massive programme of construction, building and buying aircraft carriers, escort carriers and frigates and corvettes, building up a powerful submarine arm and, almost from scratch, re-creating the naval air arm taken from it in 1918. The service had to learn fast. It soon became clear that the Germans would not provide an opportunity for a major battleship to battleship fleet action along the lines of Jutland, but that submarine warfare and surface raiders were to be just as effective at undermining the British war effort. The Royal Navy was expected to be active in the North Atlantic and in British waters, and then after the Soviet Union was invaded by Germany, it had to protect the Arctic convoys. Meanwhile, it also had to keep control of the Mediterranean, alone after the fall of France, supporting ground forces in North Africa and then in Greece, send convoys to Malta and disrupt the Axis supply lines both in the Mediterranean and off the coast of Norway, and then it had to face the Japanese in the Far East. By the war's end the Royal Navy had grown from its pre-war strength of 129,000 to 863,000 men. Its fleet had also grown from 12 to 61 battleships and cruisers, seven to 59 aircraft carriers, and 100 to 846 destroyers, by 1945.

Search and Rescue

A History Since 1900

Military Operation and Engagement in the Domestic Jurisdiction  
The Untold Story of the Royal Navy Task Group off Libya in 2011  
Including the Fleet Air Arm & Royal Marines

The Official Illustrated History of RAF Search and Rescue

As one of the most iconic helicopters of all time reaches thirty, Rich Pittman offers a richly illustrated look back at a vehicle that remains popular with armed services and aviation enthusiasts around the world. The helicopter used to be designated the EH101 and is now the AW101.

Air University Periodical Index

From Design to Front Line

To Ride the Mountain Winds

The Royal Navy in the Falklands Conflict and the Gulf War

The Wrong Path

For Those in Peril