

Old Dux Association Newsletter



Compiled by A. McRae

Winter/Christmas 2001

Annual Dinner

The Annual dinner got off to a fiery start when the Travelodge where a number of our members were staying was struck by lightning sometime during early Saturday morning. The strike put the whole of the top floor out of action, and those who were rooming in that part of the lodge had to be re-housed in various hostels around the area. Fortunately all were found safe and well in time for the dinner, and 102 members and guests (an Association record) were able to sit down to another excellent meal provided by the Mess.

Thanks to Peter Gates for the loan of a microphone and amplifier, this certainly saved a sore throat or two when our usual marathon raffle took place, thanks also to Jenny & Ann for selling so many raffle tickets without managing to win anything themselves! and a final thanks to all those who donated a prize. Two prizes were unclaimed, the ticket numbers were 854 & 900 both coloured a sort of brownie orange, if the holders would like to get in touch with me we can try and sort out delivery. If still unclaimed by the end of December they will be put back in 'the pot' for next years raffle.

October Meeting

Saturday dawned (or rather drowned) as according to the Met Office a months supply of rain fell in one day and the Duxford area was subjected to torrential storms causing flooding and the disruption of road, air and rail travel. Several of our members were unable to get to the meeting as many of the major road links were closed due to flooding. A few others who had been relocated to somewhat remotely sited Inns the previous day found themselves marooned because of the rising waters. Not only were they prevented from attending the meeting but were also forced to stay an extra night until the water dropped to a level that made it possible to travel without the danger of being washed out to sea.

In spite of the weather the meeting was well attended, with several members attending for the first time (*Note to them: The weather is normally better!*) bringing the attendance up beyond 90. The normal post meeting chat and album browsing were curtailed as people were keen to row, sorry go, and get home to dry out.

Golf Match

Subject to there being sufficient members to show an interest Peter Gibbard has agreed to organise the Association Golf match that will be held mid-week sometime in the spring (April?) of next year. The proposed venue is the Wavendon Golf Club near Milton Keynes, close to Junction 13 of the M1 and is a reasonably central location with a varied choice of overnight accommodation for those wishing to stop over. The club has a driving range, a 9 hole par 3 course, an 18 hole par 69 course and a fully stocked pro shop. A bar serving drinks, snacks or full meals is open to all. Buggies are available at a reasonable cost (No racing allowed!). Peter is suggesting an 18 hole 'Stableford' starting around lunch time, and finishing with dinner in one of the separate dining rooms. Part of the 'package' could be the use of the driving range, and for the early birds a quick sortie around the 9 hole to loosen up. Please give Peter a call on 01908-393152, or write, his address is in the membership directory so that the level of interest can be gauged.

'Resting' Bench

A proposal to present the IWM with a bench seat was put forward at the meeting by L. Woodward. It was suggested that the bench, suitably adorned with an inscribed brass plaque from the Old Dux, could be sited to afford some respite for the Museum visitors. The Museum has been contacted to sound out the reaction to the proposal and at the moment we are awaiting a reply, more on this when we hear more.

64 Squadron, Disbandment.

During the evening of the dinner J. Rogers read out a letter to the Association in which he relates the wishes of Mr Tom Jago, who was an armourer with 64 Sqdn when based at RAF Tengah and neighbour of his, to hand over to the Association documents that includes a copy the programme of Parade and Flypast to mark the disbanding of 64 Sqdn on the 16th June 1967. Also a booklet giving the history of the Squadron from 1916-1966 and various photos and copies of newspaper clippings from the local (Singapore) paper. These artefacts will be put into the 64 album and will on display at future meetings.

Members Directory

Several additions to your directories:

New Members

Bennett, Geoff & Dot (Nee Ollerton)

5A Meadway

Epsom

Surrey

KT19 8JZ

01372-722687

Geoff- 64 Sqdn 1954-1956

Dot-Equipment Section 1952-1956

Cocks, Sidney

23 Pegsdon Close

Luton

Beds

LU3 2LG

01582-592476

Station headquarters 1940-1942

Eadington, Robert N.

