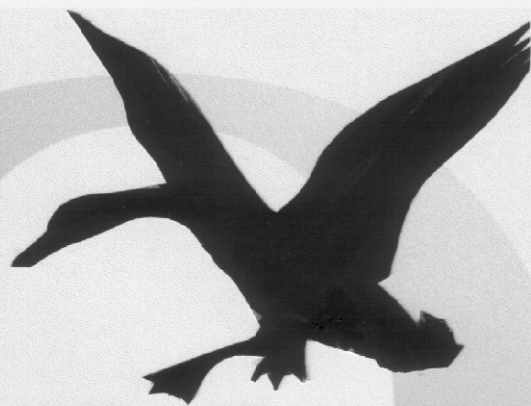


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# Mucky Duck

## Newsletter of 202 Squadron Association

[Http://www.202-sqn-assoc.co.uk](http://www.202-sqn-assoc.co.uk)



In addition to all the other indignities heaped upon her, the sweet little helicopter pictured here appeared on Ebay where bidding reached £10000 before some spoilsport had it withdrawn.

A check on the Committee minutes shows no plan to buy official transport for the Chairman so they were probably not the bidders.

See pages 2 and 3 for the story.

## From the Squadron

Hello again from your correspondent, who is in the process of being posted from the northern wastes frequented by D Flt to the altogether more congenial surroundings enjoyed by A Flt in Northumberland. The months since my last missive have been remarkably busy for the Squadron, and I will attempt to highlight some of the more significant episodes.

No apologies for starting with flying matters. 2006 so far has been a hectic year in terms of numbers of rescues carried out by the Squadron, with 139 up to 24<sup>th</sup> March (compared to 104 in the same period last year, and 102 in 2004). There is no obvious reason for this increase, nor any particular likelihood that it will continue, but it has certainly kept crews busy in the recent months. For example, A Flt and E Flt joined forces to search for the owner of a fishing boat, the Bonny Lass, which had been found drifting unmanned off Hartlepool. Three aircraft flew a total of just under ten hours, in conjunction with five lifeboats, but unfortunately no one was found and the search was eventually called off. D Flt's two aircraft flew a total of over 24 hours, on January 30<sup>th</sup>/31<sup>st</sup>, searching for a missing walker in the Aonach Mor and Ring of Steall area, sadly also in vain. E Flt evacuated 23 of the crew of the oil rig Rough 47B, which had suffered an explosion and fire on January 19<sup>th</sup>.

An A Flt crew witnessed a light aircraft force-land on Goswick Sands near Holy Island on March 9<sup>th</sup>: The two men in the Cessna 150, flying from Cumbernauld to Carlisle, had got lost in poor weather over the borders, and A Flt were scrambled in the late afternoon when Scottish Distress & Diversion located the aircraft, which had been flying for three hours by this point, near Kelso. The task was simply to find the Cessna and lead it to a suitable runway before darkness fell, though by the time the Sea King located the Cessna over Berwick-upon-Tweed, light was failing fast, and the Cessna tucked in behind the helicopter, both aircraft flying at only 300 feet to stay clear of cloud. The Cessna pilot had hoped to make Eshott, between Alnwick and Morpeth, but dwindling fuel and daylight made Brunton, a disused strip north of Boulmer, seem a better option. As it turned out, both fuel and daylight ran out at the same time, still 15 miles short of Brunton, and the A Flt crew watched the Cessna perform a perfect forced landing on the enormous expanse of sand just north of the Holy Island causeway. The Sea King landed nearby and embarked the two men, while Coastguard teams managed to haul the Cessna to the high-water mark (at least the complete lack of fuel made it lighter to push!); the aircraft was successfully flown off the beach the following day.

