

NEWSLETTER

FEBRUARY 2008

Edited by LARRY CROSS

Dear Members

It could never have been truer when it is said that "It's all downhill from here on!" as January for me has just whistled by.

As I have cobbled these pages together over the past week the weather here on the south coast has been exceptional and I caught my first glimpse of the sea yesterday as the timber has nearly all been cleared from the beach. I could have made a fortune in rabbit hutches & bird tables!

The Annual Dinner will again be held at the Heydon Grange Golf & Country Club on May 10th. Allan did the business and managed to keep the price the same as last year, at £30 p.person

Please send all deposits / payments, which confirms the booking, to our treasurer George Poole and not to Allan McRae.

Contact Allan with any dietary requirements and seating preferences. on 01604 491836.

Members are requested to arrive no earlier than 7pm for 8. Once again we prevail upon the generosity of the members attending to donate prizes for A.M.R.(Annual Marathon Raffle)

Bon Vivants requiring transport from their respective hotels to Heydon Grange must inform Bob Hope in good time.

AGM on Sunday 11th May will Commence at 13.00hrs in the AirSpace Facility, classroom No 3, by kind permission of the Dept of Learning. - For those attending for the first time this can be found at ground level on the far right wall.

Entry to the airfield via the guardroom gate

Members attending are reminded that they must contact Bob Hope on 01554 890520 with their car reg.No's and number of occupants

Subscriptions usually fall due in May and October and you can check your status with our treasurer, George Poole on 01869 243887

To save time at the meeting the £3p.p admission cost can also be sent provided you include a note to that effect.

Old Dux Annual Dinner

Saturday 10th May 2008

at

Heydon Grange

Golf & Country Club



Willie Maykit

Airshows

Sunday 18th May 'Spring Airshow'

Sat & Sun 12th /13th July 'Flying Legends'

Sat & Sun 6th /7th Sept 'Duxford 90th Anniv'

Sun 5th Oct. 'Autumn Airshow'

Our two stalwarts, Jim Garlinge and Les Millgate will be manning our recruitment stand on those dates and would welcome any help from willing volunteers. Contact Jim on 01322 274245

Sadly I have to report the passing of:-

Bob Coddington in N.Z. ATC Officer

Len Smith. 66Sqn F/m E. 1948-49

Leo Woodward. 64Sqn Armourer 1958-61

Roy Wickes. E.P.A.S. 1954-55

R.I.P.

Non member Jack Leatherbarrow seeks our help in trying to locate Tom Muir Gardiner whom he met at El Firdan around 1952 - 54. Tom an LAC M.T. driver did serve at Duxford at one time? If you can help please Contact Jack on 01257 462554.

Jim Garlinge has been approached by Brian Hooper who edits the NSRAFA magazine 'Astral' to exchange links and web addresses. This we have agreed to do as it could be mutually beneficial to increasing the membership. Their directive appears on the back page.

Sponsorship of 65Sqn Hunter

It was at the September Air Show 2007 when Jim Garlinge approached a couple who was showing interest in the Hunter aircraft on display close to the recruiting stand. Mr & Mrs D. Boyce kindly explained that they had recently taken on a 3yr.sponsorship of the 65 Sqn Hunter MkVI.

I later contacted Mr Boyce and he went on to explain. "Having had a long association with the Royal Air Force and a particular affection for the Hunter, I attended a fund raising dinner held at the headquarters of Marks and Spencer in London to raise money for business aviation at Duxford. There were 3 aircraft that were put up for sponsorship, the Spitfire, the Meteor and the Hunter.

My wife and I decided to sponsor the Hunter which we have agreed to do over three years.

In answer to your query, I have not served in the Royal Air Force but I farmed alongside Royal Air Force Leconfield in Yorkshire in the 60s when 19 and 92 squadrons were based there, flying initially Hunters, then Lightnings. I was made an honorary member of their mess and it was through this connection that I became very friendly with several pilots, two of whom joined the Red Arrows aerobatic team. I have been honoured to fly with the team on several occasions, firstly in the Gnat and then in the BAES Hawk. I have had a very happy 40 year association with the RAF and was honoured to receive the Red Arrows Fellowship Trophy. I have flown in the Jet Provost and the Hunter and it was in a privately owned Hunter T7 that I was involved with in the London to Paris and London to Cork air races. We had tremendous support from the RAF at this time which enabled us to obtain two world air records. I still maintain friendships with many RAF friends from my Leconfield days and every year I hold a reception in the City for the Red Arrows and many of my other RAF friends. I trust this gives you a background into why my wife and I were so keen to support the Hunter at Duxford.

