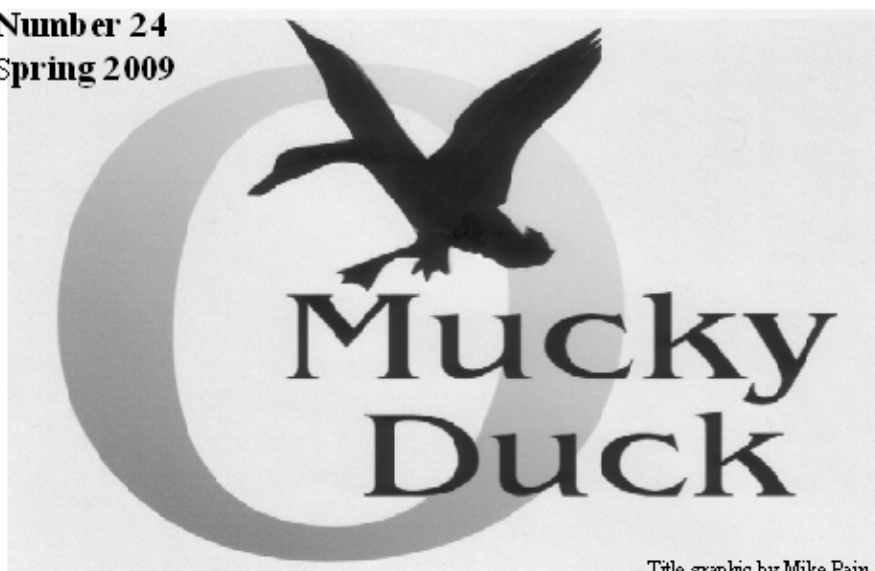


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The Newsletter of 202 Squadron Association

www.202-sqn-assoc.co.uk

From the Squadron

Issue 24 of the Mucky Duck and Charlie Logan has been replaced as the Squadron Association Representative after 3 years service. Charlie has been posted to RAF Shawbury to become a QHI (Qualified Helicopter Instructor). Good luck Prince William and his colleagues! On behalf of the Squadron and the Association I would like to thank Charlie for all his hard work over the years.

May I introduce myself; I am Flight Lieutenant Justin Shaw a 1st tourist pilot at A Flight, RAF Boulmer. Originally from Worcestershire I joined the RAF having completed a degree in Mechanical Engineering. After training I was posted to RAF Boulmer where I have been for 2 years. For my sins, I am also the Standard Bearer on 202 Squadron and thus will be in Gibraltar in June where I hope to meet many of you.

So what has the Squadron been up to over the last 6 months? Well the annual tally of jobs was calculated in early January with another busy year had by all 3 flights. In total 202 Squadron took part in 717 SAROPS, assisting 512 people. Again this is as a result of continued efforts by Squadron personnel to raise awareness of our service to the various civilian emergency agencies.

Once again Squadron personnel have been recognised for their continued bravery and skill in the air. Of particular relevance was the award of a Green Endorsement to Charlie Logan. I believe he was too modest to tell you about his escapade therefore I will.

Charlie was the captain of R131. At his side was Louis Stanton, who was on his first ever shift, Rick Maving was the Radop and Andy Rowland the Winchman. R131 had been diverted from training to assist with what turned out to be two separate fallers in the Lake District. Having delivered the second casualty to hospital the pressure was off and Charlie decided to leave Andy at the hospital to hand over, whilst the rest of R131 went to Carlisle for fuel. On returning to the hospital, the aircraft suffered a No. 2 generator failure. Not a major problem considering the weather was good and it was daylight. So decision made, R131 would return to base and the problem be investigated. Just as the crew lifted from the hospital the radio crackled into life: another job on Sca Fell - at least one with serious injuries! At this time Charlie decided to accept the rescue, as the generator problem was nothing more than a minor distraction.

There was no obvious sign of the casualty when R131 arrived on scene, so, as is frequently the case, the crew began to search and request further information. It was at this point that Rick reported he couldn't transmit on HF and then the radar picture disappeared and finally the infrared picture vanished. This all happened as Charlie was approaching the hover and was demanding low power. Then the AVAD warning sounded, drawing his attention to a double computer failure. This left Charlie stuck with low power when actually he required high power, not a good situation to be in! Faced with a helicopter that didn't want to fly, whilst stuck up against a mountain, Charlie manoeuvred away from the hillside

exemplary fashion and eventually landed at the Wasdale Head for tea and medals!

