

R.N.A.S. DUNKERQUE COMMAND.

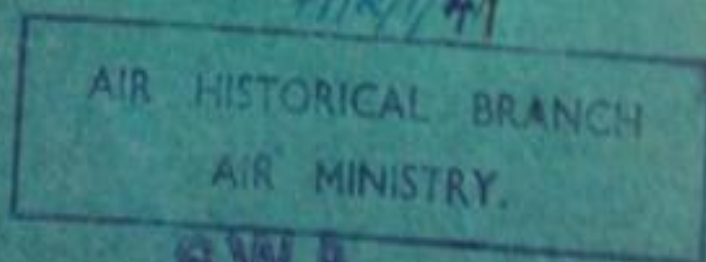
DAILY REPORTS OF OPERATIONS.

Squadron No. 2.

August, 1917 to March, 1918.

**CLOSED
UNTIL**

1969



G.W.A.



Mucky Duck

**The newsletter of
the 202 Squadron
Association**

Number 34

Autumn 2014

The President's Piece

As the Centenary of the formation, or standing up in modern parlance, of our Squadron approaches, on 17th October, we will be looking back at the history of 202 Squadron and remembering the achievements and sacrifices of those who served. Sacrifices, not only in two World Wars, but also, more recently, sacrifices in the line of Search and Rescue duty.

Sadly, unless there is some cataclysmic change of plan, the Squadron will soon cease to exist. And, in concert with the Squadron, we shall be marking that regrettable occasion sometime next year.

However, although the RAF Squadron will cease to exist, we, the 202 Squadron Association, will not. We need now to be taking steps to ensure our longevity. If those currently serving on 202 Squadron persuade some of their mates to join The Association before all go their separate ways, and if those of us "retired" members persuade some of our friends, who we know to have served on 202 to come along and join, we'll be all the healthier for that.

So, let's all accept the challenge to recruit a new member of The Association before the Squadron disbands, and we'll be able to continue for a long time to come. You have to admit that it's bloody good to get together from time to time and reminisce about times gone by and the more the merrier.

I'm looking forward to catching up again with many of you on the 17th.

In Comradeship,

Pete Chadwick



Message from the Chairman

Hello Fellow Association Members,

I can't believe it's Autumn already and some six months since the Reunion at Leconfield. The year might be whizzing past but at least we have another event to which we can look forward, namely the Centenary Celebration at Duxford on 17th October. I'm certain that this will be another memorable event and Pete Chadwick has done a great job (as he always does) in organising it.

Since the Spring edition was published, I was invited to attend the Search and Rescue Force (SARF) Dinner at Valley on 1 May 2014, one of the perks of being Chair of the Association. This was a very enjoyable formal dinner, if somewhat poignant given that it might be the last such dinner before the RAF SARF hands over responsibility for UK SAR to Bristow. The precise date for the handover has not yet been finalised, far less published, so I can't give you any more details. The uncertainty about the exact handover plan is also affecting planning for the combined 202 Squadron/Association dinner to be held in Spring 2015. The precise date has not yet been finalised and nor has the venue: both decisions are being affected by uncertainty regarding the closure of the three 202 Squadron flights. As soon as details are confirmed, Geoff Bakewell will, of course, promulgate them.

I was very pleased by the response to the survey conducted earlier in the year. The Association membership voted by a very narrow margin for the 202 Squadron Standard to be laid up in St Clement Danes in London when the Squadron does disband. I informed Wing Commander Jonathan Heald, the current Officer Commanding, about the outcome of our survey. The Association 'vote' is, however, only one factor that will be taken into consideration in deciding where the Standard will be laid up; this location has not yet been chosen. The other information collected in the survey is being analysed and will be discussed at next year's AGM.

Finally, I have often praised the ongoing hard work of all of the Association Committee Members: we are very lucky to have such a dedicated bunch looking after us. In this edition I would like to draw particular attention to Mike Lakey. Not only is he a thoroughly dependable and efficient Secretary to the Association but he has also been giving up much of his spare time to support the RAF Club's purchase of a piece of SAR artwork. For those of you who have not previously heard about this project, there is consensus that RAF SAR aircraft are woefully under-represented in the RAF Club art collection; the Club has decided to rectify this situation and has commissioned a painting. Mike is unable to share the specific details about the progress of the project, due to commercial confidentiality and other considerations, but I am looking forward to seeing the artwork when it is unveiled some time in 2015. The Association will have some tickets for the unveiling ceremony and details of how these will be allocated will be circulated once we get details of the ceremony itself. Thank you, Mike, on behalf of all the Association Members, for representing our interests in this endeavour.

For those of you who cannot make the Duxford event, I look forward to catching up with you next year at the combined Squadron/Association dinner in Spring 2015.

Yours,

Steve Garden

News From the Front Line: October 2014



Tuning into the crewroom banter, it is becoming very real and evident that change is afoot at 202 Sqn. The Flt Cdr's comments in their respective Flight's F540 act as a countdown clock to the inevitable handing over of the torch to Bristow. Manning meetings are becoming more prevalent, terms such as 'Terminal Leave' and 'resettlement' once reserved only for old timers, are now in common and frequent use, and planning is underway for the Retiring of 202 Sqn Dinner to be held at Lossiemouth next April. I am, however, not intending to paint a picture of doom. On the contrary, morale throughout the Sqn remains very high. Even E Flt at Leconfield have been kept busy with a plethora of jobs this summer. This could possibly be as a result of months of hard work Sqn Ldr Gwinnutt has tirelessly put in engaging with and educating local emergency services on the capabilities of RAF SAR.

