



# NEWSLETTER

Autumn 2007

Compiled by Larry Cross

## Dear Members

I hope that you have all managed to get *something* out of the horrendous 'summer' besides footrot! Now into Autumn, we are at last enjoying 'shades' of an Indian summer ... long may it continue..at least until after 21<sup>st</sup>.

## October

### Message from our Chairman

We have got the okay for the use of AirSpace Teaching Room No.3 for our next Old Dux Meeting on 21st Oct.07. The room can accommodate approx sixty bodies.

"Unfortunately commercial bookings are given priority for larger rooms, such as the Marshall Auditorium."

If we are going to get a larger turnout for the meeting (over60) and we give 'them' enough warning; then they would make further enquiries for us nearer the time, so, **please can we have an early response from members who are planning to attend the meeting along with partners & guests to enable us to request a larger room should that be necessary. I must also have your vehicle's Registration & number of passengers.** I understand that entry will be as per, via the Guardroom Gate and you will be advised by security about parking.

**Contact Tel. No. 01554 890520**

email : [sl542@hotmail.co.uk](mailto:sl542@hotmail.co.uk)

**Furtherto** I urge members to give Bob, who does a fantastic job for the association, all the support they can by responding promptly to these and other requests and help to keep these events running smoothly. We all love to hear him chair our meetings, as only he can, but give little thought to all the liaising with the I.W.M. that goes before. All very necessary to maintain our unique place among the various associations allied to Duxford. Our grateful thanks to Bob and the Committee.

**Annual subscriptions** members are reminded that they normally fall due in May or October. The current rates are £5..Annual and £8..Family membership.

**Cheques should be made payable to 'The Old Dux Association' and forwarded, with any arrears to the treasurer, George Poole at:- 4, Ash Grove, Chesterton, Oxon. OX26 1XB. or Tel .George on 01869 243887 or e-mail [georgeathome @talktalk.net](mailto:georgeathome@talktalk.net)).**

I have had an unusual number of newsletters returned recently (8, 'address unknown') I know that moving house can be at the very least, stressful and The Old Dux may be well down the list of priorities but when the phone no. is also changed it can mean the end of a beautiful friendship. In one or two cases I have managed to re-establish contact and been thanked for it, however, I then consult George Poole and if subscriptions have remained unpaid for two years or more they are reluctantly deleted from the mailing list. It's sad to go that way but if the Old Dux has lost its sheen for them, so be it.

**Change of Address Please notify Larry Cross** on 01903 539847. email:[larrycee@ntlworld.com](mailto:larrycee@ntlworld.com)

## Power of the Press

From the 'High Society' item in July's Aeroplane Magazine which you all must have seen by now ? haven't you ? we recruited 5 new members + 1

Peter Knapton, (Grp/Cpt. Ret) Douglas Sturgeon, (Armourer 19Sqn 1939-40)

C.W.'Chuck' Lilley (Ass.) Mike Hawkins (Senior M.O. 1959-60) now living in Bangkok.& Ronald Stern, (R/T Op. 1947.) now living in California. He wrote to Bob Hope after reading the article (Letter printed on page 2).

Chris Baughan, Photographer 1953 found us via Google on the i/net & RAF News.

## Apple Computer Announcement

Apple Computers announced recently that it has developed a computer chip that can store and play high fidelity music in womens breast implants. The iTIT will cost between £399 to £599 depending on speaker size. This is considered a major breakthrough because,..... .Women have always complained about men staring at their breasts and not listening to them.



### Letter to Bob Hope from Ronald Stern

As a regular subscriber to "Aeroplane" I have just read the article in the August 2007 edition about the Old Dux Association. I was stationed for a few months at Duxford in the winter of 1947 as a Radio Telephony Operator operating the aircraft homing station that gave radio bearings directing aircraft to Duxford. I no longer know the exact dates because when I requested a copy of my records from the RAF Records Office in January 1994, they responded with a partial copy of my records and stated: "This record was compiled at the time of your service and contains, very little detail of your postings, and movements, at that time". However, it does show that I was posted to Coltishall on March 26, 1947, and I had been at Blake Hall, Essex in 1946 prior to being posted to Duxford, so I might have arrived at Duxford in December 1946 or January 1947. During my stay at Duxford, the Duxford Theatre Group produced a play in which I was involved as an electrician, as noted on the back page of the copy of the programme of that play. This memento travelled with me when I emigrated to the United States in 1949, and made it through many different abodes before I settled permanently in Santa Barbara in 1966. Unhappily the programme is not dated. I now have only a copy of the programme as, being of the opinion that after my death it would wind up in the trash, I donated the original programme to the Imperial War Museum on a visit to Blighty in 1992, (See enclosed letter). I visited Duxford in 1988, and have not been there since, so I don't know whether or not it is displayed. The original programme was printed on blue paper, so the copy is unfortunately rather dark.