With R131 broken in a field, R128 from Leconfield was scrambled to continue the rescue. An investigation by the engineers discovered that an underperforming No. 1 Rectifier had disguised the full extent of Charlie's original problem; this eventually led to a total DC power failure. For his clear and decisive actions, Charlie was awarded a Green Endorsement to his Flying Log Book.

Many of the jobs that 202 Squadron were involved in made the national headlines. D Flight at RAF Lossiemouth assisted in the avalanche at Glen Coe. Following an exciting winching serial with the aircraft positioned nose into the terrain and with no escape option, two priority casualties were recovered. A 'Highland Emergency' cameraman, Steve Allen, assisted with CPR and was awarded a SARFC Commendation. Lossiemouth also attended both Super Puma crashes in the North Sea and Boulmer also attended the second Puma crash off of Aberdeen. At the beginning of the year A Flight, RAF Boulmer, completed its 4000th job by rescuing 2 walkers in the Cheviots at night.

As the saying goes 'the only constant is change'! Over the last 6 months there have been many departures and additions, too many to list here. Significantly Squadron Leader John Sheldon who returns to 202 Squadron after commanding 1564 Flight in the Falklands has replaced OC D Flight Squadron Leader Heald at the helm. Squadron Leader McGurk has relinquished command of E Flight for sunnier climates, soon to be replaced by Squadron Leader Reeks who joins the SARF from the Merlin. Finally OC 202, Wing Commander Bastable will shortly be handing control of 202 Squadron to Wing Commander Mackmin, a Puma pilot before joining the SARF.

I very much look forward to working with the Squadron Association over the coming years. Hopefully I will get the opportunity to meet many of you in Gibraltar in June. Meanwhile if I can assist you in anyway feel free to contact me at A Flight, RAF Boulmer.

Justin Shaw

Sic Transit Gloria Mundi

Goodbyes and Hellos

We say *au revoir* to two friends and welcome two new ones.

Wing Commander Bastable (Andy), the Squadron Commander, leaves us in the summer to be replaced by Wing Commander Sara Mackmin.

Flight Lieutenant Charlie Logan gives up the job of Association Liaison Officer on posting to instructing duties at Shawbury. He has been replaced by Flight Lieutenant Justin Shaw whose first contribution to Mucky Duck is on page 1.

In the Squadron's Annual Summary Andy Bastable writes,

"Having had the privilege to command the RAF's oldest SAR helicopter Squadron, I find it immensely gratifying to know that the SAR Force continues to be the most tangible facet of the RAF in the UK, touching ordinary people and saving lives on a daily basis. While the eventual profile of 202 Squadron within the future UK 'harmonized' SAR Force still remains undecided, for now at least, the demise of the familiar bright yellow RAF helicopters is still a few years hence. It has been an honour to lead such a dedicated and committed team and I wish you and the Squadron well during 2009 and beyond."

The use of the phrase "SAR Force" above rather than the more trendy "SARFOR" reminds me of a Squadron Commander we had in our days as the Meteorological Reconnaissance Squadron in the weird days of the Cold War. This gentleman took himself, and his role in NATO, very seriously and assumed the American style designation ComAirMetEastLant, having a handsome wooden plaque saying so affixed to his office door.

Some members of the Squadron (Air Engineers were the prime suspects) decided that it should have the British practice of using initial letters and not initial syllables.

The CAMEL removed his plaque.



It has become customary to accompany the "From the Squadron" piece with a photograph or two of Squadron activities. These are not available this time, so we have the one on the left.

Some of you may know that I "work" part time in my son-in-law's photographic studio. I have "stolen" this image (the current trendy word for photograph) from stock.

I know little about it other than it was taken several years on the cliffs near Arbroath, Angus.

My guess is that it is D Flight, though Boulmer and Lossiemouth are about equidistant from the scene.

Reunion 2009

All is going well with the arrangements for the Reunion on 10/11 June in Gibraltar. Those of you who have sent me deposit cheques are all booked in, I shall be coming to you for a little more when other costings are finalized. If anybody else wants to come, I should be able to fit you into the festivities, but you'll have to arrange your own travel and accommodation.