Leconfield's average job total has risen markedly over recent months. An attitude of 'if in doubt, task us' has certainly increased the frequency of the scramble bell being sounded, even if it has meant that the crew has been stood down *en route*. This approximate 25% rise in SAROps for E Flt has been conducted against a backdrop of poor aircraft serviceability. There has been an apparent increase in hoist problems across the SAR Force with symptoms of juddering or mis-layering; matters were made worse by a

national shortage of hoists. This resulted in a situation where E Flt didn't have any serviceable hoists for a period in August and there were no spares in the system. Along with rotor brake frustrations and oil leaks, it was great credit to the whole team that the Flt carried out 19 SAROps that month.

The maintaining of standards until the end is forefront in people's minds. A Flt have just completed their 2 yearly Unit Standardisation visit as D Flt ramp up to a visit from the StanEval team in December. As the Sea King continues to show signs of ageing, our ability to operate safely and understand our aircraft systems becomes evermore significant. Recently, Flt Lt Doyle and crew did very well when on return to base having competed back-to-back oil rig jobs involving some 8 hours flying. A 'torque split' occurred during low-level flight over Newcastle (forced down by weather) resulting in one engine being placed into manual control which culminated in a diversion to Newcastle Airport. Sqn Ldr Landy's crew also had a lucky escape: after a long-range job out into the North Sea, the aircraft decided to dump its hydraulics as they made an approach to the hospital! A quick application of speed tape later and they were home just before midnight. Showing true leadership, Sqn Ldr Reeks has vowed to take his annual categorisation check ride on the last operational day of D Flt in March next year. I hope he is studying hard!

It is not just the operating capability of the crews that needs to be maintained. An ongoing commitment to train with the other emergency services must also continue. Recently, a Boulmer crew was involved in a frustratingly prolonged SAROp involving the rescue of a climber in the Lake District. There was a long delay on-scene when the Mountain Rescue Team claimed to not realise the winching capability of the Sea King and therefore began to conduct a protracted rope extraction. Inter-agency co-operation is essential on SAROPs, but due to the volunteer nature of many of the other units the lack of standardisation can cause problems. To that end, regular training with key organisations must be maintained until the handover of responsibility to Bristow.

To keep with the training theme, both A Flt and D Flt have conducted exercises with their home base. Boulmer were involved in a CrashEx which developed into a multi-agency extravaganza where the Sea King was used to conduct trooping serials in a support helicopter role. D Flt conducted a Business Continuity Exercise where a simulated hangar fire was played out. The emergency drills were carried out in detail which in turn generated a list of lessons identified. I do not think Wg Cdr Jarvis appreciated a call at early o'clock on a Saturday morning telling her the D Flt hangar had burnt down. This was especially so as she had given up the job of OC 202 months previously. 'Updated call out lists' was the lesson learned from that experience...Apologies Ma'am. The exercise culminated in the D Flt Ops deploying into the field in combat rig (minus the cam cream) to set up an alternate Ops facility, to support the D Flt Families' Day, located some 10 miles from Lossiemouth.

All crews enjoy the summer quarter of the stats currency year, not least because there is no training requirement for night flying (at Lossiemouth, one is lucky to get three hours of night in the summer months and even then it does not get fully dark). In addition, the schools are on their summer holidays, and an increase in mountain jobs ensues with some very pleasant flying around the Scottish Highlands, Lake District and Peak District.

At the beginning of the quarter, Boulmer was affected by a prolonged south-easterly airflow which brought weeks of sea fret to the North Sea coastline. The thick fog meant that the crews hardly had the minimum met conditions required for training. At the end of April the duty crew had 3 call-outs in some of the most marginal weather the Flt had witnessed. This led to some challenging work just to get 'on-scene'. As ever, the crew performed well and put all of their honed skills into action. In particular, the search for a missing walker near Blencathra was as challenging a SAROP as the Boulmer crews faced. With very poor weather on the East Coast a low-level transit up the Tyne (including an under-wires crossing) was required. The job on scene was just as challenging with hill fog and strong winds. Unfortunately, the casualty was found deceased and his body was recovered off the fell.

A Flt's SAROPs were a good mix with a few attracting national media attention. The first was a call to attend a yacht on fire off the coast at Seaham, resulting in a dinghy recovery by Sgt Chris Bradshaw. Another involved the search for a missing diver off St Abbs' Head. Finally, the recovery of three dead kayakers from the River Tyne near Hexham attracted further significant media interest.

D Flt had more than its normal share of over-water jobs over the summer. The flight was required to casevac people from several rigs and vessels. One early scramble resulted in Breakfast at Tiffany's – Tiffany being a rig some 150nm to the East of Lossiemouth, and the crew asked for some packed meals having launched before the normal daily intake of Fruit'n'Fibre or Coco-pops. The Captain Rig seems to also be a source of many scrambles for the Flt, and May was no exception with a couple more people being taken off (there can't be that many people left on board the rig).

On the 19th May, a prolonged search took place for the fishing vessel *Water Rail*, with two people on board, which had gone missing off the Aberdeen coast. Hampered by dense fog and despite two days of searching, neither Rescue 137 nor a plethora of lifeboats and other aircraft were able to locate the small 24ft vessel and eventually the search was called off; all hope of finding the crew was extinguished and families were preparing for the worst. However, much to everyone's delight, the vessel was found some 46 miles off the coast on the 22nd May. The boat had suffered a compass failure in thick fog, and instead of heading for land, had in fact been steering toward Norway. With all their emergency rations (a packet of biscuits) eaten by dinner time the first night, it was quite

an ordeal for the crew. Even once rescued (having been found by another fishing boat) their drama wasn't over, as the *Water Rail* sank whilst being towed back to port.

On occasions, the duty crew gets scrambled without a detailed briefing if a high level of urgency is perceived. An example of this was when the crew at D Flt were launched to reports of a 'sinking fishing vessel' in Orkney. *En route*, further information was provided by Shetland Coastguard who stated that there was "an upturned vessel with life rafts around it" off the west coast. With Rescue 137 preparing for multiple people in distress, the coastguard informed that actually there was a chance that the fishing vessel may in fact be a wave energy machine that had broken free of its moorings. Shortly after, Rescue 137 arrived on scene and confirmed that this was indeed the case, as a large barge surrounded by 6 floatation devices was found drifting slowly away.....