Meanwhile, I wish you all every success with the wonderful work you do supporting this magnificent aircraft".

Yours sincerely,

David & Caroline Boyce



David and Caroline Boyce

Further notes on 'T' - Tango from John Quarterman (2006)

65 Sqn's "T", which I had flown many times, and on one occasion had to return to Chivenor with hydraulic failure, now stands on static display on her home patch ! It was registered XE627 and delivered new in 1956 from an MU, (probably 5), to 92 Sqn at Acklington. In early 1957, she headed south for Duxford, joining 65 Sqn as "T", most of the time with Tim Barrett's name on the nose. When 65 Sqn disbanded in March 1961, XE627 was "posted" to Chivenor, joining 229 OCU and becoming "4" in the OCU Fleet. Later in 1961, she was loaned to No 1(F) Sqn at Stradishall, becoming "D" and moving with the Sqn to Waterbeach in November. In 1963 she was back in the OCU fleet as "61", still a Mk 6. Thereafter XE627 remained with the OCU, TWU and 4FTS for a decade, during which time she was converted to Mk 6A standard, probably during the "raspberry ripple" days at Valley, but my records unfortunately do not cover this period.

Steve Sanders Remembers

50 years ago, almost to the day (Feb 4th 1958) I saw 64 Squadron, flying a Meteor 12 (or was it a 14?), take to the skies from RAF Duxford on another PI (Practice Interception). A few months later, the squadron converted to Javelin Mk 7s, the most nimble of the Javs!



John, Sheila, Ann and Steve

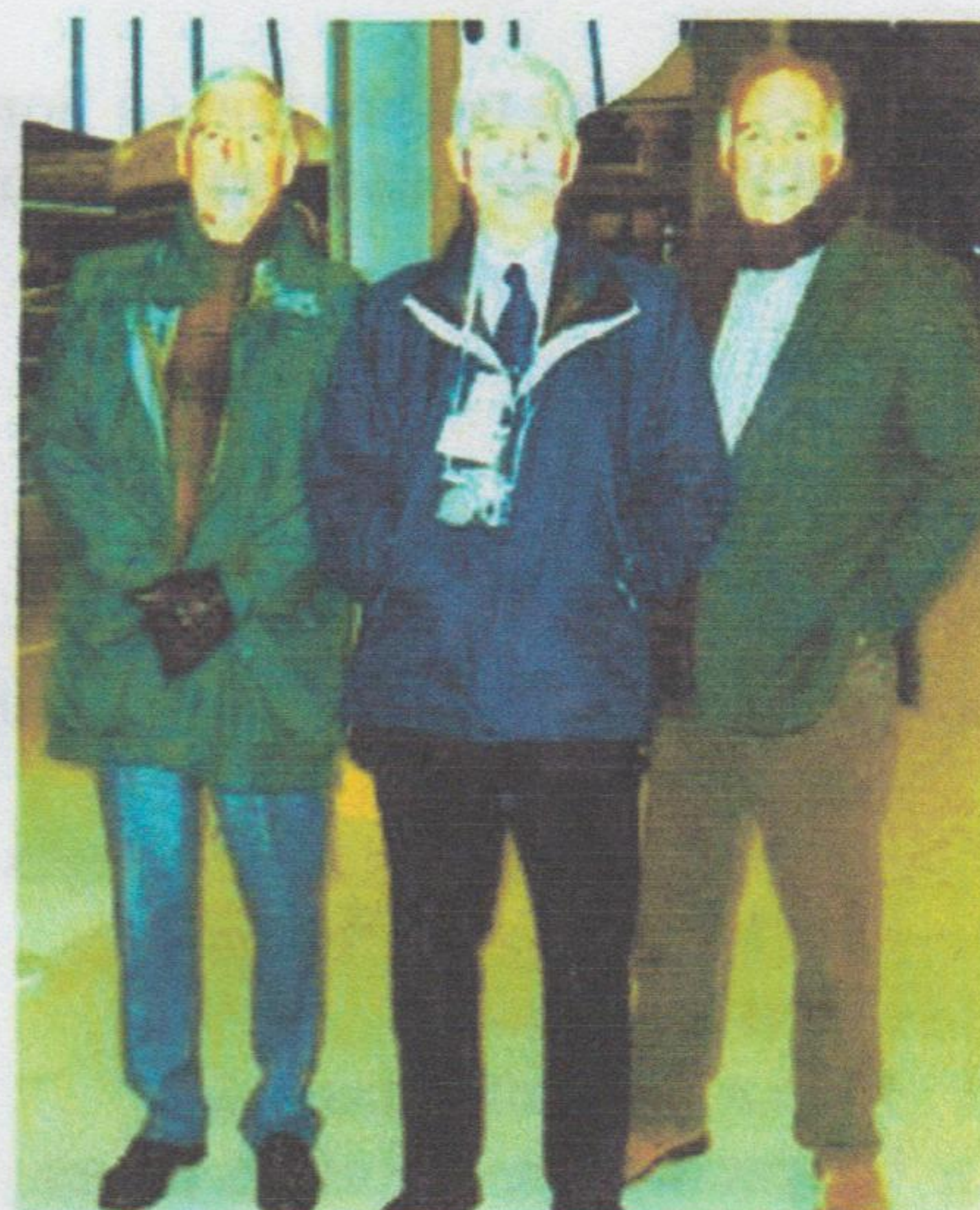
Seeing the old hangars, the tower, the crew rooms, the guard room (from the outside Steve hastened to add) and the messes really brought back feelings of the "good old days" and it really did seem like yesterday! "Borrow the station flight Meteor 7 for the weekend?" "Well, of course but don't break it!"

