

have received a briefing in relation to the duty. While this was happening, my role was to ensure that the helicopter was ready to fly by the time the briefing was complete. If it was an emergency, the Aircraft Commander would have been briefed by telephone. I would be briefed by the Aircraft Commander en route. The briefing provided was often quite short. For example, a typical briefing might be to fly to a location to pick up a Liaison Officer and then to fly to another location with the Liaison Officer on board.

10. Often the Liaison Officer would not provide any further information in relation to the nature of his duty. He would simply direct me to fly over locations of his choice. I could listen in on general radio transmissions made by the Liaison Officer to form a general idea of what was happening. Normally very little information was picked up in this way. This was partly because there was a switch in the back of the helicopter which allowed the Liaison Officer to transmit in a manner so that I could not hear what he was saying. This was used on a regular basis. The switch was quite normal and in my experience fitted to all Gazelles. You would hear a click and then nothing else. In terms of instructions which I would receive from the Liaison Officer in the air, these would be limited to the position of the helicopter – move forwards, backwards, left or right, for example.
11. At night, a video screen was available in the helicopter which was linked to a thermal video camera. The camera (and the video screen) would be running even if a recording was not being made. A decision to turn on the camera to record an incident would be made by either the Aircraft Commander or Liaison Officer. However, the equipment was with the Aircraft Commander so he would physically operate the camera himself. This was dialogue that I would have been able to hear.
12. If images were recorded, I think that the procedure was to return the tape with your weapons, provide that the tape had not been specifically requested by the Liaison Officer. Eventually, the tape would then be rewound and reused. It is possible that the tape could have been used in any of the other aircrafts used by the security forces at that time – it was