Sometimes accidents happen at the most unfortunate of times for people, like when on 5th July, Rescue 137 was tasked to a young female who had suffered a fit at Dunnottar Castle, near Stonehaven. While on approach the crew noted that there seemed to be quite gathering of well-dressed people in the castle grounds. It was only when the aircraft had landed on and the winchman went over to tend to the casualty that it was discovered that she was wearing a long white wedding dress, and had suffered a fit shortly after completing her vows. So if the wedding day wasn't already memorable enough, the bride and groom both were treated to a helicopter ride to Aberdeen hospital on their special day!

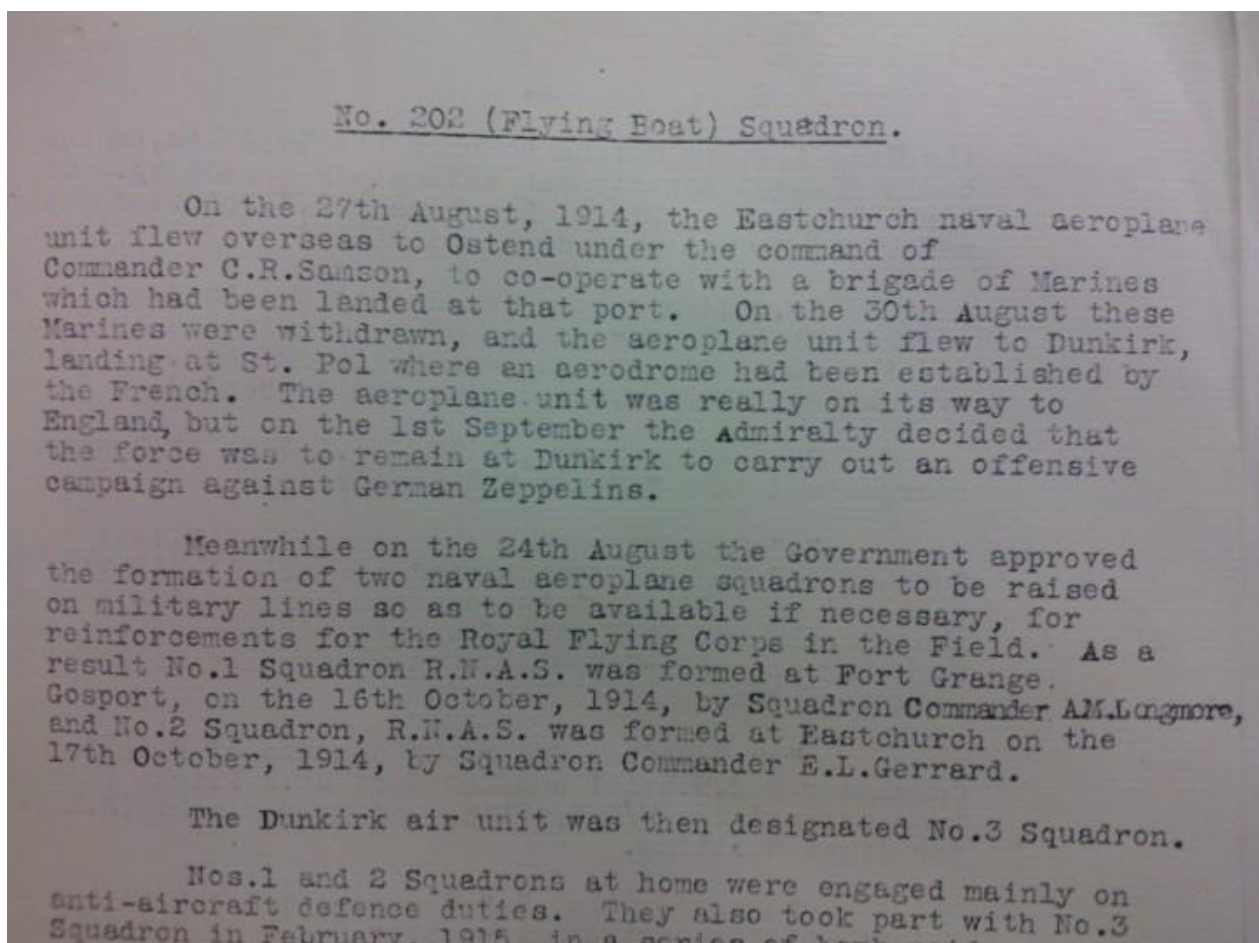
It is often the case that aircrew receive recognition and awards for their exploits on SAROps but I have great pleasure in announcing that SAC Claire Bartram, one of the D Flt Ops Assistants, has been recognised for her excellent work by being awarded a Chief of the Air Staff Commendation. This follows her being awarded the Lossiemouth Junior of the Year title. Not only is she a first-class Ops Assistant, but Claire gives a huge amount of her time to support local charities, such as the Elgin Youth Club and SSAFA, and so deserves recognition for all of her endeavours to help others. A huge well done.

I will unfortunately be on duty for the Centenary Bash at Duxford later this month, but I hope you all have a great evening and look forward to hosting you all at Lossiemouth next April.

Flt Lt Dave Punchard

202 Squadron – the first 100 years

To mark the Centenary of the Squadron, there now follows a selection of pictures and documents to illustrate some of the activities and achievements of 202 personnel and aircraft to date. Unless specified otherwise, all documents and photos of personnel have been sourced from the National Archive at Kew, and all aircraft photos (all of which depict 202 airframes) are from the Air Historical Branch.



Excerpt of RNAS History describing how the first three sqns were founded

Avros, the third on the
1914, the third on the
12th January, 1915.

15/227/8.