At Duxford I was an A.C.2 but reached the lofty rank of L.A.C. before being demobbed in the summer of 1948. I had wanted to fly in the RAF, but was told that I had no depth perception and would never be able to successfully land an aircraft, although I had flown gliders as an ATC cadet without breaking one, so in the U.S. I became an airline pilot. That at one point brought me to Santa Barbara where the NASA Boeing Guppies were based, and I crewed those for several years. The Super Guppy is still flying and is based at Ellington Air Force Base in Texas.

### Letter from I.W.M. London

Dear Mr Stern

It was extremely kind of you to bring along LADY BE CAREFUL when you visited the Museum recently.

This theatre programme is naturally of special significance to us because the play was performed at RAF Duxford.

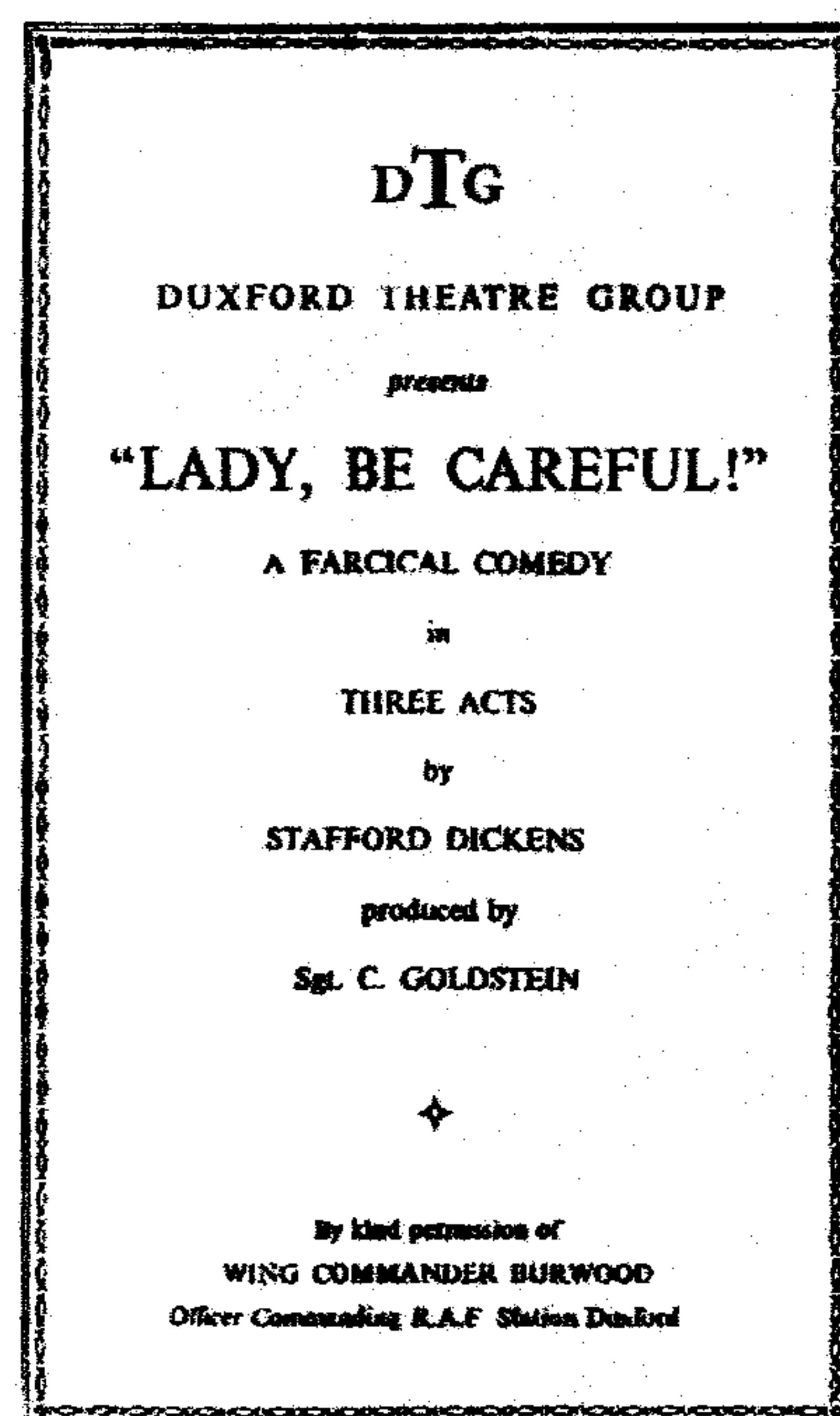
On behalf of the Director-General and the Trustees of the Museum, I would like to express my gratitude for this kind donation to the library.

