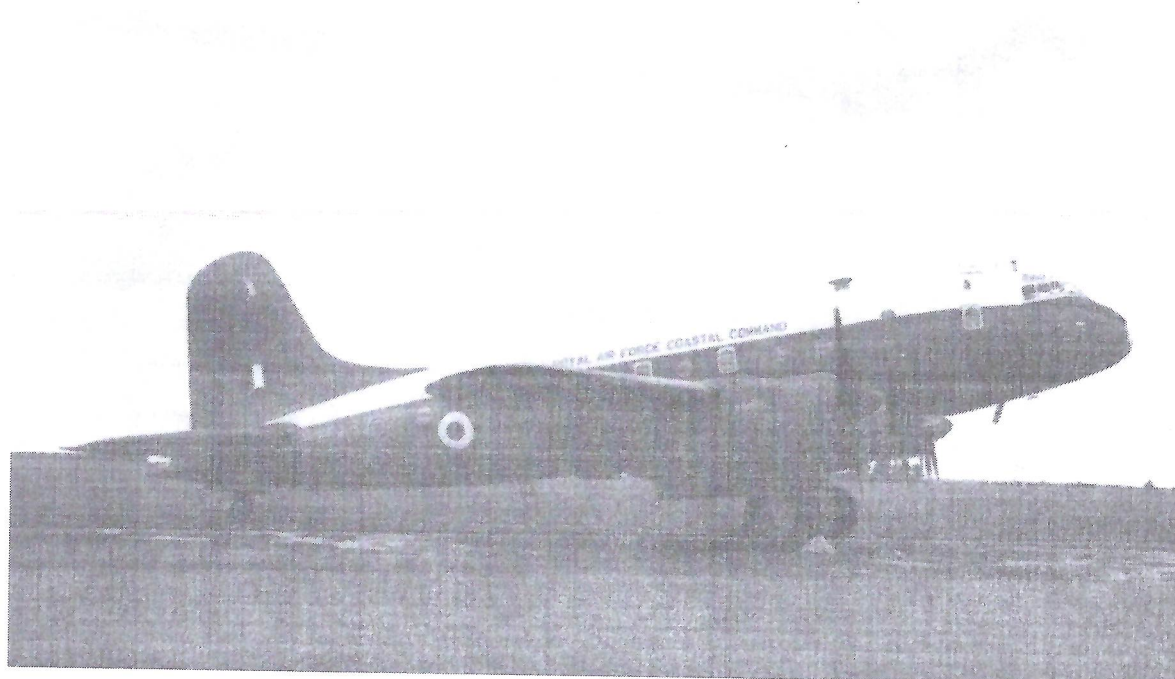




**The newsletter of the  
202 Squadron Association  
Number 44 – 2023**



## The President's Piece

It's been a busy time for the Association over the past month. As usual we were represented at the Cenotaph in Whitehall on Remembrance Day and then we had a somewhat belated Reunion. Both of these events might be the last time that we do them as the 202 Squadron Association. The next time they happen, we'll probably be The Royal Air Force Search and Rescue Helicopter Association, (RAFSARHA), but I'll leave it to our Chairman, Steve Garden, to update you on all of that.



We had 11 members "marching" at the Cenotaph on Sunday 12<sup>th</sup> November. Fortunately, the predictions of disruption by demonstrators proved to be groundless and apart from a slight dampening while we were waiting on Whitehall prior to 11 o'clock, all went well. We paid our respects as we marched past the Cenotaph and as we returned to Horse Guards we were reviewed by HRH The Princess Royal. Thereafter, we were joined by wives/husbands for lunch back at the RAF Club on Piccadilly. All in all, a very



respectable, possibly final, Cenotaph showing by the 202 Squadron Association.



A week later, we gathered at the Webbington Hotel for our annual Reunion. The hotel was chosen for its proximity to the Weston-Super-Mare Helicopter Museum, which has an amazing collection of historic and, not so historic, helicopters. Sadly, not a Sea King in sight, but we understand that they are negotiating for one at present. How on earth they'll fit it in is a good question.

On the Saturday evening we enjoyed our usual formal dinner with 45 at table. I'm pleased to report that, both the Chairman and Mr Vice remembered that we were toasting "The King". If you look closely at the right-hand edge of this team photo, you'll see that I'm half the man I was.

In Comradeship,

**Pete Chadwick**



## Update from the Chair

Season's Greetings to you all!

For reasons that will become clear, this could be the last ever edition of the *Mucky Duck* and the last time I write a piece as Chair of the Association. I want therefore to reflect on what the Association has achieved in its 26-year history, thank publicly many people and then look to the future, and how the merger with No 22 Squadron Association is progressing.

The Royal Navy and the Army previously claimed that they had traditions, while the RAF merely had habits. These claims have quietened since the RAF passed its Centenary. How then, do we describe an organisation that has existed for merely 26 years? Do we merely have twitches? Each of you will have your own personal, favourite memories of the Association and I urge you to write them down for a possible final edition of the *Mucky Duck*. I'd like to share a few of my personal favourites, having been a member since our formation. Like all organisations, our foundation story has become slightly cloudy with the passing of years but undoubtedly Owen Wright and Jim Goodbourn take much of the credit for the Association's formation, so our thanks must go to them.

So, what have we achieved? Well, there have been numerous, enjoyable Reunions. Each of you will have your favourite but mine was the October 2003 Reunion in Gibraltar. I was Officer Commanding No 202 Squadron at the time, so the event was already special for me. But visiting Gibraltar with people who had served there during WWII – as well as Members from the Squadron's meteorological and helicopter iterations - and laying flowers on the graves of Squadron personnel who had died there was unforgettable.