At 12.45 p.m. on Sunday, the 3rd January, 1915, the following was received by Wing Commander Gerrard direct from the Air Department:-

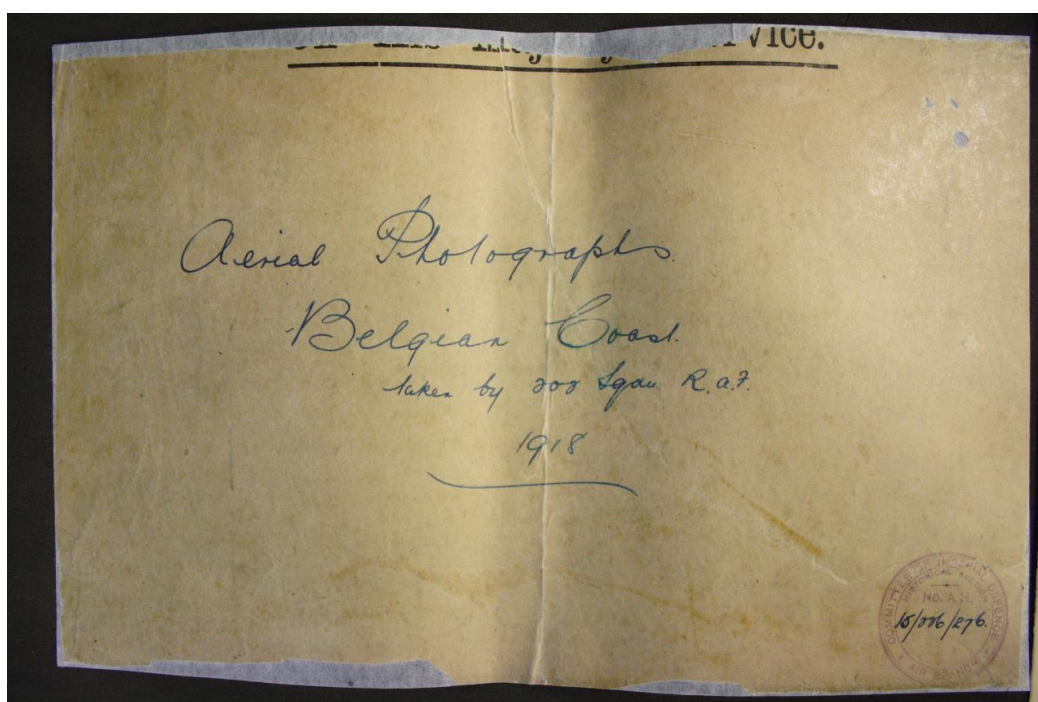
"Three cruisers and three airships sighted steering west, all stations keep a sharp look out and have some aeroplanes and seaplanes in the air ready for attack by 2 p.m. This was followed at 12.59 p.m. by a further signal - "Two Zeppelins sighted at Chelmsford get your machines in the air at once". The following machines had been got out of the sheds and were ready with pilots, passengers and armament - 104, 32, 1223, 1224, 1225, 53 and 66.

Telephone communication with the Central Office was bad and by the time Inspecting Captain of Aircraft had been informed of the above orders from the Air Department, 104 (pilot Flight Lieutenant I.G.V. Fowler, passenger Sub-Lieutenant Batchelor had started, i.e. 1.5 p.m.

The weather was very bad, low dense clouds and heavy rain, and the Inspecting Captain of Aircraft ordered machines to be kept in the sheds, but ready for instant action.

No. 104 landed at High Halstow at 1.45 p.m. on account of the weather, which rendered navigation almost impossible and was ordered to proceed to Hendon. It landed again at Parking at 3.30 p.m. and again at Chigwell. The pilot could not proceed further on account of low thick clouds.

One of the Sqn's first actions, January 1915





Ref. No. 4089.10.8.18.2-30. B. S. T.
S. S. N. M. 15.16.21.22. No. 20X.

One of many reconnaissance photos taken by 202 crews of the Belgian coast, 1918

COMBATS IN THE AIR.

No. 2.

Date: 13th MARCH 1918.

No. of Aeroplane: DH4, N5985.

Time: 3.20. P.M.T.

Duty: RECONNAISSANCE.

Armament: 2 Vickers, 1 Lewis.

Height: 14,500 feet.

Pilot: Flt. Cdr. Bayley.

Observer: O. Lt. Chapman, D.S.C.

Result:

Destroyed: 1.
 Driven down out of control
 Driven down

Remarks on Hostile Machine:— Type, armament, speed, etc.

Painted black and white. White planes. Black stripes
 round fuselage. Believed to be a single seater.

Narrative.

4 E.A. were observed flying at about 13000 feet towards
 ZEEBRUGGE in rough formation.

W/T machine fired 50 rounds from rear gun into the last E.A.
 which at once turned over sharply and was last seen in a very steep
 dive.

Observation of this E.A. could not be continued owing to the
 presence of other E.A. but it is believed it was destroyed.

A second E.A. turned and apparently commenced climbing towards
 W/T machine but without firing turned again towards ZEEBRUGGE.

PILOT.*R.M. Bayley*

FLIGHT COMMANDER, R.N.

OBSERVER.*O. Chapman*WITNESS.*C. H. Jones*
Capt. Sub-Lieut. R.N.*B. H. Smith*
FLIGHT COMMANDER, R.N.
Commanding Officer

No. 2, Squadron.