"Les gave up a good part of his day to make our day special" said Steve. "So here's to the next 50 years".

John and Sheila left to drive back up to their home in Cumbria, Steve and Anne far closer to Suffolk.

"Do you know Les, we recognised you immediately, and you haven't changed one iota!!!"

John & Steve with Les



Exercise for over 60's

I have found the perfect exercise:-

Begin by standing on a comfortable surface with plenty of room on each side.

With a 5lb potato sack in each hand extend your arms straight out from your sides and hold the position for as long as possible. Try to reach a full minute and then relax. Each day you will find that you can hold this position for a little longer. After a couple of weeks move up to 10lb potato sacks. and eventually try to get where you lift a 50lb potato sack in each hand and hold your arms straight for more than a full minute - I'm at this level.

After you feel confident at this level..... put a potato in each of the sacks.! (Ed)

Two Six on the Doors by Terry Crowley

Whilst I was stationed at RAF Duxford I began to enquire why the expression 'Two Six' was used whenever a bit of muscle was required to move heavy objects? Numerous enquiries were invariably answered by blank stares. It was only by chance that I envisaged one possible explanation.

Whilst reading a sea saga in which ships of the Royal Navy were engaging the French fleet during the Napoleonic wars, it vividly describes the shipboard action taking place at length the efforts of the Royal Navy gun crews. There were six men in each gun crew each allotted a specific task i.e. Master Gunner/Layer, Loader, Barrel Swabman, Powder monkey, and two men to propel the cannon back to the gunport position after recoil action and reloading. These two sailors were numbered two and six respectively. Their job required to assist with cleaning and loading, but their main task entailed heaving on ropes attached to each side of the cannon which were fed through ships side pulleys. Their efforts, on the command 'Two Six' hauled the cannon into its respective gunport.

Can any of the reader members corroborate or dispute this view of the subject?

I remember one summer evening when 64 Sqn had flown and worked until dusk and as 65 Sqn* know to their chagrin, 64 invariably put that extra effort into their tasks !!....I digress

Naturally the ground crew wanted to get to their late suppers after the a/c were finally put to bed in the hangar. The shout "Two Six on the hangar doors" was met with prompt action from the ground crew, it was then that I noticed an airman in his best blue and shiny shoes idly watching us. "Airman... on the doors," I shouted, a surprised utterance of "I'm Radar," emerged from his lips. His reply was drowned under a sea of derision from the crew and he jumped into action on my bellowed command "Mooooove," howls of glee greeted him and once more the cry went up, "Two Six on the hangar doors".

* I can assure readers that 65 Sqn did not know this and 65 Sqn would not have given two */# hoots !
Had this action had taken place on 65 Sqn the airman in best blue would have definitely been Terry Light
(Ed.)

Historical Matters

A few little nuggets you may have missed

King Richard, in one of his rages,
Forsook his good lady for ages,
He rested in bed,
With a good book instead,
Or, preferably, one of his pages

King Henry the Eighth was a Tudor
Of our monarchs we've witnessed few lewdor,
Each wife that he wed,
He led to the bed,
Where he viewdor and woodor and scroodor.