Another unforgettable moment for me was at breakfast in Leconfield Officers' Mess on the morning after a Reunion Dinner. Over breakfast, I introduced Alan Robertson and Owen Bishop, respectively a Catalina pilot and rear gunner, who had both served on 202 Squadron for an 8-week period in Gibraltar but who had never met one another.



I was very proud of our £500 contribution to the purchase of a 'Search & Rescue Triptych' for the Royal Air Force Club. The Triptych is an enduring legacy of everyone who served on 202 Squadron when we flew Whirlwinds and Sea Kings. Equally, the money we contributed to Historic Helicopters enabled that organisation to conduct a Sea King and Whirlwind flypast at Mike Lakey's funeral for an unforgettable farewell (in addition to Mike's other achievements, he was the leading figure behind the procurement of the SAR Triptych, so there is symmetry here).

We have also marked the passing of many Members and their partners. As an Association, we have attempted to have a presence at the funeral of every Association Member who has died (disrupted to an extent by Covid), often laying an Association wreath on the deceased's coffin. This is something that has marked us out as different from many squadron associations. Every time we have participated in a funeral, we have been thanked by the family of those who have died and been told that the deceased had enjoyed their involvement with the Association and would have been proud to have been so remembered.

None of the Association's activities, including the few I've highlighted above, would have been possible without the efforts and dedication of our Committee Members, past and present. At the Reunion Dinner, we thanked each of the current Committee Members individually and I'd like to take this opportunity of thanking every one of the past Committee Members who ensured the success of the Association, dating back to its formation in 1997. Thank you all.

So why am I writing about the Association in the past tense? For reasons that I have written about in previous editions of the *Mucky Duck*, and talked about in AGMs and Reunion Dinners, the future of the Association was becoming of concern, primarily due to declining numbers and decreasing attendance at Reunions. Due to many Association Members being from the Squadron's Met era, we have long resisted a merger with No 22 Squadron Association. Earlier this year, however, prompted by two Met era Committee Members – Brian Tanner and Ian Stephenson – the Committee decided that now was the time to consider merging with 22's Association.

We asked you for your views. Over half of you voted and you did so unanimously in favour of a merger. Subsequently, we have held discussions with 22 Association and other squadron associations.

Currently only 22 Squadron Association wants to merge with us. The proposed new organisation will be the 'Royal Air Force Search and Rescue Helicopter Association' (RAFSARHA – or 'Sarha', as I have been referring to it!). This organisation will be open to people who have served on Numbers 22 and 202 Squadron (which of course includes our Met era colleagues), and other RAF SAR squadrons. Anyone who has been a "Friend" of RAF Search and Rescue Helicopters – a deliberately vague description - would also be eligible for membership.

Separately, we will seek your formal approval for this change (as I promised when merger was raised earlier this year). You might even receive this request for your 'vote' in advance of the publication of *Mucky Duck*. The exact date when the new organisation will be formally established, and 202 Squadron Association can fold, has yet to be finalised but, from the feedback received during a group discussion at our Reunion, there is huge support and enthusiasm for this merger, and the consensus was to merge as soon as we can. Discussions are ongoing with 22 Association about some of the initial hurdles that have to be overcome in merging e.g. start-up funds transferred from the current associations, membership fees etc.

With the new organisation, I hope that it can be set up with 'new blood' in its committee, certainly at 'steady state' (there is merit in some continuity of posts from the committees of both associations for the transition period). For now, both 22 and 202 Squadron Associations are seeking volunteers to be the chair, the treasurer and the membership secretary of Sarha. If you're interested, please get in touch with me. These posts are vital for agreeing start-up funds and membership fees mentioned above.

As you know, I have been immensely proud to have been part of 202 Squadron Association and especially to have been your elected Chair since 2013. To this day, I am astonished at the common bonds that exist across people who have served in, or alongside, the Squadron – regardless of the era in which they served. As I have told new Members throughout my time



as Chair, the Association has been a great way of keeping in touch with old friends and of making new ones. I love the fact that the Association enables people to meet others who they might not have seen for many years, and yet continue conversations as if it was only yesterday.

For precisely the same reasons – and because, like many of you, I have also served on Number 22 Squadron – I am very much looking forward to being part of RAFSARHA and to meeting many of you at its future Reunions. For now, thank you all for your friendship and comradeship as part of No 202 Squadron Association. It has been my honour to be your Chair.

**Steve Garden**



## **News from 202 Squadron**

The start of 2023 was a busy period at 202 Sqn with the courses stacking up in Q1. We were pleased to complete 446-014 by the end of the month and we got stuck in with 436-15 and 406-19. The winter weather has brought a lot of rain, but the flypro wasn't overly affected by this, fortunately. The Jon Egging Trust visit, hosted by myself and Mr Bungy Williams, went very well, with 11 yr 8 pupils from Holyhead spending a couple of hours in the hangar learning about the Jupiter and what it's like to be a pilot, winch op and winchman on 202 Sqn.