[illegible]

202 Sqn between the wars

Sgt. Day

OPERATIONS RECORD BOOK

R.A.F. Form
No. of pages used for day.....

of (Unit or Formation) 202 SQUADRON

Place	Date 1939	Time	Summary of Events.	Notes to Appendix
KALAFRANA (MARSABIT)	1 st	0600	GERMANY attacks POLAND. probability of war.	
	2	1104	Air raid warning practice in MARSABIT. General mobilisation in GREAT BRITAIN.	
	3	1115	English ultimatum to GERMANY unanswered. HCO. state of war exists between ENGLAND and GERMANY. Also between FRANCE and GERMANY. ^{1700 hrs} Squadron ordered to leave 2 LONDON at 15 mins notice; remainder at 4 hrs notice. No operations. No PSH action.	
	4 th		<p>Data in case of AFSCAL 200.204 Squadron <u>located</u> at KALAFRANA, MARSABIT (RAF Station), but having operational base at MARSABIT, MARSABIT. Most recent <u>establishment</u> is MARSABIT/14/39. 01 Sept HQ. 1 VC commanding 1 VC Engineer, 1 VC Medical, and 56 airman. 6 Sept. Flight. 1. 1st Squadron, 4 VC flying, 4 VC flying, and 64 airman. Total 12 officers, 120 airman. Present <u>strength</u> is 12 officers, 64 airman. <u>Equipment</u> - these are disposed as per appendixes ONE & TWO 2/3/39 attached. <u>Equipment</u> the LONDON I aircraft. Commanded by W. E. A. BLAKE, VC command the Squadron which is part of 86 Wing under Headquarters Mediterranean. <u>Duties</u> are as per appendix THREE 2/3/39 attached.</p> <p><u>Badges</u> Early in 1937 the badge of all RAF units were regularised and the then existing Squadron crest of an albatross with wings outspread over a shield surmounted by a helmet was replaced by a badge showing a mallet striking (see appendixes FOUR & FIVE 2/3/39). The mallet remains <u>SEMPER VIGILANS</u>. The original badge bearing the KING'S signature is loaned for hanging in Officer Mess, RAF Station, MARSABIT.</p> <p><u>Organisation</u>. Officer except those on duty at MARSABIT are in the Mess at KALAFRANA. HCOs (unmarried) live at the "Tent" near MARSABIT (unmarried), other airman live in a block of regularised flats at MARSABIT (airman & daily maintenance parties), airman of Hong Kong maintenance party live at KALAFRANA.</p> <p><u>Attachment</u> as previously mentioned 3 SUPERMARINE aircraft of 228 Squadron are attached to 202 Squadron; this unit under AFSCAL 200.204 is under the direct command of C.O. 202 Squad. For list of its crews & other personnel see Appendixes SIX & SEVEN 2/3/39.</p> <p>No operations. No PSH action. The A.O.C. visited MARSABIT with his staff and spoke to the pilots & observers briefly outlining the system of patrols ordered should they enter the war.</p>	

The outbreak of war finds 202 at Kalafrana

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

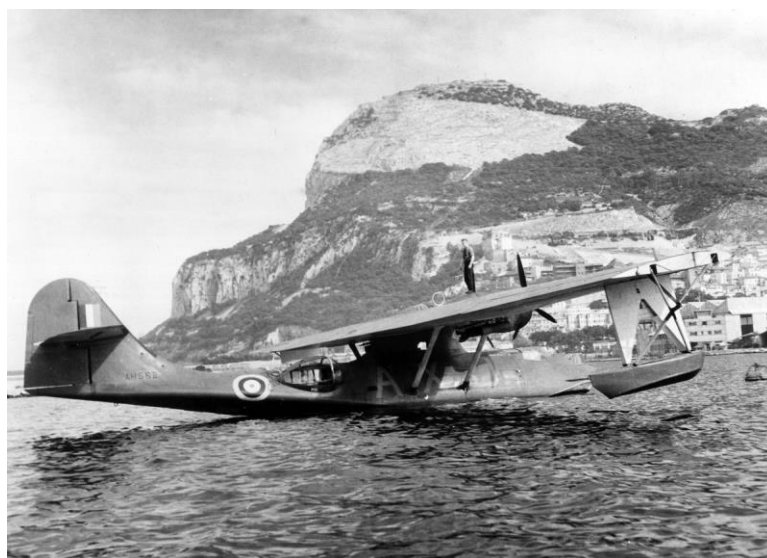
From 0001 hrs 16 / 10 / 39 to 0001 hrs 17 / 10 / 39

By 202 SQUADRON

No. of pages used for this

Altitude Type and No.	Crew.	Duty.	Time Up.	Time Down.	Remarks.
LONDON II K4685	PLT PARKER. P/O FITZPATRICK. P/O MAIDIE LAC MOORE P/O MARSHALL HARRIS	QUG A. MAIDIE BOOTHBY BOOTHBY.	0830. 0830. 0830. 0830. 0830.	0910. 0910. 0910. 0910. 0910.	QUG to MALTA via AKRPA & BOOTHBY.
From 0001 hrs 17/10/39 to 0001 hrs 18/10/39					
LONDON II K4685	PLT PARKER Crew as per 17/10/39	QUG A. MALTA	0830. 0830.	0910. 0910.	QUG to MALTA.
LONDON II K4685.	P/O WATSON P/O WATSON P/O WATSON P/O WATSON P/O WATSON	QUG A. QUG A. QUG A. QUG A. QUG A.	0830. 0830. 0830. 0830. 0830.	0910. 0910. 0910. 0910. 0910.	QUG to MALTA via AKRPA & BOOTHBY.
From 0001 hrs 18/10/39 to 0001 hrs 19/10/39					
LONDON II K4685	PLT MACALLUM P/O MURKINSON LAC HUTT P/O MAIDIE P/O SIMPSON.	QUG A. MALTA MALTA MALTA MALTA	0830. 0830. 0830. 0830. 0830.	0910. 0910. 0910. 0910. 0910.	QUG to MALTA via AKRPA & BOOTHBY.
LONDON II K4685.	PLT MACALLUM P/O HATFIELD LAC KING P/O PALMER LAC STEVENSON	QUG A. MALTA MALTA MALTA MALTA	1200. 1200. 1200. 1200. 1200.	1800. 1800. 1800. 1800. 1800.	Special patrol. no 1/2m sighting.