There was a crusader of Parma,
Who went to bed with his charma,
She, naturally nude,
Said, "Don't think me rude,
But do you think you could take off your arma?"

A crusader's wife slipped from the garrison,
And had an affair with a Saracen;
She was not over-sexed,
Or jealous or vexed,
She just wanted to make a comparison.

Boadicea often would goad,
Some chance soldier she met on the road,
Then paint with isatis*,
Their sex apparatus,
And embrace, crying, "One for the woad!"
* Isatis tinctoria (from which woad is extracted)

Said Wellington, "What's the location
Of this battle I've won for the nation?"
They replied, "Waterloo."
He said, "That'll do,
What a wonderful name for a station!"

There was a young monarch called Ed,
Who took Mrs Simpson to bed,
As they bounced up and down,
He said "Nuts to the the Crown !
We'll give it to Albert instead."

David George Clark BEM

David George Clark. 752096, Enlisted Ipswich Town Centre Royal Air Force Volunteer Reserve, Tower Street. Attested Royal Air Force station at Felixstowe 16.6.1939 as U/T Clerk Accounts. Attended RAF Felixstowe for trade and disciplinary training, taught all contents of Kings regulations, not only appertaining to trade training but all Statuary laws, Drill and Ceremonial elements required for all enlisted members of the Royal Air Force and its reserves (RAF Bible) This was carried out at weekends, mainly Sundays.

This training was very thorough and efficient, under very strict W.O.s and senior NCO.s of the regular Air Force, all of which was very beneficial for our future in the RAF which did take place.

All Reserve Forces were mobilised w.e.f. 3.1.39 by Royal Proclamation. I duly reported to our town centre and was embodied into Royal Air Force and posted to RAF Duxford w.e.f. 1.9.39. as U/T Clerk Accounting, with one other AC.2. ACH.2. We arrived at Whittlesford Station at 23.59, and as there was no transport we walked to RAF Duxford (4 miles). Arriving the Duty Officer advised us there was no immediate accommodation available so were offered one palias in an unoccupied cell in the Guardroom which was readily accepted. However on 3-1 September we were paraded outside Guardroom and was introduced to the S.W.O. (Mr J Leckie) who, after a bit of shunting around, gave us new boys accommodation in 8 Bell tents erected on Sports ground, 8 to a tent including kit., after 2 months, due to inclement weather we moved into new unfinished barrack blocks.

After spending 3 weeks sand bagging all the Messes etc I found the Accounts section was remustered to Clerk accounting. On completion of training on the strength of SI-IQ Duxford as AC.2 w.e.f. 23.5.40 posted to 19(F) Squadron RAP Duxford. 15.6.40.

Reclassified A.C.1 - 1.7.40. L.A.C. 1.12.40. Promoted to Corporal 2.4.41. The policy was for all Fighter Squadrons to be self accounting because of frequent and immediate decisions for moving to front line locations. Whilst still at Duxford with 19 Squadron, on formation of 310 (Czech) Squadron (after withdrawal from France) in liason with Czech Corporal Fred Ripper was given task of writing all ledgers and accounting material for that Squadron, also was taught language, enabling me to take parades etc for some period.

August 1941 19 Squadron moved to Coltishall occupying Sateites Matlask and Ludham. I was accommodated at RAF Coltishall, visiting Squadron every fortnight to conduct necessary pay parades. (Here I joined Norwich Branch of RAFA).

After a period of a few months Squadron was moved to Hutton Cranswick Yorkshire where in addition to my normal Squadron duties was asked

would I take on board maintenance of 151 Wing Fighter pay records which I accepted, however this only lasted six weeks, as once again we were moved to front line station RAF Portreath, Squadron to Satellite Perranporth. Here I was awarded my first G.C. Badge w.e.f. 18.42 (3 years in Rank and Trade)

An application was made through the usual channels to Air Ministry as to my position on Promotion roster at this stage as it appeared I was being overlooked. A reply was received as to why I was employed in sedentary trade which resulted in me attending a Central Trade Test Board at RAF Cardington who strongly recommended that I re-muster to Radar trade. Posted from 19 Squadron to SI-IQ Portreath on 21.4.43. Portreath to RAF Cosford on 4.11.43. After 6 months Radar course at Wolverhampton Tech. College - accommodated in private billets - was posted to No.7. Radar School South Kensington on 19.4.44 as U/T Radar Mechanic and accommodated in Albert Court. Remustered to Radar Mechanic (R) Air weE 3.7.44. Served Buzz Bombs (VI) at South Kensington but all Parades were very strict and precise, often being dispersed into Hyde Park when raids took place.

