



# NEWSLETTER



DECEMBER 2011 [www.olddux.org](http://www.olddux.org) Compiled by LARRY CROSS

## Dear Members

December again already, 'Tis the season to be jolly — so I believe, but it ain't easy' With what is going on here and in the rest of the world we have to grit our teeth / dentures and press on regardless. I believe it's what our generation do well. So keep smiling and endeavour to enjoy the festive season and the New Year.

## Early Warning (Annual Dinner)

After intensive questioning of our chairman with regard to his sources and that he was in possession of a 2011 calendar, the date decided upon for the Annual Dinner is Saturday 14th May (provisionally) The AGM will follow on Sunday 15th. More details to follow.

Bob did very well really, getting the IWM to release a date so far in advance

## Web Site

The Web Site is now into its fifth year as from October 18th last and consider it money well spent at 95p a week.

The visitors counter suffered a couple of hits itself when it was zeroed by technical problems but I have been assured by the hosts that it will be moved to the correct reading (6,765) asap. Ave 5 hits a day.

The 'Messages Page' has been used occasionally for chit chat by a few regulars but feel disappointed that there has been no input from members with regard to how the site should progress.

## Airshows 2011

Spring Air Show, Sunday 22 May  
*Celebrating Women in Aviation*

Flying Legends  
9th July 2011 to 10th July 2011

The Duxford Air Show, Saturday 3 and Sunday 4  
September *75th anniversary of the Spitfire*

Autumn Air Show, Sunday 16 October *Remembering the Korean War*

## Obituaries

Fergusson D. ex 65 Sqn Elec/Sect 1952 -53  
25th Sept 2010 in Miami.

Watson R. SHQ 1937—41 on 6th April 2010 Sawston  
Cams.

## Remembrance day at IWM Duxford

Report from Peter Gibbard

When I saw the reference in the October Newsletter to the Remembrance Day events at Duxford I decided to give it a try, after all it was free!

The whole day was very moving, in the morning there was Wreath laying at the new Memorial Monument the East Anglian Regiments (see last Newsletter). That was followed by the Regimental Band playing God Save the Queen and some rousing marches.

There were tours, talks, films and even Poppy making for the children. A very well organised, well attended and thoroughly enjoyable event.

I took some photos (see attached) but there was a professional photographer there working for the I.W.M.

I understand they will be circulated to the Press but in addition will be published on their Web Site. Imperial War Museum Duxford



**John Milne seated left**

Due to the predicted inclement weather, the service took place in the Airspace Hangar.

Richard Ashton, Director of I.W.M. Duxford opened the proceedings by welcoming everyone, especially John Milne, an Old Dux member who was on 19 Squadron in 1940. (I didn't know him but by chance sat next to his daughters). He is, or soon will be 90, after the service he was quite rightly the centre of attention and was interviewed by Anglia Television.

Before and during the service we were entertained by the Royal Anglian Regiment Band.

The "Last Post" and "Reveille" were played by the Buglers from Sawston Youth Group.

The service was conducted by the Reverend Ruth Whitehead, Minister of Whittlesford, Pampisford and Duxford. She mentioned a Battle of Britain Pilot who, on only his second mission was shot up but, tried to land without Flaps. His Spitfire turned over, caught fire and he



died. He is buried at Whittlesford and was only 19 yrs old Wreaths were laid by representatives of :- I.W.M., The Royal Anglian Regiment, Cambridgeshire Regiment, U.S.A.F. 48th. Fighter Wing, Duxford Aviation Society, Airborne Assault, Burma Star Association, 2461 Sawston A.T.C. and Sawston Youth Group Band. (perhaps there should have been one from "The Old Dux")

## **Terry Crowley ..... Memories of Acklington**

The June issue invoked a few memories from the various articles particularly, when the Meteor Pilot [1950's] mentioned RAF Acklington. The dreaded December/January monthly air-firing exercises! The winters were more severe than present day weather. 64 and 65 Squadron members will, no doubt, recall having to rough it in wooden huts and using those primitive stoves for heating. Was it 1955 or 1956? Half of the ground crew of 64 Squadron went sick with Flu symptoms. Inevitably it was my turn to catch the dreaded 'lurgi'. I reported sick, but was told by the M.O. to keep taking Aspirin and return to work. I requested the Sergeant Medic to phone the Flight Office and tell them that I had gone to bed. In the S.N.C.O's hut I stoked up the fire, put my kapok inner- flying suit on and after a good swig of rum, I had obtained from the Sergeant's Mess, sought haven under the blankets. Next day saw me back on duty. Not a word was said. Perhaps some of the 'Old Dux' members can recall one or two incidents while on Acklington detachment?