For your information, the courses that we are currently running on 202 Sqn include:

Rearcrew: 406 – Naval Aircrewmen and Observers; 436 – RAF SH; 806 – staff conversion

Pilots: 446 – RAF/RN SH; 456 – RN Grey Fleet; 856 – staff conversion

Jan 23 was Sqn Ldr Martin Jarvis's final month in command of 202 Sqn before handing over to Sqn Ldr Simon 'Shiny' Allen. In Jarvo's words: 'It has been a fitting way to complete my career in the RAF which began when I was 18

years old, 24 years ago. A thoroughly enjoyable flight to end on a high (excuse the pun) was the perfect send off. To everyone at 202 Sqn, I can't thank you enough for the support you have given me. Being OC 202 Sqn at RAF Valley has been the highlight of my career and I couldn't have asked for a better group of people to share that with.'

202 Sqn pressed on into 2023 and achieved a reasonable amount of flying despite weather, light levels and a period of aircraft unserviceability involving wear on pitch change links and a yaw trim actuator issue. 436-015 mostly completed in mid Feb whilst 456-016 commenced flying with us at the same time and with a 4 week window to complete 456-016, they quickly became the priority course. 406-019 were on course with us throughout Feb.

We warmly welcomed Sqn Ldr 'Shiny' Allen back to Anglesey to take command of 202 Sqn. He spent a large portion of his career at RAF Valley as a rearcrew instructor on SARTU and he brings that wealth of experience to us again. We wished Sqn Ldr Martin Jarvis well in his career change as he finished a distinguished career in the RAF to commence flying with the Coastguard.

Course progression in March was substantial, completing both 406-19 and 456-16 early in the month. 3 rearcrew courses subsequently arrived and we got our teeth into those, both at Shawbury and Valley. Furthermore, staff ramped up the preparations for the CFS(H) Exam Wg visit scheduled for mid April 23.

Challenges arose towards the end of March as new AEA integration highlighted some problems with the Lite-Flite harnesses combined with the Mk 42 jackets for the rear crew. Use of this combination was put on hold until further investigation/changes were completed.

The Sqn was privileged to host a Dining In Night on Friday 24<sup>th</sup> March to say farewell to outgoing OC 202. Wg Cdr Lee Turner attended from Shawbury, with a banter filled speech thanking Jarvo for his 24 years of service before he starts his new career as a SAR captain flying the S-92 on the Resilience Team for Bristow. Flt Lt Rob Paul and WO1(RN) Paul Collacott were also



dined out in anticipation of their upcoming departures from 202 Sqn in the next few months. Flt Lt Paul is also leaving the Service to take up a position as SAR captain with the Coast Guard, flying the AW189 on the Resilience Team. WO1 Collacott returned to CHF at Yeovil.

April was dominated by the CFS(H) Standardisation visit to 202 Sqn. The Sqn performed very well and have notched up another successful visit from CFS(H) Exam Wg. The Sqn also moved forward with wet winching trials and Mk42 life jackets for the rear crew.

In Sqn Ldr Allen's words: 'I am very proud of how the Sqn is performing on a daily basis and the tight knit, friendly environment that is clear to see, proven by the positive comments received this month from CFS(H) Exam Wing.'



The weather turned glorious in Anglesey for May 2023 and the sea temperature began to get close to 15 deg C, the current magic number for not wearing our immersion suits. There was a lull in the numbers of trainees coming through, but in the meantime, both myself and Lt Cdr Lockett (SPLOT) successfully re-categorised to A2, followed swiftly by Lt Tris Rowan

in June. It was fantastic to get 3 out 3 on that score. Flt Lt Bowles also gained his B2 on the unit in May.

