

Lieutenant Commander Norman led his crew in extremely difficult circumstances of weather, sea state and aircraft serviceability in one of the most dangerous rescues undertaken by a Naval aircraft in recent years. It is largely because of the leadership, professional competence, calm, clear thinking, and great courage displayed by him in these atrocious conditions that those who remained on board the *Ben Asdale* were saved.

Lieutenant Anthony John Marsden HOGG, Royal Navy.

Lieutenant Hogg was the 1st Pilot of Sea King 592 which was launched in the early hours of 31st December 1978 to rescue the crew of the trawler *Ben Asdale*.

Weather conditions on take off were atrocious and throughout this hazardous rescue the aircraft was flown well beyond its normal weather limits. As the rescue proceeded the wind strength increased to Force 9, visibility deteriorated as the blizzard intensified and communications worsened as the aircraft's intercom steadily failed, cutting Lieutenant Hogg off from his fellow crew members. Nonetheless, he remained calm and in control throughout although he knew that on occasions the aircraft was being blown dangerously close to the cliffs. The turbulence of the air and rough seas produced extraordinary variations of pitch and roll yet Lieutenant Hogg remained unruffled as he maintained the aircraft's height and monitored its attitude whilst hovering.

On completion of the rescue, with the intercom totally failed, Lieutenant Hogg attempted to fly the aircraft back to Culdrose. However, radar reception in the blizzard was so poor that it was only when the intercom recovered that the aircraft could return, using its own radar information interpreted by the Observer.

Lieutenant Hogg remained composed throughout this highly dangerous operation. He co-operated closely with the Captain of the aircraft to achieve the rescue in the most effective way possible even though this method took a large part of the aircraft's control away from him. He showed great courage, supreme professional competence and devotion to duty in the face of almost impossible conditions.

*Queen's Commendation for Valuable Service in the Air*

Lieutenant Lawrence Maynard JERAM-CROFT, Royal Navy.

For his skill and personal courage as Co-Pilot of Sea King 592 in coping with communications difficulties during the hazardous rescue of survivors from the wrecked trawler *Ben Asdale* on 31st December 1978.

*Queen's Commendation for Valuable Service in the Air*

Leading Aircrewman Christopher John FOLLAND, D105603U.

For his skill and personal courage as the Winchman of Sea King 592 during the hazardous rescue of survivors from the wrecked trawler *Ben Asdale* on 31st December 1978.

*Queen's Commendation for Brave Conduct*

Leading Medical Assistant Brian David STEELE, DO82890Y.

For his courage and devotion to duty as the Medical Assistant of Sea King 592 during the hazardous rescue of survivors from the wrecked trawler *Ben Asdale* on 31st December 1978.

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