Yours sincerely  
(Dr.G.M.Bayliss)

Assistant Producers and Stage Management	F/Lt. GRIFFITHS Sergt. WOODCOCK
Wardrobe Mistress	IRENE FRIBANGS
Electricians	HILL KELSEY RON STERN
Carpentry	STATION WORKSHOPS
Stage hands	JEFF FOREMAN J. LUNGEWSTRASSE
Prompters and understudies	Corpl. E. KAY JEAN CHAPMAN Sergt. GILDER
Publicity	Sergt. WOODCOCK A.C. STREET

Costumes supplied by R.A.F. Theatrical Supplies

PRINTED BY W. HOFFER & SONS LTD. CAMBRIDGE ENGLAND



The cast was as follows:

*Capt. Nick Bates: Sgt. Nagley. Claud Carton: P/O Maygothling. Dinah Carton: LAC Wildman ? Sally Watts: Joy Shepperd Parker & Watson played by Sgt. Goldstein.*

If any of the names rings bells with anyone and would like to contact Ronald Stern please let me know. L.C.

**Chris Baughan** emailed Jim Garlinge after spotting Jim's ad. in RAF News.

Hello to you, I served at Duxford as a Ground Photographer AC2. I then spent the rest of my working life as photographer/cinematographer and now videographer!!!!

Whilst there I set up a Photographic Club - using my own gear, in rooms in the Education Centre. One of the first club members was a Pilot Officer Craig - They flew Meteors mainly, and those tiny twin boomed aircraft who's name escapes me, although Widow comes to mind.

Craig had a motor bike, a shiny blue machine, very fast. He told me that in the air you get no impression of speed, so the motor bike gave him that excitement. We processed his photographs from the Meteor trips and printed them - he was very keen, using a Kodak VPK (Vest Pocket Kodak) a small camera but of really good quality.

He died, after crashing on his motor bike. He was given a funeral on the station, his coffin carried on the station coal truck.

As you see, I have not forgotten him, in fact he is one of the abiding memories for me of Duxford. After leaving the RAF my career took me up in the air in an array of airplanes, including the Hunter with the Red Arrows, the Valiant (Christmas Island) and Concorde (on a Press flight before going into service). And quite a few more of course.

I did the photograph for the Station Christmas card one year, from the ground, of a flight of Meteors.

Also photographs of a visiting VIP, one Marshal Tito from Yugoslavia.

So, as for most servicemen and women, not all happy times.

Regards, Chris Baughan (2538894) Sir !

### **Trains to Whittlesford by Peter Harlock**

I can well remember the last trains to Whittlesford and the stampede that ensued on its stop, and at most times before its stop, at the platform. The platform, as will be known to its users at that time, was much shorter than the trains carriages so therefore at least two carriages came to rest either before or after the platform consequently spilling some of its cargo along the side of the track in the pitch darkness. If you happened to be in the front carriage and it came to rest past the platform, as in my experience it regularly did, you would end up sprawled across the level crossing gate on jumping out of the carriage door and depending on which side of the gate you collapsed determined whether you caught the bus. I can remember many a time the bus being very overloaded and each time it pulled out of the small car park it ground chunks out of the road as it heeled over at an astonishing angle because of its load, ignoring the laws of gravity, bringing a loud resounding cheer from its passengers.