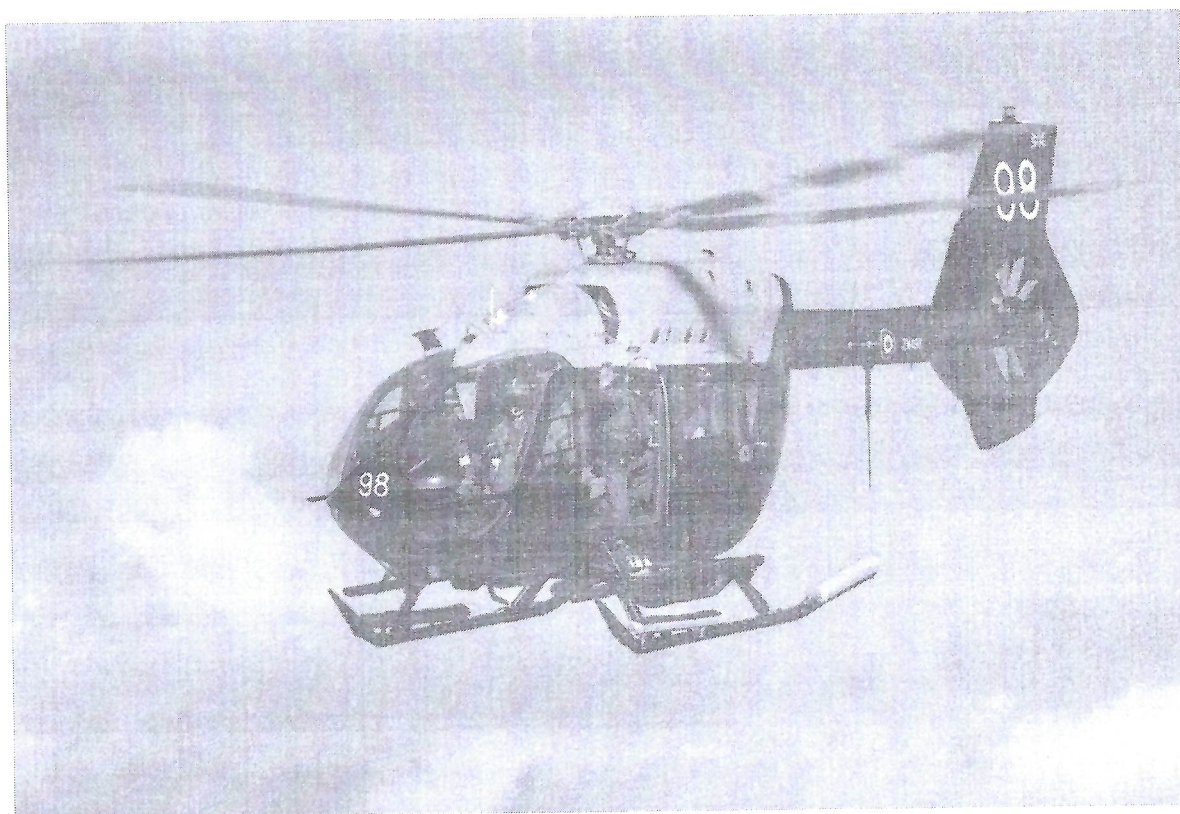
RAF Valley was pleased to host our new CAS, ACM Sir Rich Knighton on 21 Jun 23. All available 202 Sqn personnel convened with other elements of the Stn at 72 Sqn to hear his address which was refreshing and focussed on the threats of Russia and all of our parts to play in the coming years. June was relatively quiet on the trainee front, but things got steadily busier over the Summer, particularly as it is a popular time for leave to be taken, therefore requiring more to be done with less than the average number of staff throughout the year. We were busy supporting more 1FTS tasking, including the Isle of Man TT Race weekend and a Cadet camp at RAF Benson. We also provided personnel support to RIAT and we sent a Jupiter and crew to Ireland to partake in the Irish Air Corps Families Day with a static display at Casement (Baldonnel) Aerodrome and attendance at the Bray Airshow on the same weekend. This helped to forge relationships with the IAC who currently have 4 trainee pilots at Shawbury going through 1 FTS. We expect to see them for their 446 Cse at 202 Sqn in due course. We bid a fond farewell to our Senior Pilot, Lt Cdr Al Lockett and one of our QHCIs, FS James Anstee. Flt Lt Josh Ryznar bravely held the Navy title of Senior Pilot until Lt Cdr Dan Gregory (just arrived from the grey Merlin fleet) was ready to take those reins in Oct 23.

The RAF Valley Families' Day was held on Thursday 10th August, and 202 Sqn was proud to once again provide an aircraft and crew for a Role Demo, showcasing our abilities to the RAF Valley contingent. We had productive visits from Commandant 1FTS and CO 2 Maritime Air Wing where we were able to get them both airborne, exposing the Cmdt to some winch operating over the boat, including fo'c's'le transfers and a final Senior Officer Famil trip (drums in light winds) for CO 2 MAW. We also provided a Standard Party for the Battle of Britain ceremony in Bangor in September.

Q4 of 2023 has seen 202 Sqn settle back in to wet winching again, including it in our syllabi now for the trainees. We have even done some Station Wets for the Texan/Hawk aircrew and we are likely to start doing some winching with the RNLI. The most exciting event in Oct was an ENG CHIP caption on ZM499 which resulted in the aircraft landing by the golf course adjacent RAF



Valley and not lifting again until approx 3 weeks later underneath a Chinook!  
The aircraft is flying with us again now, but there were a lot of cold nights  
spent in a tent next to the downbird with excellent support from the Sqn and  
RAF Valley Stn personnel.



We hope that you had an enjoyable Reunion last month and apologise that  
we weren't able to send anyone down for this one. Fingers crossed it will be  
further north next year! I will be handing 202 Sqn Assoc Rep over to  
someone (TBC) in the near future as I am due for a posting to the Texan on  
72 Sqn early in 2024, but I will remain an Assoc member and I look forward  
to seeing you in due course. We on 202 Sqn wish all of you in the 202 Sqn  
Association a very Merry Christmas and a Happy New Year!

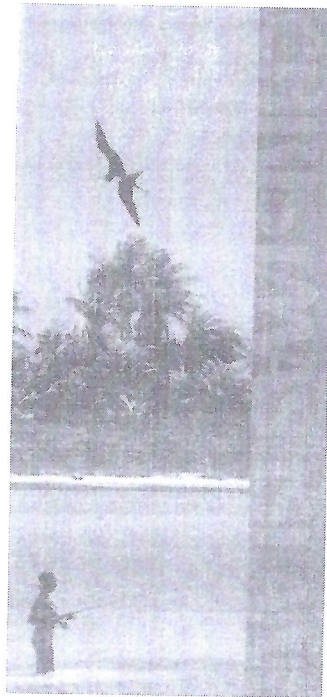
Nadolig Llawen and Semper Vigilate.

Josh Ryznar



## Nuclear Test Medal

Further to the article 'Christmas Island 1958' in the last edition of 'Mucky Duck', when some Met Observers served with 269 Squadron during the British nuclear tests, there have been some developments.



At the atoll the Americans continued with some small tests until 1964. They then left and the local population returned to a peaceful lifestyle, with only some anglers coming to this dream location. The tented accommodation area disappeared with the buildings and hangars used during the Nuclear Tests slowly deteriorating.





In 1979 there was a big change when Christmas Island became an independent nation - Kiribati.

The years then rolled by with lengthy discussion on the award of some form of recognition for everyone involved in the Tests carried out both Australia and the Pacific - including the local population. In November 2022 the Government approved the award of The Nuclear Test Medal and distribution is now being made.