16 Alexandra Road

London

N10 2RT

0208 442 0533

RSF, ASF, 64 Sqdn 1958-1958

Headley, Don G.

Owl Wood

Burnby Lane

Pocklington

York

YO42 1UJ

01759-303664

Pilot, Station Flight, 64 Sqdn 1957-1961

Murkin, Basil (Butch)

53 Hawthorne Road

Stapleford

Cambridge

CB2 5DU

01223-842552

Airframe Mech ASF 1953

Terry, Doreen Mrs. (Nee Bolam)

4 Willowbank

Logans Way

Chesterton

Cambridge

CB4 1BL

01223-352483

Telephonist PBX 1952-1954

Change of telephone number:

Larry Cross is now on 01903-539847

Several of you are still trying to contact me (Allan McRae) on my old phone number, for the record the correct number is 01604-491836.

Subscriptions

Message from George Poole: Please check that you are up-to-date with your subscriptions, some are now 1 year or more in arrears and continued non-payment will mean removing your name from the members directory, and horror of horrors you will become an ex-member—Aaarrrrgggg!!

Meeting Dates 2002

The provisional dates of next years events are, Spring meeting **Sunday 12th May**, Annual Dinner **Saturday 19th October**, Autumn Meeting **Sunday 20th October**. Please note, we cannot confirm these dates until we get the OK from the IWM after they have finalised their flying programme for 2002, usually early in the New Year



And Finally.....

The committee wish all members, their families and friends a very

Merry Christmas

and a

Happy New Year

See you in 2002

The Christmas Quiz



1. Name the bi-plane that flew in the Battle of Britain.?
2. Who was Fighter Commands only VC.?
3. How many Commands were there in WW2?
4. How many Commands are there now?
5. Where is the main RAF museum?
6. Where are RAF personnel records held?
7. Besides Douglas Bader what other pilot flew with two artificial legs?
8. Where was Britain's first RAF station?
9. Bloodhound missiles were first deployed in the UK in July 1958, by which command were they operated?
10. Who was AOC of Fighter Command at its birth?
11. Which squadron was the first to fly the Meteor?
12. What is the highest and the lowest rank of the RAF?
13. What was the main task of the Mosquito?
14. How old must a squadron be before it is granted a standard?
15. What was a Blue Diamond?
16. What are the RAF colours?
17. What is the highest award RAF Catering sections can achieve?
18. Which is the port side?
19. Which manufacturer built the Vulcan?
20. In what year was 65 Squadron disbanded?
21. When did 65 Sqn. Exchange Meteor 8's for Hunter 6's?
22. In what year was 64 Sqn. disbanded?
23. When did 64 Sqn. exchange Meteors for Javelins?
24. What does "Per Ardua Ad Astra" stand for?
25. In what year did 64 & 65 Squadrons receive their standards?
26. What disastrous event happened at Duxford during the filming of the Battle of Britain?
27. What country supplied most of the 'German' aircraft used in the Battle of Britain film?
28. Who was the only African Emperor to visit Duxford?
29. In what year did the IWM officially take over Duxford?
30. In what year was the Old Dux Association formed?

From an idea submitted by Doreen Cross

Send completed entries to:

Old Dux Quiz
23 Gallery Close
Northampton
NN3 5NT

Entries must be received by 21st Dec 2001.

The first correct entry opened on January 1st 2002 will win £10 .

Answers will be published in the Spring edition of the newsletter.

Entries will not be accepted from committee members and their families or any other parties connected with the organisation of the Quiz.



A day in the life of a Dog.

Let me introduce myself, my name is Dobie, and I am of the Doberman Pinscher variety of dog. I was stationed with 65 Sqdn at RAF Duxford in the early 1950's and was brought into Squadron life by a pilot who fed and looked after me. What I most enjoyed was the freedom to roam on the airfield and be fussed over by all of the lads, I should add this was during temperate weather. In the winter well, that was a different story, a dog needs a good place to keep warm and I often had to push my way past the ground crew to reach the stove in the crewroom. However the lads had a different view of this 'pushy behaviour' and very often during these bleak days the cry went up "Dobie get out of the way, you are hogging the fire"!