There have also been a few exciting moments for crews so far this year, with two aircraft ending up stranded far from base and in need of a good deal of work to make them fit to return. The first case happened in the February, to a D Flt aircraft which was attempting a rescue of a fallen ice climber in the northern Cairngorms, on the afternoon of February 27<sup>th</sup>. The forecast was for severe wintry weather to arrive in the area, on the stiff northerly wind, but when the crew arrived on scene in Coire an T-Sneachda (which means "The Snowy Corrie" the cloud base was fairly high and the conditions gave no immediate cause for concern. The winchman was deployed successfully, and the aircraft moved clear while the casualty was assessed and prepared for recovery to the aircraft. Murphy was clearly out and about, as it was at this point that a bank of cloud and heavy snow came whirling around the corner and enveloped the whole area in a chilly white variety of murk. The aircraft was brought to the low hover above a boulder field in the base of the corrie (better hover references than a smooth white slope), in the hope that the squall would blow through, but the visibility dropped steadily to as low as 20 yards. After about half an hour, the crew decided to try to move down the slope to the relative safety of the emergency fuel site at Glenmore Lodge, any attempt to recover the winchman and casualty clearly being doomed to failure, but even this proved unfeasible, and the aircraft returned to the corrie floor. After another little while, the light started failing, the weather showed no sign of improving, most of the fuel was in soot form somewhere aft of



the exhausts, and ice forming on the rotor blades caused increasing vibration. There was no option other than to land and shut down, and the four on board (including a co-pilot doing her first ever shift at Lossiemouth, and a second winchman who had arrived from training the day before) were met by members of Cairngorm Mountain Rescue Team and escorted down the hill through deep snow. Meanwhile, the first winchman was still on the crag with the casualty and the casualty's uninjured companion, and another MRT party set off to get them. The weather was so poor by this time that even the MRT found the going carrying the two halves of as a result, only one half casualty's location, and ried off the hill on just Everyone eventually safely enough, after lead or carry everyone out made it back to approx 0200. Poor old in the corrie, no doubt next day, but the weather not until March 6<sup>th</sup> that for the engineers to reach for flight; in the mean-but Kinloss MRT journalist for company. as Glenmore Lodge, was carried out, and caused by a hydraulic made it back to the nice on March 8<sup>th</sup>.



pretty tough, and the people the stretcher got separated; of the stretcher made it to the the injured climber was car-half a stretcher. made it to Glenmore Lodge sterling efforts by the MRT to of the hills, and the crew Lossiemouth by road at XZ593 languished overnight hoping to be recovered the had set in for good, and it was conditions improved enough the aircraft and prepare it time, the aircraft had no one members and the occasional The first hop went only as far where a full inspection after a further 48-hour delay problem, the aircraft finally warm hangar at Lossiemouth

On March 17<sup>th</sup>, A Flt managed to get an aircraft stuck at Barrow-in-Furness airfield in need of five new main rotor blades, following a violent disagreement between the previous set of blades and the sand-filter which sits above the cockpit in front of the engines. The aircraft was on a rescue in the Lakes at the time, and the damage was not sufficient to stop the rescue being completed, but landing at the nearest airfield and changing the blades at the first opportunity was deemed prudent. The A Flt engineers did a magnificent job, overcoming the difficulties caused by distance from base and lack of equipment at Barrow, to change all the blades by March 20<sup>th</sup>, when the aircraft was recovered to Boulmer after a mere three nights away from home.

Talking of the engineers, a major change to working patterns is occurring in early April, when the ground crew shifts change from 24 hour duration to 12 hours. This means that we need four, slightly smaller, teams instead of three larger shifts, and the benefit will be that work can be carried out on the aircraft for almost 24 hours a day, when required; aircraft availability during the day, when the vast majority of rescues come in, can be improved by carrying out routine servicing (or indeed corrective maintenance) through the night. The Squadron will need slightly more engineers to man the four shifts, but this extra cost should provide immediate and tangible help in achieving the Holy Grail of full aircraft availability.