Defence Business Services  
MOD Medal Office

## THE NUCLEAR TEST MEDAL

### BACKGROUND

The Nuclear Test Medal was announced by the Prime Minister in November 2022 to recognise the significant contribution of military, civilian, and overseas staff and personnel who participated in Britain's nuclear testing programme in the 1950s and 1960s.



### DESIGN OF THE MEDAL

The design features an atom surrounded by olive branches and bears the words NUCLEAR TEST MEDAL. The simplicity of the design was chosen to reflect the multitude of different roles that were carried out by the broad range of recipients.

The ribbon colours comprise white, yellow, black and red stripes, along with lighter blue stripes for the sky and ocean, representative of the test locations, such as the Pacific.

Sadly, many who served in these tests have passed away but they will be remembered – not only by some veterans at the recent Cenotaph Service, but by many recipients in all parts of the world.

**Brian Tanner**

## Sea King in the news in Cornwall

Page 2

Voice, Wednesday, June 7, 2023

# Support demonstrated at Armed Forces flag relay

WARREN WILKINS  
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stauvoice.co.uk

NEWQUAY doubled its support for the Armed Forces at a special ceremony held at RAF St Mawgan on Monday.

The Armed Forces Day flag relay came to the airbase where flags were delivered to Mayor Margaret North and to Deborah Carter, the vice chairman of St Mawgan-in-Padstow Parish Council, which was attended by Marion Commander Wg Cdr Marshall Skinner, Deputy Lieutenant Jane Huxley, serving RAF St Mawgan military personnel, veterans and cadets.

Newquay HM Armed Forces Veterans Group signed the Armed Forces Covenant in the Atlantic Club following the flag relay, which pledges support for the Armed Forces.

The Newquay flag will be hoisted outside the town council offices at Marcus Hill and the St Mawgan flag at St Mawgan Church ahead of

Newquay Town Mayor Cllr Margaret North said: "The covenant signing and the flag relay ceremony mark this as a special day for Newquay."

"Armed Forces Day is an opportunity for our local community to be reminded of the contribution the Armed Forces make on a daily basis to our society."

"It is a great honour and privilege to take part in this flag relay ceremony and take possession of the Armed Forces Day flag which is a clear and visible manifestation of their support."

"This flag will be raised at the start of Armed Forces Week. This act is a token of our respect for all Armed Forces personnel who live both in Cornwall and elsewhere, for the enormous contribution they have made over the decades to protecting our democracy and liberty."

"I can't wait to see all the jets and podoes at the main Armed Forces Day event in June."

RAF St Mawgan Station Commander, Wing Commander Marshall Skinner added: "We really value having strong community links with the people of Newquay. Taking part in community events or hosting them like today provides a special way to keep those community links alive."

Newquay HM Armed Forces Veterans Group representative, Darren (Daz) Keeble said: "We are proud to support our men and women in the military, and as a veterans' community group we plan to do what we can to provide the guidance and advice you need if you leave the forces."

"We are here to help local veterans & serving members of HM Forces within our community, and apart from Armed Forces Day itself we're looking forward to the Armed Forces Community Conference that leads up to it. It will be the first conference of its kind that is attended by Government Minister, Johnny



at Falmouth on Saturday, June 24. The flags symbolise the public support for the Armed Forces men and women, past and present and the very difficult job that they do.

The flag relay at RAF St Mawgan held in the shadow of a Sea King helicopter is amongst to being held across Cornwall and the Isles of Scilly as part of Armed Forces Day, which will provide the stage for the whole UK to show support for the Armed Forces community.

Highlights will include a Military Village showcasing vehicles, equipment and interactive displays, a full military parade through the streets of Falmouth, air displays and a Penda's style music concert at Pendennis Castle.



PICTURED right, Margaret North Mayor of Newquay and Newquay HM Armed Forces Veterans Group representative, Darren (Daz) Keeble.



As shown in the clipping from the St Austell Voice, XZ587 featured in this year's Armed Forces Day events in Cornwall. Many thanks to Ian Stephenson for the article.





## **The Underpant(s) Man Job – Glen Etive, June 1986**

June 1986 saw a high pressure weather system stationary over Scotland's NW Highland region for several weeks. Temperatures were high and many folk were going to the hills. Myself and a friend, Bad Gary, were in Glen Coe using a long wheel base Transit van as our weekend doss, parked conveniently close to the public bar at the Kingshouse Hotel.

We had arrived on the Thursday and were spending the days hillwalking around the Coe and testing our overdraft limits in the bar in the evening, well mine at any rate; he was on the brew. At around 0230hrs on the Sunday we were woken by the Glencoe MRT yellow 'Tranny' moving past us. Turning over we went back to sleep. We got out of our bags later that morning and saw a good deal of rescue activity going on. Glencoe MRT were present as were a 202 Sqn Sea King and an RAF SAR Wessex which I guess was 22 Sqn from RAF Leuchars.