Posted to P.D.C. Blackpool and kitted for overseas 10.7.44. Boarded

Troopship Mooltan 13.7.44. @-nned Merchant Cruiser, sister ship Rawalpindi sunk by Germans in Indian Ocean Oct. 1939).

Arrived in Bombay via Suez Canal 15.8.44. Posted to Ceylon 17.8.44. Boarded troopship Strathnaver. Sailed 21.8.44 and arrived Colombo 25.8.44. Posted to RAF Koggala (Fresh water lake 'with landing strip to sea) 1.9.44. lake accommodated Sunderlands and Catalinas.

Cont... O/leaf

Squadron and worked on their Catalinas maintaining A.S.V. and IFF.
 Posted to 122 RSU Koggala 15.11.44, worked on ASV and IFF and H2S PPI Centimetric.
 Left Koggala 06.45 on 27.7.45 arrived Colombo 12.45.
 left Colombo 20.00hrs. to Talaimana Pier (North Ceylon) Left Talaimana on 30.7.45 to
 Dhanuskodj 09.30 train, to Madras India, Arrived at Madras 09.00 31.7.45
 Left Madras at 22.30.. Arrived Bombay 13.30 On 2.8.45 went to Worli Transit camp.
 7.8.45 Left Worli 07.45, arrived Poona 13.30 and joined crew of DC3 aircraft
 arrived Merryfield U.K. 16.30.19.8.45
 Left Taunton 12.00 reported to Aircrew Reception Centre at
Regents Park 16.00. Granted various periods of leave.
 2.10.45. Left Regents Park 13.00.. 3.10.45. Arrived Liverpool. 22.10.
 3.10.45 Boarded Troopship Samaria, sailed 06.30
 22.10.45 landed Bombay 12.30 arrived Worli 16.30.
 29.10.45. Left Worli Bombay by rail across India to Madras, arrived 10.30
 on 31.10.45 then onto Dhanushkodi, arrived 16.40 on 1.11.45., on boat to
 Talamana arrived 21.30. then onto Colombo, arrived 07.45. On 4.11.45.
 arrived at Koggala at 14.30.
 7.11.45. Had Medical etc. cleared from camp.
 8.11.45, Left Koggala, arrived Ratmalana Coloinho 14.30.
 10.11.45. Departed Colombo 06.30, by rail across India once again to Worli.
 16.11.45 Arrived Bombay 17.00
 22.11.45 Boarded MV. Alcantara, 23.11.45 Sailed at 10.00 hours. 1.12.45. Arrived Southampton 0.800
 hrs to RAF Hednesford for Demob.
 16.12.45. Arrived home on Demob leave. "Join the Air Force and see The World"
 Posted to 104 PDC for Class A Release.
 2.2.46 Relegated to G.I. Reserve
 27.4.47 Discharged from Gd. Reserved on EnListment in Auxiliary Air
 Force, later to be known as Royal Auxiliary Air Force.
 Left Royal Air Force — 752096 Clark D.G. Cpl. Radar Fitter Air, with War Medal, Defence Medal and
 Air Efficiency Award Medal.

Non member Jack Leatherbarrow seeks our help in trying to locate Tom Muir Gardiner whom he met at
 El Firdan around 1952 - 54. Tom an LAC M.T. driver did serve at Duxford at one time ?
 Contact Jack on 01257 462554.

CALLING ALL EX-AIRMEN & WOMEN

Did you serve in the Royal Air Force as a National Serviceman or Regular in the ranks, between 1939
 and 1960, or were you a WAAF or WRAF during that time? If so, then the National Service (RAF)
 Association would be pleased to hear from you. The Association now with a membership of 2700 has
 local groups in many parts of the country, who get together socially. It holds two National reunions a year
 and other events. Our magazine, Astral, along with regularly updated membership lists, which can be
 useful in tracing old comrades, posted to the members every quarter. Membership is £ 8 p.a. For more
 details, or to join the Association please contact the Membership Secretary.

(See website recently rebuilt on www.nsrafa.org)

Mr John Kent

'Dunelm'

Denford Road,

Longsdon

Stoke on Trent ST9 9QG