



# NEWSLETTER

Nov / Dec 2005

Compiled by Larry Cross



## October Meeting

Sunday was warm and sunny, which added to the pleasure of being at Duxford once again. The meeting was started promptly and attended by 58 members

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It was agreed that the Annual Dinner should be held on 14<sup>th</sup> MAY next and that Alan and Jenny should continue to search for another venue, there being some dissatisfaction voiced about the last one. Following some further discussion it was also agreed to discontinue the Old Dux Diaries, mainly due to production costs.

Further to a talk and slide show was given by Les Millgate covering the history of Duxford which was both interesting and entertaining.

## Airspace Appeal

The Old Dux Association has received a 'Certificate of Thanks' from the IWM Duxford, for the contribution made towards their appeal to preserve our aviation heritage.

It was signed by Robert Crawford, Dir. Gen. of the IWM, and R. Ashton Director of. IWM Duxford. It will be placed in our archives for all to view.

## Airshows

Our Vice Chairman, Jim Garlinge wishes to remind members that the association attends the airshows at Duxford, with the aim of recruiting new members.

For anyone wishing to help man the stand, free passes are available – 3 for each show. The dates for 2006 are Sun May 21<sup>st</sup>. Sat July 8<sup>th</sup>. & 9<sup>th</sup>. Sat Sept 2<sup>nd</sup>. & 3<sup>rd</sup>. and Sun Oct 8<sup>th</sup>.

Please contact Jim Garlinge

## Your good Health

During the coming festive season I think it would be fitting to raise your glasses and toast "The Committee."

## New Editor

For those members unable to attend the last meeting, our ever optimistic secretary Alan Mc Rae who, after 10yrs, was looking for a volunteer to lighten his load by taking on the production of the newsletter. A volunteer? I ask you! However it appears that I won, albeit with a hefty shove from a Mr. P. Gibbard whom I once considered a dear friend.

So, I have been honing my computer skills and have already doubled my typing speed, by using two fingers although this may not be enough. I cannot do it alone as Alan did, so I am looking for a little help from the members in the way of suitable and interesting material for the next bumper edition, assuming that I am still in the job! You can contact me on 01903 539847 or by email... at [larrycee@ntlworld.com](mailto:larrycee@ntlworld.com)



The image of the Battle of Britain Memorial in London was captured from the T.V. on Remembrance Sunday morning and I fully-intend to visit it in the not too distant future. If anyone has already done so and would care to share the experience with the members please get in touch.

L.C.





**THE COMMITTEE**  
**WOULD LIKE TO WISH ALL MEMBERS & THEIR FAMILIES**  
**A MERRY CHRISTMAS & A HAPPY NEW YEAR**

*The Crew Room*

It was just an old Nissan hut and it stood opposite 65Sqn hangar, where now stands a green painted generator type contraption, but in hindsight it was a palace of varieties.

As I remember, it was painted black...the inside was even blacker! The central stove was surrounded by a motley collection of ex aircrew recliners 1945 vintage, parts of which had been used to fuel the beast and it was lit daily by a cocktail of inflammable liquids, that was only deemed successful if it blew the lid off when ignited. If there were any windows I think they must have been boarded over.

The only source of light was from a solitary 100W bulb which was decoked at regular intervals but still rarely penetrated the fug of cigarette smoke and burning newspapers, - that occurred when the reader got too close to the incandescent stove or on occasion, ignited from the embers of a *dear john* letter!

Yes, there definitely was a door at either end and one always got a tingle on entering the abyss - by instinctively reaching for the broken light switches. Flight Sergeants would *not* enter. They hovered about outside or bellowed from the doorway hoping to catch the attention of the crews for the kites about to get airborne. In consideration that most of the airmen present were there under *duress* the bonhomie was good, the humour witty, sharp and sometimes cutting, and from all that emerged some real characters.

It was from that gloom we rewrote the lyrics to various tunes of the day .."Some Enchanted Evening" became Shark Infested Waters .....where someone lost something... rhyming with crackers!... Just a little bit rude by today's standards.

Ah well! It was a long time ago, could it have been preserved along with other museum pieces? probably not; but if it had I am sure it would have generated lots of interest with a new sign over the door, Palace of Varieties.

L.C.

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An RAF officer bought a brand new Jaguar Convertible and took off round the peri-track. Enjoying the wind blowing through what little hair he had, he gunned it up to 80mph. Wow! this is fantastic, he thought. Suddenly the officer became aware of flashing blue lights and sirens blaring. I can leave these for dead he thought as he pushed harder on the pedal. Hang about! I am an RAF officer what can they do to me? he mused, so easing his foot off he brought the car to a standstill and waited for the inevitable. The corporal strode up to the Jaguar. "Sir" he said looking at his watch. "Today is Friday and in 10 minutes I go off

duty - so if you can give me a very good reason for speeding - one I have not heard before, I will let this one go." The officer stared back at the corporal unblinking and then replied, "My wife went off with an RAF policeman, I thought that you might be bringing her back" The corporal saluted, "Have a nice time Sir."

*Submitted by Bob Scott*

**Wanted** (by Bob Hope)

Does any member have photographs of 91 Sqn or 165Sqn Spitfires, to loan to copy? Also Bob would like information on WW2 65Sqn pilots, still living who flew Mustangs on escort duties to Flying Fortresses.