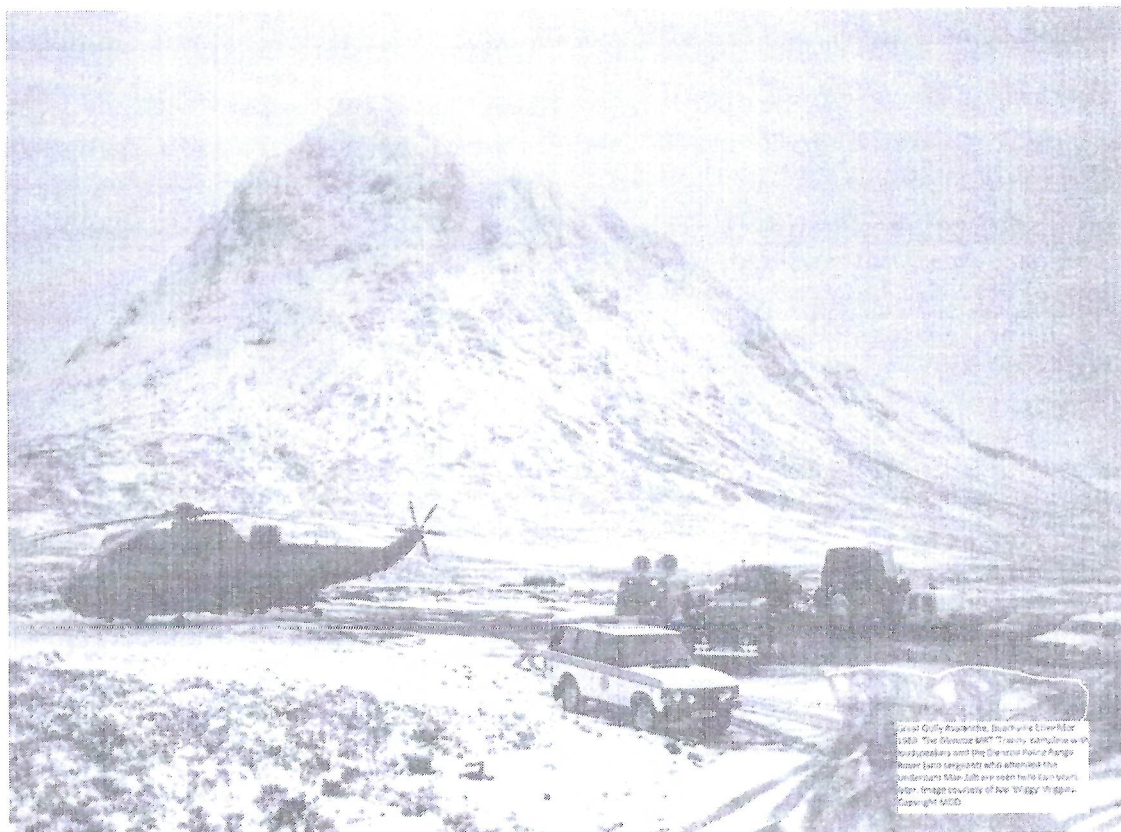
We had breakfast and drove to the car park by SMC's Lagangarbh Hut at the foot of Coire na Tulaich. We were joined by friends from Edinburgh and planned to wander up the tourist route onto Stob Dearg. 45 minutes later we were on the ridge and decided to wander along it SW away from the summit along the Buachaille Etive Mor ridge a short way. With very hot weather I was stripped to the waist and we were all in shorts.

The 202 Sqn Sea King approached and hovered above us. I waved it away giving the 'I'm ok signal' raising an arm and lowering it. We spent the afternoon on the hill before later coming down into the glen between Buachaille Etive Mor and Buachaille Etive Beag where we met a couple whose car was at the other end of the Glen Coe beyond the Gorge. We offered to take them back to it. As we drove along the A82 the woman said to Bad Gary, 'You'll never guess what we saw on the hill...a man with no clothes on...well underpants but that was it. Above Glen Etive wandering away west...'. I ignored this and kept driving. 'Glen Coe' I thought...We dropped them and returned to the Kingy to check that Iain Nicholson's beer taps functioned correctly. They did, and the Bank of Scotland's servers worked overtime processing multiple payments that night.

The next morning saw a delicate pair roll out of the Transit. It was Monday morning and I was working freelance during the week and Bad Gary was unemployed hence the Monday return. We had driven down to the village to



get some food and on our return we witnessed three helicopters operating in the glen; the Sea King, the Wessex and an HMS Gannet Sea King (see footnote). There seemed to be rescue teams everywhere. One was sat by the A82 near the Scottish National Trust visitor centre. I could not resist stopping. I pulled up and asked one of the men what was up. "We are searching for a man with no clothes on". The penny dropped and I said "Well we know where he is." At this point a man came forward and said "Mitch?". It was Joe Wiggins, Wiggy, who I had last heard off via a postcard from RAF Akrotiri around 1980 extolling the virtues of cheap booze on the station; vodka prices were quoted. This was the RAF Leuchars MRT and Wiggy had joined the team some time previously, after as I remember it, returning from Cyprus and then a spell on Ops at RAF Northolt. His day job was Ops with 43 Sqn at Leuchars.