Wonders of wonders one year 64 drew the August slot. We could not have been happier. It was during this time, so I believe? That a memorable incident occurred, one of our Meteors misjudged the point of landing and found that cement mixers were not compatible with aircraft!! The result was no damage to the airframe but, cement was sucked into the port engine. I swear that one could hear the colourful language uttered by the runway- working party, whilst they scattered in all directions. Groan! Another engine change and what do I write on the 1022 Repair Form which accompanied this engine back to Rolls-Royce? This summer posting gave us the opportunity to visit Newcastle; remember the Assembly- Rooms dance hall. Additionally, Whitley Bay dances on a Saturday night were most enjoyable. At the end of a winter stay, we packed six Landrovers with our kit, four bods to each vehicle and set off for Newcastle, the A1 and back to Duxford. No heaters in the vehicles which were also very draughty. Crossing the Tyne Bridge, we were flagged down by a police-patrol car. Two cops approached the lead transport in which I was seated. The question was asked, 'What does the sign indicate on the rear of this vehicle?' exclaimed one of the policemen. It was bloody cold and I was not in the best of moods. 'Actually, the sign denotes 40m.p.h. and in view of all this kit on board, plus four personnel, I would be surprised if 40m.p.h. is achievable officer', I smilingly said. 'Humph! Well you might be in the RAF, but there is no need to fly home, is there', he uttered. 'You had better be on your way then', he said dismissively. That patrol car followed us for quite a while!! I have rambled on a bit and hope that other stories re. Acklington emerge. Incidentally, Peter Gibbard's tale evoked memories of that day: re.the ejector seat moving whilst the pilot was flying his Meteor 8. My good friend Sergeant Ted Lewis [64 Squadron Armourer] urged his 'Plumbers' to carry out immediate inspection of the squadron-ejector seats. Much sympathy was felt for that pilot sitting on a bomb. Yes, his landing was 'featherlike'. We did not detect a wisp of dust from his main wheels.

## **Ian Swindale writes..... (One of his Best)**

This is from The RAF School of P.T. **that's** why I grew up funny....Oh, and can I say "Swindale" is Norwegian for Pig (Suin) Valley (Daele) read on, all will be revealed.....Cheers Swin.....OINK !

If you yelled for 8 years, 7 months and 6 days you would have produced enough sound energy to heat one cup of coffee.....(Hardly seems worth it.)

If you farted consistently for 6 years and 9 months, enough gas is produced to create the energy of an atomic bomb.....(Now that's more like it !)

The human heart creates enough pressure when it pumps out of the body to squirt blood 30 feet.....(O.M.G.!)

A pig's orgasm lasts 30 minutes.....( In my next life, I want to be a pig.)

A cockroach will live nine days without its head before it starves to death..... (Creepy )

***(I've still not got over being the pig.)***

The male praying mantis cannot copulate while its head is attached to its body. The female initiates sex by ripping the male's head off.....(Honey, I'm home. What the f...?)

The flea can jump 350 times its body length. It's like a human jumping the length of a football field.

***(30 minutes!! Lucky pig! Can you imagine??!)***

The catfish has over 27,000 taste buds.(What could be so tasty on the bottom of a pond?)

Some lions mate over 50 times a day. ...(I still want to be a pig in my next life...quality over quantity)

Butterflies taste with their feet. ... (Something I always wanted to know)

Right-handed people live, on average, nine years longer than left-handed people..(If you're ambidextrous, do you split the difference?)

Elephants are the only animals that cannot jump. (Okay, so that would be a good thing)

The strongest muscle in the human body is the tongue.....(Mmmmmm)

An ostrich's eye is bigger than its brain.....(I know some people like that.

Starfish have no brains.....(I know some people like that too.)

Humans and dolphins are the only species that have sex for pleasure.

(What about that pig???)



## DUXFORD VILLAGE 1955 & 2010

### Malcolm Niblett Writes

My first ODA dinner last September was quite the experience, as I have declared in print (e-mail), and on Skype! Reminiscing and recalling with people was at times memorable – at times hilarious! The whole weekend is now a cherished memory, at least until the next time.

I must tell you, however, that I experienced another walk down memory lane, literally, in Duxford village, before the dinner. After being dropped off at the John Barleycorn, and before being picked up to go to Heydon Grange, I wandered around the village, video camera in one hand, and still camera in the other, and nostalgia and memories of 1955 came flooding back.

It was the last year before this one that I was at Duxford, participating in BofB activities and actually living in the village. At the time we were renting a thatched cottage, parts of which we were told dated back to Tudor times. I can attest to that, because I am sure I still bear indents in my head which I got from banging into those Tudor beams! Anyway, it was reported that 1955 was the hottest summer in 50 years, and we got our water from a well, which of course ran dry. For a time the only running water was from the village tap. So I had to make multiple trips with a bucket, back and forth, filling up the bath tub with the only water we had. As if this wasn't enough, at the time my wife was "heavy with child" as they say. After she arrived home with the new baby, trips to the pump with the bucket to fill the bath tub reached frantic levels. When I think of those times now, it's hard to believe they really happened. But they did and we survived; probably

because we were young and happy and enjoying life at Duxford. They were indeed Salad Days!!