Summer days were a delight, I enjoyed a romp on the grass or just to laze in the sun whilst all that flying activity went on around me. Most days I would coerce the lads to leave a very large branch of a tree, well away from any buildings, so that I could demonstrate my prowess and strength to all who watched me drag the branch back to the hanger. Some of the airmen treated this display of strength and tenacity with disdain, remarking, "Dobie you are as daft as a brush!" These were the fools who could not delight in my determination.

One incident remains in my recollection of RAF life and was humiliating to say the least. Imagine a Harry Clampers Day, (These humans had an odd way of describing thick fog!) with no flying, and for some of the pilots a day of lethargy; ie. meaning trouble! Whilst dozing contentedly, a Landrover carrying the enemy (64 Sqdn Aircrew) arrived and before I realise what was happening I was snatched and whisked away to enemy territory. Many kind words were said to me as strong hands held me down in a static position. I wondered what they were up to when a paint brush was applied, in a circular motion to my posterior. The enemy, laughing all the while, then transported me back to my friends at 65 Sqdn.

Much outrage was expressed amid hoots of laughter, while I stood wondering about the human race and their antics, not at all 'dog like' as I do expect a little respect now and then, otherwise it would become a 'dogs life'. Still bemused, I was marched into the illustrious Sqdn Commanders office and lectured for being asleep on guard duty and for allowing myself to be abducted. Additionally, did I have an explanation as to why an RAF roundel was painted on my bottom as this was prejudicial to good conduct and discipline. Shame faced, I was reprimanded and reduced in rank from Leading Aircraft Dog to Aircraft Dog second class.

It took a long time for me to live down this humiliation, despite all the affection lavished on me by all the lads when they heard of my abduction. I looked quizzically at them, head on one side, as they endeavoured to stifle their laughter. However amidst the suppressed hilarity they did manage to clean me up. Apart from that appalling fall from grace, life was still full of pats and tit-bits, in fact, I think the lads sympathised and even allowed me to enjoy that blissful warmth, much needed by a dog in inclement weather!

Submitted by Terry Crowley



The Hunter Song

Some like a wedge shaped Vulcan, some live in Shacks for days,
Or in dear old Annie Anson's they plod their weary ways,
These means of aviation will never really mix,
With flying in the cockpit of a saw toothed HUNTER SIX!

Pull very tight please-6G. Pull very tight please-6G

Five miles above the runway I carries my war load,
Looking down on contrails like white lines on the road,
Some people creeps behind me, but no one ever sticks,
With a swept and tapered, Avon – engine'd semi-supersonic HUNTER SIX!

Doodle oodle oodoo pom pom

When Voodoos try to bounce me they always overtakes,
As I put my forty flap down and pops out my airbrakes,
Them jackal Yankee drivers will never learn the tricks,
Of a high performance, low endurance, swept and tapered ,
Avon– engine'd, semi-supersonic HUNTER SIX!

Doodle oodle oodoo pom pom

I fires when I'm requested though it never is much fun,
With a silly little target and a solitary gun,
Our scores are vastly varied from ninety-five to nix,
With high rate of climb, high rate of roll, with follow up tail, and power control,
That high performance, low endurance, swept and tapered, Avon—engined,
Semi-supersonic HUNTER SIX!

Doodle oodle oodoo pom pom

I don't get much for wages, it really isn't just,
I've fifteen compressor stages and TEN THOUSAND pounds of thrust,
If I was paid five pounds an hour instead of three and six,
It's worth it just to ride inside, that forty foot long, by three-foot wide,
High rate of climb, high rate of roll, with follow up tail, and power control,
That high performance, low endurance, swept and tapered,
Avon– engine'd, semi supersonic HUNTER SIX!

Jack Ivelaw-Chapman (with apologies to Flanders & Swann)

This was submitted by Baz Gowling who also knows the tune it should be sung to.