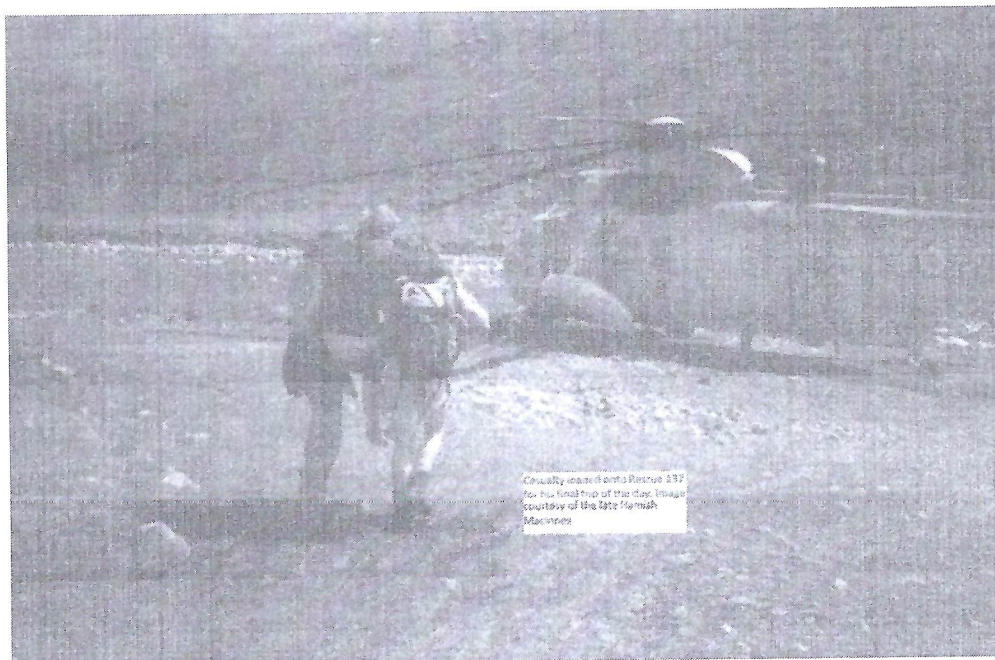


*Great Gully Avalanche, Buchaille Etive Mor, 1988, showing the Glencoe MRT 'Tranny' complete with loudspeakers and Glencoe Police Range Rover (and Sergeant) who had attended the Underpants Man Job two years earlier  
(image courtesy of Joe 'Wiggy' Wiggins)*



Very quickly we gave Wiggy the gen on what we knew. He instructed me to come with him and we jumped into an MR Lightweight Land Rover and took off for Glen Etive. Meanwhile Bad Gary lolled on top of our Tranny in the scorching sun. Glencoe MRT had set up a base camp halfway down Glen Etive and the 202 Sqn Sea King was sat by the burn. Wiggy introduced me to Hamish MacInnes and I told my story. We spread a map on the Land Rover bonnet.

Thus far all the search activity had been at the A82 end of Buachaille Etive Mor and given what we knew it was evident that this missing person had been heading west and away from the Stob Dearg end. I said to Hamish "If all this searching has not found him and our witness said he was heading south west then he must be at this end of the ridge above Dalness". I expected that was the end of my involvement but Hamish asked me to wait, then came back with a piece of paper "Sign this". It was a liability document and I was to go in the helicopter with several Glencoe MRT men.



*Casualty loaded onto Rescue 137 for his final trip of the day  
(image courtesy of the late Hamish MacInnes)*

The local Police Sergeant asked if I had anyone with me and I replied a friend was waiting at our Transit van on the A82. Bad Gary told me later a Police Range Rover pulled up and the sergeant asked "Are you Gary Thomson?". He thought he was being nicked for something. The policeman took him off to the Glencoe MRT base camp in Etive. We took off and I remember thinking



'Now this is how to go hillwalking, screw this puffing up the hill malarkey'. Minutes later the helicopter hovered a few feet above the summit and we were dropped on the ridge above Dalness. We spread out and headed west. 5 minutes later I came across a man standing with no clothes on, just pants. Very badly burned but still with us. Feet black with dried blood. We had assumed we'd be finding a deceased person. He stood in the same stance with the same look on his face as the opening character in Monty Python's Flying Circus who is in rags and says "It's....(Monty Python's Flying Circus)". OK you've got to be over 60 to really get that. Some Glencoe guys went behind him to block access to steep ground, another set off a flare to assist the helicopter on arrival and another got on the radio.

I walked up to Monty Python and said "Hi John, do you want to go down?". He looked at me directly and replied earnestly "Yes but I'm a bit dirty, can I have a quick shower?". With a few minutes to wait for the helicopter I said "No problem" and got some water into him before watching him go through the showering motions – surreal. We dressed him – my boots, someone else's top, another guy's leggings. The helicopter came and we bundled him in.

On the way down I shouted over the noise "You know you owe us £96,000 for aviation fuel?". He replied "It's ok I have overtime next week". There was a discussion about what to do next and because he was coherent (albeit a bit addled) and ambulatory, it was decided to first land in Glen Etive rather than hop to the Belford Hospital in Fort William. Down in Glen Etive he was given immediate treatment for dehydration, checked over, and was in surprisingly good condition considering he had spent two nights (not one as the press stated: see footnote) on the top of the Buachaille ridge with no clothes on other than his trusty (crusty?) underpants.

It transpired that Mr McCabe was a janitor at Edinburgh Art College and we surmised that along with a probable encyclopaedic knowledge of drugs he may well have ingested some prior to his decision to 'go for a walk' (MacInnes was certain of this I remember). He'd been camping in Glen Etive with friends, and no doubt enjoying the bar at the Kingy, and must have set off diagonally up the north side of Glen Etive onto the Buachaille Etive Mor ridge very late on the Saturday night.

Glencoe Police Sergeant Macleod had a few words with him about the effort made to find him.



I was told the job involved 96 men (LMRT, Glencoe MRT, Lochaber MRT and others), 6 SARDA dogs and three helicopters. He was later taken away by helicopter to I believe the Belford. A rescue volunteer known to MacInnes paused on the drive out and said something like "Well Hamish I suppose you'll write this up as the Underpant Man Job". That summed it up.