And then I caught the bus to the dinner – well OK, I had a couple of pints before that!!

### EJECTION SEAT INCIDENT

I read with great interest about the incident with the ejection seat being so close to "firing", and SNCO pilot bringing it home. During my time with 65 Sqn there were two Sgt pilots on the Sqn. They were Haworth (Doug) and Tollett (affectionately known as "Flush"). Both of them were "characters"; they were co-owners of an old ex-London taxi! About which there were many stories? "Flush" was certainly in an accident involving an ejection seat. As far as I can remember, returning to base he ran into trouble serious enough to warrant ejecting. What happened was while the drogue and 'chute both deployed, somehow the drogue got entangled with the main, and so his descent was of course very rapid - and his back was seriously injured. I don't know whether he ever flew again, so he wasn't the SNCO pilot

On the other hand, Doug Haworth was a very experienced pilot; I think he had wartime experience on Spitfires. His claim to fame is that he did all the flying for the film "The Malta Story" (with Alec Guinness). So who was the SNCO Pilot? Obviously not "Flush"; my money is on Doug Haworth.

*Ed Note.* During my time at Duxford 1952-54 I remember Sgt.Pilots, Dennis Coupland and Willie Swires.

### The Illusive 'G' Spot

I heard about the G-spot one night while in the pub, A friend of mine had met this guy who'd given him the nub.

'A very special region,' My friend said in tow tones. 'It gives a woman pleasure 'Like those Eros-genus zones.'

My Shirley was a stranger to pleasures of that kind, And so I asked if this odd spot was difficult to find. My friend said: 'Nah, by all accounts it isn't hard at all. 'It's something like a third way up the vertical front wall.' 'The vertical front wall?' said Shirl when I told her late that night.

Her face was full of puzzlement. 'You sure you got that right?'

'Of course I'm sure,' I said, and went to fetch a ladder quick.

We took it out the front and Shirl was up it in a tick. She sat atop the ladder for the whole of that dark night And didn't feel a thing until the sky was getting light. And then there came a rumbling and Shirl let out a yell.

'The earth is moving!' she exclaimed, and then the ladder fell.

Luckily her fall was cushioned by her rolls of fat. She staggered to her feet and said: 'We'll have no more of that!'

I cursed the dratted G-spot, It sounded such a hoot, But finding it is not just hard — It's dangerous to boot

### Try this

**STARTLING...Remove one letter at a time so that it still remains an English word right down to the last letter.**

## A letter from Ed Thurygill in reply to Jim Garlinge's overtures to join the Old Dux

(Sincere apologies to Ed for the delay in publication)

Dear Jim,

I look forward to receiving the paperwork.

I was posted to Duxford from trade training at Melksham in early 1957. I can't remember the date but it was probably in February. At that time, 65 Sqn was converting to Hunter F6's from Meteor F8's. 65 Sqn's CO was Squadron Leader Ives. The other squadron at Duxford was 64 Sqn with a mixture of Meteor NF 12's and NF 14's and was commanded by Wing Commander Sise. (It converted to Javelins after I left Duxford).

The Station Commander was Group Captain Ryder and I've wondered since whether he was the Ryder mentioned so often in WW II fighter pilots' autobiographies/biographies (I think I read most of them). Probably he was. I didn't think to ask him when he sometimes took his dog for a walk on the airfield on Wednesday afternoons (sports afternoons) and dropped in to chat with us at our station gliding club. (I'm now a licenced glider pilot here in Canada).

I had only about 12 months of my National Service remaining when I completed trade training at Melksham. That's why I got a UK posting after requesting the Far East. However, I was very satisfied with being posted to Duxford because I knew some of its famous history, it was reasonably near my home town in Kent and because most others in that Melksham intake were posted to Cyprus which was not a nice place then. The reasons for having such little time left were having a burst appendix during basic training at Bridgnorth (which put an 8-week intermission in my "square-bashing") followed by a 7-month JT's course at Melksham. However, I passed out at Melksham as only an SAC (Electrical Mechanic - Air). Never mind, a few years after leaving the RAF I graduated as an Aeronautical / Mechanical Engineer (C.Eng., MIMechE, etc.) and worked as an engineer on Concorde systems design and development for about 12 years from before it was the Concorde (before the French were involved) until a year before it entered service. With no new design projects coming along, I then emigrated to Canada with my family and we've never regretted it.