Pete Chadwick

Here is a selection of the requests for help received, mostly via the Website, in the past few months. To get more in they are printed without return details. Ask me if you want them.

Message: Looking for news of Frank Bithell who was at Gibraltar, 202 Squadron. Enquiring on behalf of his best man who has lost touch. At one time in Leeds area. Frank's wife was Betty.

Message: Does anyone have any information please, on the occasion when a part of a propeller from one of S.F.Cody's aeroplanes was presented to the unit when it was stationed at RAF Brawdy. It was presented in recognition of a rescue and I would very much like to find out further details.

Message: I work in a residential care home in Norfolk. One of our residents, John Bloomfield Levien, was, I am told a flying boat pilot during World War 2. He flew Saro Londons from Gib. and later Catalina's. I wonder if he was a member of 202 Squadron. I am making these enquiries without his knowledge. I am not sure which unit he was with but if I can find out and get him association material I am sure he would be delighted. He is reticent about his service but is a member of the Catalina association. Can you confirm or otherwise his membership of 202. Many thanks. Peter Lay (ex-RN)

Sir:

I am trying to track down information concerning a U.S. Air Service pilot who served with No. 202 Squadron during World War I. Would you have any information on a Lieutenant Oliver Hall. He either flew or flew in DH4s during May-June 1918.

Thank you.

Continued on page 9

Jim Caiella

CECIL JOHN BARRINGTON ORR

To my shame, I have lost the contributor's name - HC

Cecil was born in Omagh, Northern Ireland on 24th June 1920. His father was a bank manager and he had two sisters who were both quite a bit older than him. He spent his childhood in Omagh and was madly keen on things mechanical and became very interested in aeroplanes.

Cecil was very much a family person. This was probably because he was partly brought up by his elder sister Dorothy who was 12 years older than him. She was always left in charge of the younger children while her parents spent time socialising. In spite of this Cecil was very close to his mother. "A sweet and gentle person" He would look forward to the family holidays in Strabane and at Bangor.

Cecil enlisted in the RAF on 4th May 1938, He was seventeen years old. He was assigned to 2 Depot at Cardington in the Electrical Wireless School as a trainee wireless operator. On 1st November 1938 he was transferred to 1 wing. From there he went to Belfast to work on the Short and Harland aircraft as part of his training.

He spent some time in Hospital after contracting pneumonia and was considered unfit for flying service. He applied for postings as an Air gunner but was initially refused on grounds of poor health. He had now achieved the rank of Airman 1st class. As Cecil was good at what he did he was promoted over the next 2 years to the rank of Leading Aircraftman.

Finally on 27th September 1941 he was passed fit for duty as an air gunner and promoted to the rank of Sergeant on 1st October 1941. On 4th June 1942 he was transferred to 202 squadron at Gibraltar. He was assigned to the Short Sunderland Flying Boats patrolling the English Channel and Convoy Escort. He was a crew member on Short Sunderland TQ-M W4029.

On 31st August while returning from an escort duty they crashed short of the flare path killing all but one of the crew. Cecil was 22 years old.

I quote from the account of the crash printed in the book "Short Sunderland in World War 2 by Andrew Hendrie":

"There was a less happy ending for Sunderland TQ-M W4029 captained by P/O Rimmington in August. On the 21st he flew as escort to convoy OG88 outward bound from the UK. At 0235 hrs on return to Gibraltar, the aircraft was seen to circle the bay before crashing 1000 yards short of the first flare. The Sunderland burst into flames and two depth charges exploded. Only one of the crew survived – P/O K.G. Grey – and he was dangerously ill. The bodies of Sgts Orr and Hay were recovered on the 3rd and 9th September."