*Rescue 137 at Glencoe MRT basecamp, Glen Etive, after bringing casualty from the hill (image courtesy of the late Hamish MacInnes)*

As he was taken away another callout came over the radio and we took off for Rannoch Moor arriving just as the Wessex found three schoolboys safe and well. I went back to Edinburgh to pay off my overdraft.

Several weeks later I got a package from Glen Coe. Hamish MacInnes thanked me for my assistance and supplied several photographs of the job. The images in this article are courtesy of the late Hamish MacInnes.

*Footnote: The press (see above) stated that John McCabe was found on 'Stob na Broig'. Presumably they meant Stob na Bròige summit above Dalness. And McCabe was not sitting when found, he was standing like a statue when I went up to him, complete with the thousand yard stare. Also the press article (reproduced on the next page – Ed) states two helicopters but I remember three. And if the third was not an HMS Gannet asset perhaps it was an RAF Sea King in camouflage (maybe one of the troops knows).*

**Ian 'Mitch' Mitchell, Västerbotten, Sweden, July 14 2022**



# Hillwalker comes in from the heat

A scantily-clad hillwalker missing near Glencoe since early on Sunday was found alive yesterday 2,000 ft up a mountain.

Their mysterious disappearance of Mr John McCabe (25) a janitor at Edinburgh Art College, was solved after a second full-scale search by five rescue teams and crews of two RAF helicopters. He had walked away from a camp site in Glen Etive at 2 am on Sunday wearing only under-pants.

Mr McCabe, of 13 Summerfield, Leith, who was making his first visit to the hills, had been drinking with four friends in a local inn on Saturday night. A young couple walking on the high ridge Stob na Broig above the campsite reported seeing a near-naked walker. He was found sitting on a grassy slope 2,000 ft above the glen.

He had survived a freezing night and two sweltering days.

He was flown to the Belford Hospital, Port William, and discharged later.

# 3 missing schoolboys found safe

Three 12-year-old boys who went missing in Perthshire on Sunday afternoon were found safe last night after a 24-hour search by rescue services around Kinloch Rannoch, writes James Rougvie.

The search by two RAF helicopters and mountain rescue teams was started at day-break yesterday after the three boys from Rannoch School failed to return from an outing.

James Young from Perth and Peter Abrahams and Stuart McLean from Ayrshire, first form pupils at the senior schools, were last seen playing at the edge of Loch Rannoch. They were discovered in the Tummel Bridge area, about 12 miles away.

## LAST TRIBUTES TO COUSINS

Leading politicians and trade unionists paid tribute to the former Labour Minister and transport union chief, Mr Frank Cousins, at his funeral in Chesterfield, Derbyshire, yesterday.

Mr Michael Foot described him as "one of the great trade union leaders of this century."

June 17 1986.



## Editor's End

As always, my heartfelt thanks both to those who wrote the articles and to those who worked behind the scenes to generate what you have read.

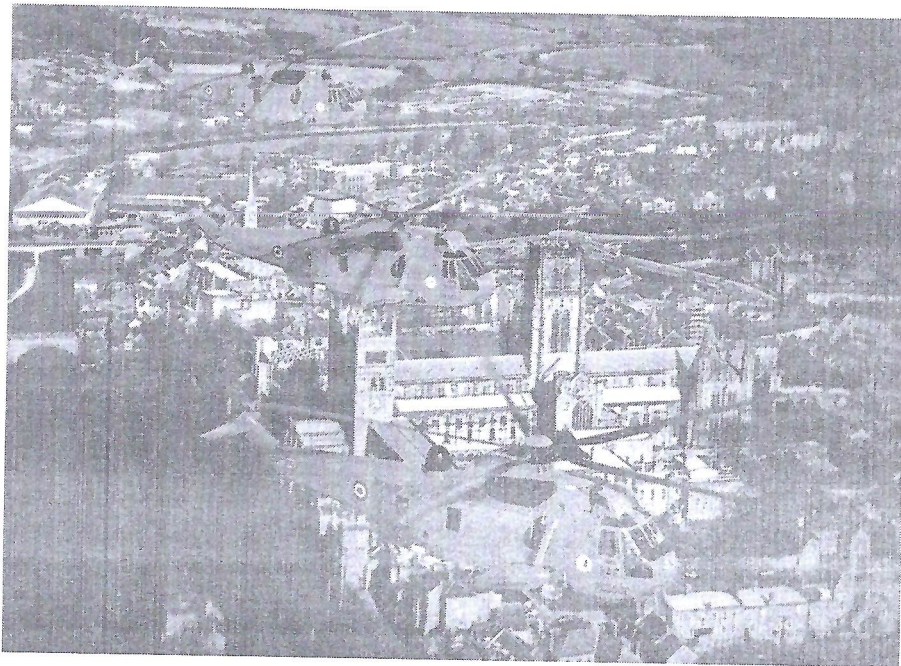
This may be the last edition of the Mucky Duck as we know it, and I will take the opportunity to draw attention to those who have been such enormous help to me over the last 11 years (and, probably, before that as well!). I won't list everyone, but I must make special mention of Ian Stephenson, who has without fail conjured up a steady stream of fascinating and original articles which I have enjoyed reading as much as everyone else has. To Ian and all those others who have answered my pleas for material, a sincere thank you for your imagination, patience and hard work.

Ian has also offered to send to members the presentation on 202's Met Reconnaissance era which he and John Malcolm delivered at this year's Reunion; having seen it, I would certainly recommend it to anyone who wasn't there (and perhaps those who were!).

**Charlie Logan**

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*Image courtesy of Richard Varcoe*