*Go pin your medals on; be proud they're yours to wear,  
pull your shoulders back a bit and let the youngsters stare.  
They are yours by right of war. By service to the crown.  
They are symbols that you did not let your side down.  
Wear them proudly on your chest And let all who will deride.  
They are yours by right of war, So carry them with pride.*

*Submitted by Roy Wickes*

### **At the Golf Club.**

- 1 BACK STRAIGHT, KNEES BENT, FEET SHOULDER WIDTH APART.
- 2 . FORM A LOOSE GRIP.
- 3 . KEEP YOUR HEAD DOWN.
- 4 . AVOID A QUICK BACK SWING.
- 5 . STAY OUT OF THE WATER.
6. TRY NOT TO HIT ANYONE.

7 . IF YOU ARE TAKING TOO LONG, PLEASE LET OTHERS GO AHEAD OF YOU.

8 DON'T STAND DIRECTLY IN FRONT OF OTHERS.

9. QUIET PLEASE,....WHILE OTHERS ARE PREPARING TO GO.

10 DON'T TAKE EXTRA STROKES.

WELL DONE!.... FLUSH THE URINAL & GO & TEE OFF



## Duxford in the 50's

by Terry Crowley

The untimely death of Corporal Jeff Hobbs (1954-54) cast a pall over the 65Sqn personnel. He was well liked by all and it was an honour to be part of the military funeral cortege. I do not think that he had had the motorcycle long, but I do recall that he did enthuse over the Billy Eckstein & Sarah Vaughan record "Passing Strangers" He was buried in Whittlesford Churchyard.

As to the mention of the Tele-Scramble Operations, Peter Gibbard was spot on with his recollection of the Meteor 8's scrambling without warning, causing chaos. On hot summer days one felt sympathy with the pilots, sitting in their cockpits perspiring profusely. Invariably we arranged for the airmens mess to provide an urn of cool orangeade. Plastics cups were handed to the pilots, but sods law inevitably intervened and one or two of the ground crew were caught in the firing line of a shower of orangeade when the 'Scramble' order came through. Peter referred to the visit of Haile Selassie, this again prompts further memories of this auspicious occasion.

The year 1954, the place – 65Sqn hangar. The C.O. Squadron Leader 'Red' Evans addresses assembled personnel with regard to said visit two days hence. He intimates that the squadron is to stage a flypast with 64Sqn. Thus :- a selection of aircraft is selected of aircraft is earmarked to carry out this duty. Rehearsal for the event proceeded smoothly and completed to the satisfaction of the C.O. Once again the C.O. addressed assembled pilots and N.C.O's. "Well that went smoothly," he said. "Tomorrow should be straightforward" The N.C.O's noticeably raised their eyes to the hangar roof. The gesture prompted the C.O. to comment, "I feel an air of scepticism, gentlemen!" I do not recall who spoke up, but the implication arose that if a dress rehearsal went well, the opening night would run less smoothly. "What a lot of Jonahs you are," proclaimed our leader. The upshot of this discussion was that a Land Rover and crew would stand by to tow away any a/c that went u/s (Unserviceable) To counteract any comments from the Station C.O. our leader would mention to him that the possible towing off of an a/c could be regarded as part of the display.

The visit of the Emperor went well on a fine day; ...and yes, we had to tow an a/c from the line. No further comment came from the C.O., except to remark that the day was a success.

*Footnote. Haile Selassie, Emperor of Ethiopia – Lion of Judah, died 26<sup>th</sup> August 1975 Aged 83*



**Why did I say that ?**

**Michael Buerk** on watching Phillipa Forrester cuddle up to a male astronomer for warmth during BBC1's UK eclipse coverage remarked:

*"They seem cold out there, they're rubbing each other and he's only come in his shorts."*

**Ken Brown** commentating on golfer Nick Faldo and his caddie Fanny Sunneson lining-up shots at the Scottish Open:

*"Some weeks Nick likes to use Fanny, other weeks he prefers to do it by himself."*

**Mike Hallett** discussing missed snooker shots on Sky Sports:

*"Stephen Hendry jumps on Steve Davis's misses every chance he gets."*



**Jack Burnicle** was talking about Colin Edwards' tyre choice on World Superbike racing:

*"Colin had a hard on in practice earlier, and I bet he wished he had a hard on now."*

**Chris Tarrant** discussing the first Millionaire winner Judith Keppel on 'This Morning':

*"She was practising fastest finger first by herself in bed last night."*

**Ross King** discussing relays with champion runner Phil Redmond:

*"Well Phil, tell us about your amazing third leg."*

**Clair Frisby** talking about a jumbo hot dog on Look North said:

*"There's nothing like a big hot sausage inside you on a cold night like this."*