Within days of the war starting, 202 had relocated to Gibraltar; this extract covers the Sqn's operations exactly 75 year ago



Catalina AH562 moored at Gibraltar, March 1942



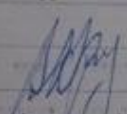
202 Squadron crew, Castle Archdale, 1945



The Hastings replaced the Halifax in 1950
(photo courtesy of www.aviationphotocompany.com)



202 Crew being greeted on arrival in Gibraltar

SECRET				
PLACE	DATE	TIME	SUMMARY OF EVENTS	REF
Aldergrove	May	1964	<p><u>Squadron Commanders Comments</u></p> <p>19. May 1964 proved to be a highly dramatic month for No.202 Squadron. On 9th May 1964 the last of the long established East Atlantic Bismuth flights was flown. This flight, recorded as the 4,121st Bismuth flight since 1st October 1945 concluded a chapter in the Squadron History during which thirty seven thousand hours (37,000) have been flown.</p> <p>20. On 15th May 1964 the first of a new series of Bismuth Sorties was flown. The new routes cover the North Norwegian Sea area and the sorties are either mounted from Keflavik, Bodø, Carland or Helo. To meet the commitment an aircraft and crew are attached to one of the bases for about five days. During this time an aircraft flies approximately 25 hours and is maintained entirely by the aircrew. It must be recorded as a tribute to the Hastings aircraft, that on no occasion throughout the month has an aircraft developed a technical fault sufficiently serious to prejudice the success of a sortie.</p> <p>21. On 26th May it was officially announced that the Squadron would disband on 31st July, 1964. It is not necessary to comment on the disappointment shared by all.</p> <p style="text-align: right;">  (B.A. Perry) Squadron Leader Officer Commanding No.202 Squadron </p>	



Sunset on the Met Research era – the final 202 Sqn Hastings flight



Renumbering of 228 Sqn to 202 Sqn, September 1964



New role, same cold sea!

Date:- 3rd September, 1964.

Squadron Message

- (a) At. 14.55
- (b) Originated by:- Collarcoats Coast radio station
- (c) How notified:- ATC RAF Acklington
- (d) Readiness State:- a/b Standby
- (e) Details of Message:- 2 ships in collision 20 n.m. E.N.E. of Tyne

Resulting Sortie

- (a) Pilot:- F.L. MOON
- (b) Navigator:- F.L. LEAR
- (c) Crewman:- F.S. MCCORMACK
- (d) Aircraft:- Whirlwind XD 182
- (e) Airborne at:- Already airborne.

Details of Incident/Crash/Survivors, etc. (if located)

- (a) Position:- 20 n.m. E.N.E. Tiver Tyne
- (b) Number of survivors/Casualties:- Not located.

Weather Conditions

- (a) Visibility:- $\frac{1}{2}$ ml.
- (b) Cloud:- patches stratus base 400 ft.
- (c) Wind Velocity:- 090/5 - 10 kts
- (d) Sea State:- calm.

Pilot's Narrative Report (To be written in collaboration with Navigator)

- 14.55 From ATC standby for emergency message.
- 15.00 Distress message relayed set heading for search area.
- 15.30 Reached reported position commenced square search.
- 15.58 Investigated Borden radar contact 18 n.m./110 from Acklington. Ship was Polish Trawler not in distress.
- 16.11 Reached original search position and started square search again.
- 16.28 Handled over to Playmate 11 and commenced return to base due to fuel shortage.
- 16.55 Landed base.

Hours and Sorties Flown

(a) 2.00 Hours/Mins.

(b) 1 Sorties

Comments and Recommendations (if any) by Flight Commander

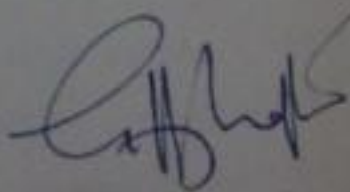
Distress message only contained very limited information and often there was no radio contact with the ship. Further searches by helicopter due to fog.

Signed (R.M. MOON)
Flight Lieutenant
O.C. 'A' Flight
No. ~~202~~ Squadron

302

Comments and Recommendations (if any) by Squadron Commander

NIL.


Signed (G. STAFFORD)
Squadron Leader,
Officer Commanding
No. ~~202~~ Squadron
202

Distribution List

NO CC

FOR PERIOD: MAY - JUN		COMPILING OFFICER: P/LT LT D H GARDNER	PAGE: 01
DATE	LOCAL TIME	SUMMARY OF EVENTS	
MAY	1982	<u>PART 1 - OPERATIONS</u>	
		1. The detachment completed a considerable flying effort during the period of this report. A total of 31 sorties were flown. A diary of events follows this introductory paragraph. Only specific sorties of interest will be detailed in the P541.	
9		Sea King XE 593 arrives ASCENSION ISLAND (ASI) by BELFAST Freighter.	
10		Groundcrew party arrive by VC 10.	
		Aircraft rebuild commenced.	
		Aircrew party arrive by HERCULES.	
11		Aircraft tested, found serviceable, detachment available for tasking.	
12		Day Vertrep and Pax transfer to and from RFA SIR BEDIVERE and RFA TIDESFRING.	
		Transfer of ARGENTINE POWs from RFA TIDESFRING to WIDEAWAKE airfield.	
13		Vertrep and Pax movement to HMS AMBUSCADE, HMS ANTELOPE, HMS DUMBARTON CASTLE (ASI guardship), HMS PLOT and RFA SIR BEDIVERE.	
14		Vertrep tasking for HMS IRIS, HMS EXETER, HMS DUMBARTON CASTLE and MT BRITISH AVON. Ship search tasked by ASI guardship to identify unknown surface contact.	
17		Vertrep MV SAXONIA and MT BRITISH AVON.	
18		Vertrep HMS BRISTOL task group: HMS CARDIFF, HMS ACTIVE, HMS FENELPE, HMS ANDROMEDA and HMS AVENGER. Casevac from HMS BRISTOL and HMS AVENGER to WIDEAWAKE.	
SECURITY CLASSIFICATION			

Only two days from unloading the aircraft to being ready for tasking!

