

- and slept until 3am, whereupon I received a call to check out the Estate once again. 30 minutes later I came off duty again, stood down and finished QRF at 9am on Monday morning.
30. On the first flight at 1800hrs, I merely observed and was not dropped off by the helicopter at any point other than at the end of the flight. The purpose of the flight was to check out the suspect device from the air. It had been identified at █ Lake Street. That would have been the extent of my instructions. Once we arrived in the area it was clear that there were people throwing stones at cars around the Kilwilke Estate and I was concerned about petrol bombs. Troops had not gone in. They were staying out of the area because it was thought that the behaviour on the ground was merely to provoke the army into action. This sort of behaviour is not normally videoed from the air since, at that time, it was quite a regular occurrence, say 300 out of every 365 days of the year. It was certainly not out of the ordinary. My brief was to check out what was going on. I think that once the potential rioters had realised that the army was not coming out then the crowds eventually dispersed.
31. As I mentioned in my statement of 22 April 1999, RNI 834.222-224, I saw a gold coloured car parked outside █ Lake Street and I would have provided a commentary for the Operations Room on what I saw during that flight. I would have been looking at what threat it posed and looking around the general scene. I would obviously review the wider scene to see whether there were any dangers for those going in on the ground, (if this was the case), so that any risk of being blown up was minimised. As part of that commentary, I also noted a group of youths or 'rentamob' that I saw wearing balaclavas. My recollection now is no different to that set out in my statement. Petrol bombs were very much 'run of the mill' back then and it looked as though the people that we saw were potentially running to get them from a stash they had somewhere. I would