This is the list of the full crew of Sunderland TQ-M W4029:
(Obtained from Air Historical Branch RAF)

Sgt Cecil John Barrington Orr RAF – Wireless operator/Air Gunner
P/O Colin Arthur Rimmington RAAF – Pilot
Sgt Fredrick d'arcy Scott RCAF – Pilot
Sgt Ernst Frederick Chaplin RAF – F/Engineer
F/Sgt James Michael Corcoran RAF – Pilot
Sgt George Form RAFVR – Wireless Operator/ Air Gunner
Sgt John Simpson Hay RAFVR – Wireless Operator/Air Gunner
Sgt Alan Morgan RAFVR – Wireless Operator/Air Gunner
Sgt Cecil James Lee RAF – Wireless Operator/Air Gunner
Sgt Harold Wallis RAFVR – Fitter Mechanic Engineer/Air Gunner
Sgt Keith Adams RAFVR – Employment Unknown
P/O Kenneth Gordon Gray – Observer



The burial party at Gibraltar

Continued from page 6

Message: Does anyone have any photographs of F/O John Lambton, who was an air-gunner killed in action on August 11, 1941? He is buried in the North Front Cemetery alongside air gunner Sgt. James Gould Summers, who was killed on the same day. Also, does anyone have any information as to exactly what happened to the PB Y he was on? Did any of the crew survive? Also, if anyone can identify John Lambton in any of the photos posted on 202's website, that would be very much appreciated.

I am John Lambton's son.

Message: I am trying to locate the family of three crew members of a SARO London Flying Boat K9682 shot down by the Vichy French at Casablanca on the 14th of September 1940. Onboard were Flight Lieutenant Bruce McCallum (killed) Edwin Charles Minchinton (killed) Pilot Officer Henderson (wounded) and possibly Flight Sergeants Graham and Hardy?? (both taken POW) and interned at Mediouna Internment Camp south of Casablanca.

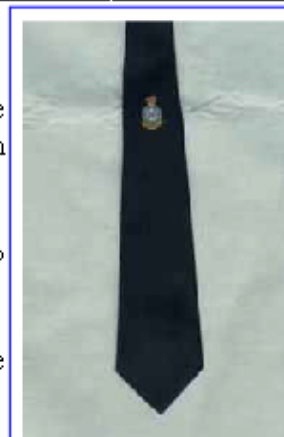
My connection is that my Grandfather Major W C W Potts of the 7th Battalion Royal Northumberland Fusiliers was interned with them. I would like to confirm their identities and hear of any information about their time in Morocco. My Grandfather escaped in November of that year but appears that they did not.

Association Tie

In addition to the items available from the Squadron that are listed on pages 10 and 11, an Association tie is on sale from Stew.

There are those who take grave exception to members turning up to the reunion without one.

The example in the photograph has been to quite a few reunions; the beer stains cost extra.



Squadron Fund Price List

Shopkeepers: Flt Lt Steve Johnson and Cpl Rachel Davies
01407-766607



Mug £2.50



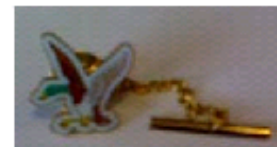
Sticker £0.40



Pin £2.00



Tankard £16.00



Tie Pin £4.00



Cummerbund £20

XL Sticker £1.20



Tie £6.00



Plaque £21.00



Cloth Crest £3.90



Print £5.00



T-Shirt £10.00



Cloth Badge £1.50



Our Committee

The current committee is:

Derek Whatling	Chairman
Jules Rutt	Association Secretary
Brian Tanner	Treasurer
Stewart Cameron Forbes	Sales
Pete Chadwick	Reunion Organiser
Hugh Cumming	Newsletter
Mike Furness	
Mike Hamill	Webmaster
Ian Stephenson	Membership Secretary

The Squadron Commander and Association Liaison Officer, currently Andy Bastable and Justin Shaw, are *ex officio* members of the Committee

It is a policy of the Association that the Committee will offer themselves for re-election at each Annual General Meeting and will encourage members to offer themselves or be nominated. The Committee is concerned that we do not finish up with the same people in post endlessly thus stifling a flow of fresh ideas and initiatives.

In the spirit of this, the post of Newsletter Editor is on offer. Please contact Hugh

Mucky Duck is published biannually in Spring and Autumn - April and October more or less.

It is dependant on a flow of material and will dry up without contributions. Please scratch your head, or wherever you keep your brain, and come up with some stories, memories, items of interest or photographs. You do not even have to write it. If you give me the idea and source, I shall find a volunteer or, as a last resort, do it myself. Reproduction of photographs is not brilliant.

Contributions please to:

Hugh Cumming