	Whether Success or Fail	As
000	Detachment embarked on HMS DUMBARTON CASTLE for covert Pax and stores transfer to RMS QUEEN ELIZABETH 2. Ship cleared to 30 nm of QW2 estimated position (range 100 nm from ASI) and launched 593 to find her. Radar used momentarily to locate QE2 then switched off, position inserted on TANS and low level approach to target. Position was passed to 'mothership' by signal lamp to avoid breaking radio silence. 'Mother ship' closed with QE 2 during transfers and whole group closed to within 70 nm of ASI. Transfer of 150 pax plus stores to QE 2 and recovery of 6 Casevac cases to 'mother ship' completed in radio silence.	

Air Electronics Officer-AEO, Air Electronics Operator-AE Op.

	Whether Success or Fail	As
	593 returned direct to ASI low-level and by circuitous route on completion of transfers. The object of the covert aspect of this task was to avoid QE 2 being sighted by Soviet <i>Penning</i> spy ship on station off ASI. Crew were briefed by SNO QE 2 during a similar task later (4 JUN) that we had been successful in this.	
	This task typical of a 3 day period starting 31 May. Owing to the loss of MV ATLANTIC CONVEYOR it became necessary to re-store 3 merchant ships on their way south: MV CONTENDER BEZANT and MV TOR CALEDONIA, and the cross-channel ferry MV ST EDMUNDS. On this day 593 ran continuously for 12hrs 5 mins.	

Air Electronics Officer-AEO, Air Electronics Operator-AE Op.

SECURITY CLASSIFICATION RESTRICTED					
DETAILS OF FLIGHTS AND LAUNCHINGS ANNEX TO OPERATIONS RECORD BOOK OF (UNIT OR FORMATION) 202 SQN DETACHMENT ASCENSION ISLAND					
AP 3040		FOR PERIOD 9 MAY - JUN 82		Page No. 1 of 6	
Missile No. and Missile Section	Names and Duties of Crew Members* Engagement Controller	Local Time		Details of Flight Target Height and Range, and Whether Success or Fail	References RAF 540, C Annexes
		Up Launch	Down		
XZ 593	FLT LT MOULD PILOT FLT LT CUNNINGHAM CO PLT SQN LDR CROSS MALM MURSELL	2210	0040	Night transfer of Argentine POWs from RFA Tidespring to WIDEAWAKE for onward transport to Montevideo. Total of 69 pax and 16 guards moved.	
XZ 593	FLT LT WRIGHT FLT LT MOULD FLT LT CARLYLE MAJOP WILLIAMS MALM GRIFFITHS	1400	1700	Deck landing Practice (DLP) and Helicopter in flight refuelling (HIFR) with HMS DUMBARTON CASTLE. All crews became proficient in these exercises. The ship had been in commission for 6 weeks before deployment on OP CORPORATE. The exercise was a 'work-up' for them also. Morale Note. The detachment was	



The aftermath of Op Corporate - Sea King ZA105 heading south



202 Sqn Sea King, 2014



Le Perrain Rescue

On 2nd February 2002, a D Flt 202 Sqn crew undertook a daring long-range rescue involving the French fishing vessel *Le Perrain*. Flt Lt Tony Gear was the Captain of the crew and Tony has very kindly written for the Mucky Duck a personal account of the rescue, which amply illustrates many of the challenges faced by SAR crews. As well as Tony, the crew comprised Co-Pilot Flt Lt Rob Green, Radar/Winch Op Sqn Ldr John Ardley and Winchman Sgt John Carrigan.

It was a dark and stormy night (intense Scottish accent!) - it really was! - and as a crew we had no intention of venturing out the door to go flying, wind gusting 70 to 80 knots at Lossiemouth. In fact we had toyed with taking the phones off the hook. Around 2100hrs the admin phone rang, it was the ARCC (they knew!). The phone call went something like this: ARCC "We have a 406 beacon going off around 240 miles west of Stornoway, could be spurious, no other info coming off the beacon, we were wondering if you could go out there and have a look. Oh, and the wind could be gusting 100kts from the south!" Me "So you want me to fly to a possible ship 240 miles out and have a look, what are the wave conditions like?" ARCC "Between 40 and 60 ft" Me "Okay I will see if we can make it" (secretly hoping we couldn't!).

My crew spent an hour on the planning; it wasn't the sea I was worried about, but flying through the mountains to get to Benbecula. We could do it, but stripping the aircraft out and arriving on scene at first light would give us the best chance if there was

a ship in distress. We had already had a busy day, and a bit of sleep would help before we embark on this job, so ARCC was informed that I would take off at 0400 to be on top for daylight around 0900; I also asked for a Nimrod to be top cover. So off to bed for 2300, only to be woken up by OC ARCC at 0030 telling us to get airborne and head to Benbecula and wait! And that is exactly what we did, instead of staying in bed and running to my schedule to save being too fatigued.

The trip through the mountains was like riding in a rodeo, trying to find the smooth air in the valleys. Luckily the wind was being funnelled down the east to west valleys, but the light levels were poor for NVG and very low cloud didn't help either. We eventually arrived at Benbecula to refuel and wait to the best time for an arrival on scene at first light. Hopefully the Nimrod would have something to point us at.

Eventually the Nimrod came back with a sighting but was unable to hail the Vessel, which appeared to be floundering. We got airborne with full fuel, but the wind was so wild that our GPS was giving an ETA of plus or minus an hour, which I and the crew had never seen before - normally the GPS is very accurate. We could only get to 300 ft ASL due to icing conditions and cloud, so the aircraft was being rocked around by the gusts off the big waves and the wind was from the south at up to 80 kts. I was heading west, but was literally crabbing all 240 miles out due to drift, which felt most uncomfortable. The good thing was we were up to 80 kts groundspeed.