That's about it for this time. I regret to say that I cannot attend the Re-union in April due to work commitments, but I will do my utmost to get time off for future events. Best wishes from all current Squadron members.

**Charlie Logan**

# Kevin Lewis

Many from our Meteorological Reconnaissance Hastings days will remember Kevin “Boots” Lewis who, if I remember correctly, was last seen riding off into the sunset in the direction of Dublin. It turns out that he is now a pillar of the Aussie establishment with an amazing aviation adventure and life:

Hugh,  
Sorry it's taken me so long to reply to your email.  
The background to the saga of the Nanchang is that I'm a director of a company that owns Aldinga airfield about 50 km South of Adelaide, and Ted Meeuwsen, a long term acquaintance, approached me to see whether I would join him in a project to locate and rebuild one of these aircraft with a view to constructing a hangar for it on said airfield. So, several months later I had cashed in a superannuation policy and found myself part owner of a project

under the supervision of an aircraft engineer, we spent almost every weekend for the next eight years in a rented hangar at Noarlunga airfield, stripping away the old paint, removing antiquated radios and trying to interpret the parts lists that were all in Chinese! Eventually the time came to fly the beast, and a friendly RAAF test pilot from the local Base volunteered to do the honours. Meanwhile we had built our own hangar, and the first flight was about 10 km to Aldinga.



that would take the next eight or nine years to complete.

The Nanchang, or CJ6 to give it its official designation, is a trainer developed for the Chinese Air Force from the Russian designed YAK. Enormous numbers of these were built from the early 60s and you can still buy a new one if you have a spare A\$250,000.

These aircraft were put out in a paddock after reaching 4000 hours service, and rotted quietly away until some entrepreneurial genius decided to export them to the West where they were enthusiastically received. Several container loads came to Australia in various states of (dis)repair, and the photos will show what a daunting task was ahead with our unit. Surprisingly, most of the bits were there, and

Ted and I then had to become instant experts in flying it, since there were no instructors available with the necessary endorsement.

When the next insurance renewal became due at the same time as the annual inspection, we decided that the aircraft would have to earn its keep, so in January this year we moved it closer to the City and advertised the availability of “**Warbird Adventure Flights**” far we're managing to pay the bills, and with the summer season coming up we may even make a profit!

[The photographs are, of course, “before” and “after”.

Well done, Kevin, we're all jealous. All best wishes to the company for success

## Memory Dredging Corner

**PETE CHADWICK**

My wife's father, Temp Sgt Tom Bailey, was posted to 202 Squadron in Gibraltar on 18.10.42. He was reported killed in action on 3.11.42. We have no idea what he was doing or what type of aircraft he was flying in other than he trained and qualified as an air gunner in May and June 1942. My wife is now his nearest surviving relative and we would be interested in finding out anything that might shed light on what happened to him and on what type of operation he was engaged in when he went missing. We have just returned from Malta where we found his name on the memorial in Valetta, but as he was based at Gibraltar, there is no further information there. Any help anyone can give us to point us in the right direction for further research would be gratefully received.

James RGibson (RAF 1955-66)  
jrgfulwood@talk21.com

I am trying to find out the service history of each SARO London that was built. If anyone can help with details/photos I would be most grateful.

Alex Crawford  
acrawford@blueyonder.co.uk

I'm endeavouring to find details of a Sgt R A Tiffin, RAF, attached to 202 Squadron during WW2. My research so far has him killed in or around Malta 20Nov42. To finalise a part of family history could you forward any information re: a. time in service, b. duties, c. where and when killed and d. grave and or memorial site. Answers to any of the above would be most appreciated.

Maurice Tiffin  
bigtiff@netspeed.com.au

I am interested in my grandfather, Charles Millard's history. He was a signaller on B24 Liberators during WW2 and I know he had served with 202 during or just after the war finishing as an acting warrant officer.