My Duxford posting was to Aircraft Servicing Flight (ASF) under Corporal Morrison doing second-line servicing on the Hunter F6's of 65 Sqn and Meteor NF 12's and 14's of 64 Sqn. I believe the CO of ASF was Squadron Leader Hancock. Another name I recall in ASF was Chief Technician French (I think that was his rank).

Sometimes I was detached to help out in Station Flight and did several "before-flight" checks on two Spitfires which dropped in (I think to refuel) at Duxford on their way from Woodford (Lancs) to Biggin Hill to start up the BBMF. A third Spitfire had a take-off problem at Woodford and was delayed for a few weeks so the other two stayed at Duxford. Air Vice Marshal Johnnie Johnson (so I was told) was one of several pilots who flew them while they were temporarily at Duxford..

Also, when helping out in Station Flight, I did "turn-arounds" on Treble-One Squadron (Black Arrows) Hunters which "dropped in" one afternoon from their base at North Weald. The aircraft included that of the leader, Squadron Leader Topp. He had an American Lombard helmet which he'd left in the cockpit (or the intake) so I just had to try it on. Unfortunately, I pulled the visor down and couldn't put it up again so I had a hard time getting the helmet off.

I was "demobbed" in February 1958 and, in their wisdom, the government of the day decided that, in a war, we'd be better-employed fighting fires following a nuclear attack. Consequently, my last 4 weeks in the RAF were spent at Chorley and Moreton-in-Marsh on fire-fighting courses. Therefore, I probably left Duxford in January of 1958.

Although I was only at Duxford for about one year, a lot happened that I remember clearly. Unfortunately, I have no photographs - I didn't own a camera then.

I think I've answered all of you questions except my age. I was 19 when I arrived at Duxford and 20 when I left. My service number was 3148960. I still have shoe brushes with that number stamped on the side.

Regards Ed Thurygill

Letter addressed to George Poole June 2010

### SUBSCRIPTION / RESIGNATION

I am certainly a Member in default, through oversight and forgetfulness, and so I enclose a cheque for £10.00 to make amends under the Committee's amnesty.

I have, however, decided to resign from Membership since for practical reasons I cannot support the Association in any meaningful way from this north-west corner of the UK and therefore request that you ask the Secretary to amend her records accordingly. I send my sincere best wishes for the future. The Old Dux Association provides a special and an important link for so many people, and long may it continue, but for me the link even with the Royal Air Force almost 35 years ago is becoming so very tenuous that I am absorbed with present-day activities and pursuits almost to the exclusion of those 20 precious and formative years spent in the RAE

Lest you think that I do not value my past associations, be assured that I only gave up flying (Robinson R22 helicopters) about five years ago, and found myself providing advice and guidance to the school at Liverpool, where I renewed my PPL in my 60s, as a result of so many service experiences. I have also recently written a very amateur autobiography - which was inspired by my two (adult) children - who seemed to know very little of their -father's life in the RAF! They could not have known about 65 Sqn, of course because they were not born when I served at Duxford, but thereafter they appear to have grown up largely in ignorance of my service career and notable experiences. Hopefully, this self-written 'book' will put matters right - though my wife, rather unkindly, says it will never win the Booker Prize!

With best wishes to all the Committee and Members

Yours sincerely,

John Lobley



# OLD DUX ANNUAL DINNER

## BOOKING FORM

TO BE HELD AT THE HEYDON GRANGE GOLF & COUNTRY CLUB  
ON SATURDAY THE 14th MAY 2011 7.00pm FOR 8.00pm

FROM..... TEL No..... E Mail.....

PLEASE PRINT CLEARLY THE NAMES OF PARTNER/GUESTS (FOR PLACE CARDS)

.....  
.....

PLEASE STATE IF YOU HAVE ANY DIETARY PROBLEMS

NAME/s.....DIETARY REQUIREMENTS.....

.....

WITH WHOM WOULD YOU LIKE TO SHARE A TABLE

.....  
.....

MY PARTY WILL REQUIRE TRANSPORT TO THE VENUE NO OF SEATS REQUIRED.....

PICK UP POINT .....

IF YOU ARE ATTENDING THE MEETING ON SUNDAY 15<sup>TH</sup> MAY 2011 (13.00HRS)

WE REQUIRE YOURS CAR REG NO.....NAME OF PASSENGERS.....

.....

I AM ENCLOSING A CHEQUE FOR £..... AS A DEPOSIT/FULL PAYMENT

**PLEASE RETURN THIS FORM NO LATER THAN 23<sup>rd</sup> APRIL 2011**

THE SECRETARY  
OLD DUX ASSOCIATION  
ANNE GANGE  
8 BENTON DRIVE  
CHINNOR, OXON OX39 4DP

Email: [annegange@aol.com](mailto:annegange@aol.com)

Tel: 01844 352836