Rob was working hard to say the least - bearing in mind this was his first time at long range fuel planning for real! - with fuel calculations and revised ETA, plus repeated calculations of the Point of No Return. Due to the direction of the wind, and its strength, we soon couldn't return to Benbecula, leaving two options: Stornoway and the Faroes! For most of the way, the Faroes was the better bet due to much higher groundspeed.

On arrival at scene, we saw a 100ft fishing vessel bobbing in the water like a toy boat, then it would disappear and return to sight just as quickly. We tried to contact the vessel but to no avail; there were no lights on and the wheelhouse was completely flattened! But, all of a sudden, at least 18 men appeared on deck, literally hanging on to anything they could find bolted down. We had exactly 18 minutes before needing to depart the scene.

Up to now, the Winchman, who was still a rookie when it came to boat jobs, had remained quiet, obviously looking out and seeing the big waves, but when he saw the boat, he blurted out "I get sea sick" then he got on with the job. Luckily the WinchOp was probably the most experienced man on the Sqn at the time, and would be leaving the RAF within the year. He instilled John with much needed confidence!

The waves were between 40 and 60 ft and short between wave tops, which meant the boat was moving up and down at a fair rate. Once John was on the deck, one moment I would see him at eye level with the aircraft, the next a long way down, so it was going to be an interesting winch. The torque was holding around 40% so I had room to pull

power to outrun the boat on its upward motion; the winch couldn't outrun the boat alone. So the fun began!



This photo of the rescue in progress was taken by the Nimrod crew

We probably had 14 minutes to go, provided we didn't lose the hi-line in the process, or we would have some difficulties getting everybody off. The rearcrew worked like a well-oiled machine and we managed to get 16 men off in 13 minutes, all I did was move all the controls in a random fashion, which seemed to work. Then a problem occurred for the last lift: we were attempting a three man lift, but as the survivors and winchman were in the last 10 ft below the aircraft, the winch stopped operating. There had just been a lot of fast winches which might have caused overheating, so we went for the Hoist to Pilot option, and it thankfully worked!

We departed the scene with all 18 survivors onboard, minus their Captain, who had been swept overboard before we had arrived. For us it was back to battling the weather; we had decided to fly to Stornoway which would leave us with 10 minutes to spare, reaching the western side of the island with 20 mins fuel. We still had an option if all went Pete Tong to divert to the Faroes; even though it was a lot further, it gave us better leeway for fuel. I decided to try for Stornoway, and at that point we had 1:30 hrs before we needed to decide to head for the Faroes.

On arrival at Stornoway, my co-pilot was relieved that his calculations had worked a treat. But it was still so windy, that we couldn't shut down the rotors. Oh well, another couple of hours back to Lossiemouth! Then we had to endure the press for a few hours back at base, which was no fun at all!

John Carrigan was awarded the Air Force Cross for his obvious bravery, the crew won the Decca Award from the Shipwrecked Mariners Society, and also the Guild of Air Pilots and Navigators (now known as The Honourable Company of Air Pilots) Prince Philip Award for Helicopter Rescue.

Despite the self-evident drama in Tony's account, it is worth emphasizing for those unfamiliar with SAR flying the remarkable handling skill required to deliver a Winchman safely onto a violently moving deck – especially given the severe time pressure - and then hold station during a series of winch lifts, as well as the judgment and precision required of the WinchOp, crouched in an open doorway nearly 20 feet behind the pilot,

to co-ordinate the motion of aircraft, boat and winch to raise 19 men without injury. The courage of John Carrigan, entrusting his life to the crew despite the clear danger, was appropriately recognized, but one should also bear in mind the significant stamina and dexterity required of him once on the deck to prepare 18 adults in quick succession for extraction by hoist. The Le Perrain rescue became rightly celebrated for the crew's success despite the unenviable combination of long range, appalling conditions, large number of survivors and a hoist malfunction; many SAR crews have faced some of these challenges but few have dealt with all this at once!



Treasurer's Report

202 SQUADRON ASSOCIATION BANK ACCOUNT IS NOW ONLINE !

The 202 Squadron Bank Account, that we hold with Lloyds, is now available online.

Pete Chadwick and I have Card Readers which enables us to access our Account 24/7. Pete uses this facility for memorabilia purchases and currently for the Duxford Reunion.

I am using the facility to monitor Subscriptions and pay invoices.

Please note the Bank Account details are as follows :

Lloyds Bank

Code Number 30-94-08

Account Number 02393085

If any member has any queries do let me know by e-mail --

briantanner253@btinternet.com

Brian Tanner



Editor's End

Sincere thanks to all those who have contributed to this edition; your efforts are hugely appreciated both by me and more importantly by the readership, especially when there are so many competing demands on your time. I would like to make special mention of Mroay Pickering who for a second time granted permission for me to use one of his images; his website, www.aviationphotocompany.com, is full of fascinating photos which I recommend to anyone interested in aircraft photos. Thanks also to SAC Gina Edgcumbe of the SAR Force Image Exploitation Section for putting together a selection of photos taken by her and her colleagues, none of which has been published before, and Mr Lee Barton of the Air Historical Branch for digging out photos of previous 202 aircraft. I would also like to highlight the simple pleasure of trawling through the Sqn's history using the vast array of material at the National Archive: it's a wonderful place, with helpful and efficient staff and it's amazing what you find! For those of us still serving, having read a selection of F540s, I would suggest that the future benefit of creating a full record, suitably illustrated, vastly outweighs the effort required at the time by the compiler, so please let's put in maximum effort! I realize that some of the F540 and F541 excerpts are hard to read, particularly the hand-written ones; I haven't included a transcript in modern type on the grounds of space, but can supply one on request to anyone who so desires.

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