Shaun White  
rockape718@hotmail.com

## LONDON MARATHON 2006

I'm well into my training for this year's London Marathon, it's my 16<sup>th</sup>!! I've decided to run this Marathon on behalf of the "Dreams Come True" charity. The charity aims to fulfil the wishes of children who have been diagnosed with a terminal illness and would never otherwise be able to achieve their dreams. Swimming with Dolphins, a trip to Disney World, that sort of thing. I chose it because it provides something worthwhile which could never be provided from any official source, which is so often the case with some other charities.

I'd really be grateful for your support and sponsorship. I have a web site you can visit [www.justgiving.com/petechadwick](http://www.justgiving.com/petechadwick) which takes just about every payment method known to man. Or, if you're coming to the Reunion, you can give it to me then. It's the week after the Race.

Very, very many thanks in advance to you generous souls.

In Comradeship,

Pete Chadwick

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It is only a few weeks until the Annual General Meeting when the Association Officers will make their formal reports to us and I am running out of space. The reports are not being printed on this occasion (apologies to Secrerary and Treasurer) as we shall soon know it all.

Editor

## The Flight Shop

The A Flight Shop has a lot of very attractive items of Squadron Memorabilia that are available to Association members.

202 Squadron Plaque	£24.00
202 Squadron Embroidered Badge	£4.00
Sea King Enamel Badge	£3.00
Large Sea King Print	£2.00
Sea King Mountains Print	£1.00
Sea King Postcard Print	£0.25
Tankard	£15.00
Pen	£0.40
Key Ring	£1.00
202 Squadron Sticker	£0.50
RAF Crest – Enamel Badge	£3.00
Bookmark	£1.00
202 Squadron Crest Enamel Badge	£3.00
Sea King Sticker	£0.50
Sea King Embroidered Badge	£4.00
T Shirt (all sizes)	£8.50
Polo Shirt (all sizes)	£14.00
Tie	£7.50
Cummerbund	£20.00

### Please send your orders to:

S Cameron Forbes, B.E.M.  
via webmaster@202-sqn-  
assoc.co.uk.

Please note Payments are not  
taken on line just orders

Please make cheques payable to: Services Fund  
RAF Boulmer for all goods except ties for which  
the cheque should be to 202 Squadron Association. These prices are correct at the time of writing, but a review will take place soon.

## Another Memory Exercise

Two former colleagues who will be well known to the Air Met Observers in the Association, Brian Booth and Pete Davies, have taken it upon themselves to research the deaths of all those listed on the Meteorological Office Roll of Honour. One that is causing puzzlement is a Lieutenant from the RA, but that is not the point of writing this.

The one with which we may be able to help is Flt Sgt Albert Alexander Thompson, who was the AMO on Halifax ST807 which failed to return from a Bismuth Sortie on 18th April 1947.

Brian and Pete have some data including the Squadron Operations Record Book, but one reason for further enquiry is that the book *Final Landings* by Colin Cummings gives the position of the loss as 62N01W while the *Times* of the day quotes 55N12W.

They have a broad outline of what happened, but are short on details. Can anyone help please?

Any help to the Editor please or:

Brian Booth  
Monbryth@aol.com

[Http://www.202-sqn-assoc.co.uk](http://www.202-sqn-assoc.co.uk)

If you have not been there yet or recently, trust me, the new 202 Squadron Association web site is well worthy of a visit.

I shan't embarrass Mike any further, but get yourself down to [www.202-sqn-assoc.co.uk](http://www.202-sqn-assoc.co.uk).

One thing that the Webmaster really wants is entries for that venerable RAF squadron institution: **the line book**.

I know that we have to protect the guilty, but, come on, between us we must know hundreds of good lines.

The Editor of Muck Duck is very keen, verging on desperate, to receive items for publication. You don't have to write it; give him the idea and he'll press-gang someone else. Letters or email are best, but it is quite OK to tell him while pressing a pint into his hand. You will then have to remind him.

Hugh Cumming,

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