



NEWSLETTER



SPRING 2010 olddux.org

Compiled by LARRY CROSS

Dear Members

After the unusually hard winter, depending on where you live, I'm sure we are looking forward to an unusually warm spring and an even warmer summer; I think we all deserve one

As decided at the last October meeting the Annual Dinner for 2010 only, will be on 25th September 2010, details to follow

Anne Gange is already making plans to ensure that it will be a fantastic evening. It's not such a long, long, time from May to September ♪♪♪... So, budgeting £2.00 per week should cover the cost of the dinner! Booking Form attached.

Our Meeting on the 9th MAY will commence at 13.00hrs in Learning Space 1 (Air Space Hangar)

Bob will be in attendance, fighting fit and twice as nasty and well able to wield his trusty gavel!

So please let him have your car reg no. and the no. of passengers in good time, if you intend to be there....and I do so 'Hope' that you do. All names on the list that Bob hands in must be paid for.

Comment in November Edition . . .

"The whole idea of the association was to bring together old comrades and friends, to socialise in an informal and friendly atmosphere, however, for this to continue it requires everyone to play their part". More points on this issue will be raised in the spring edition.

The numbers of members able to attend the dinners & meetings is sadly declining. There will be many valid reasons for this - age, mobility, health or means, that we (the committee) cannot remedy so are looking at options that we can. Our halcyon years were May 2000, May 2001 -102 at the Dinner, 2002 - 116 at the Dinner 2003 119 at the Dinner. At the last dinner to be held in the Officers Mess 2004 - 129 attended (best ever) The 10th Anniversary dinner 2005 held at Chilton Hall -126 guests attended.

Guests at 2009 dinner totalled 58, thanks to the presence of Sir Richard and Lady Johns and it was noticed that there were just enough officers present to fill the table.

Agendas & events have always been decided at the meetings by a show of hands and in earlier days that represented a reasonable proportion of the membership. We are now concerned that perhaps there could be more that we could do to reverse the trend : and it would be oh! So helpful if we had some input from the membership.

Frinstance ! Do the meetings always have to be held at weekends ? should we hold just one meeting per annum ? A motion that was recently defeated (by the members attending). We are also considering a postal vote to get all members involved, re - future agendas. Should this happen it would also give the opportunity for members to include their views.

There is also the on going need for members to help build up the history of DX by submitting personal stories & anecdotes, which are all entered into our archives, after all they are part of the proud history of RAF Duxford.

Airshow dates for 2010 16 May Sunday Spring Air Show
10 & 11 July Saturday & Sunday Flying Legends
4 & 5 September Saturday & Sunday B of B Air Show
10 October Sunday Autumn Air Show.

Jim Garlinge and Les Millgate will be manning our stand and would welcome any help from anyone interested.

Contact Jim on : 01322 274245

Subscriptions George Poole totin' his big black ledger will be there to welcome you all and collect subscriptions which are due in May.

Obituaries

A.V.M. Charles Maughan of London to Paris Air Race fame and C.O. of 65Sqn Died December 1st 2009

W/Co. G.J. (Twinkle) Storey died on February 12th 2010 He was W/Co Flying at Duxford 1959-61.

George (Ginger) Hartup - No details

Keith Nevison 1st March Ch.Tech A/F St/Flight 1951-52 65Sqn. 1959-61

Omission

The funeral of the late G/ Capt H. M. Pinfold took place on October, 29th.last, the O.D.A was represented by Bob Scott and Bob Hope

The RAF Association's Remembrance Garden at the National Memorial Arboretum was formally opened on 28th September 2009 by The Princess Royal at a ceremony which included a fly-past from a Spitfire and the Red Arrows.

The garden, which will serve as a permanent memorial to all those who have served in the RAF and Commonwealth Air Forces,

An Eagle on a Globe sculpture forms the centrepiece fashioned in magnificent stainless steel consisting of over 1600 hand-forged feathers, perched, with its wings aloft, on top of the globe. The spectacular sculpture, which is mounted on a black granite plinth about 1m high, is in essence a scaled up three-dimensional interpretation of the RAFA's iconic emblem that measures approximately 2.2m from the tip of the eagle's wings to the base of the globe, giving a total height of over 3m.



Red Arrows Flypast

Following On.... Work has started on the New Hotel at the Red Lion and could be near completion by October 2010. During our stay in May could be a good time to find out more details and ask about the planned landscaping (if any) and ... you've guessed it, our own Memorial Garden. Something to discuss at the meeting on Sunday.

British Kidney Patient Association

Bob recently mentioned to me that already he has sent off another 2Kgs of used stamps to the B.K.F and 'hopes' for a few kilo's more from the membership in the not too distant future !

O.D.A. members can send the stamps direct to: - **BKAP, Bordon, Hampshire GU35 9JZ**

Mark the Packets – Freepost GI / - 2770

Fatalities at RAF Duxford 1948 – 1961

Further to the previous list of 22 we have 3 more names to add.

1953 March 18th. F/O. Harnett : 1953 March 18th. P/O. Mann :

(Pilots of 19Sqn. aerobatic team collided during a display in honour of Marshall Tito's visit.

1958 Sept 7th. F/O. Moore ; 19Sqn on his way home after taking part in the historic 22 Hunter formation at Farnborough that year. (Found by Peter Wood)

ROLL OF HONOUR

1948 Mar 19 F/ Off Jack Belshaw:	1949 Aug 26 AC2 Roy Hacon	1952 Feb 29 F/ Off James Catchpole:
1952 Apr 21 LAC Harold Bates:	1952 28 May Flt Lt Sorensen F W.	1952 May 28 F/ Off John Vaughan:
1952 Sep 21 F/ Off Richard Craig.:	1953 March 18 th . F/O. Harnett :	1953 March 18 th . P/O. Mann :
1953 15 May S/L Bourne I. D.	1953 15 May Flt/ Lt Dow A.M. :	1953 Jul 22 Plt Off Young A.:
1953 Dec 25 Plt Off Barraclough C.	1954 Aug 13 Cpl Hobbs C G.:	1955 Mar 5 Cpl Linge S.:
1955 Mar 5 Cpl Floyd M.	1955 01 May Cpl Griffin W. A.:	1958 Sept 7 th . F/O. Moore :
1956 May 25 AC1 Blair G.:	1957 Jan 4 F/Off Mantell M.:	1957 Jun 22 F/ Sgt Crewdson J.:
1959 Jun 18 SAC Wood R.G.:	1960 May 3 Flt/ Lt Thornalley G.	1960 May 06 SAC Welch S. A. :
1961 May 27 Flt/ Lt Clarke E		

My thanks to Wilf Hodgkinson for his valued help in compiling this list.

What started off as a general interest item, re - an ejection seat fatality in 1952, 'Duxford Fatalities 1948 - 61' has gathered momentum. Delving deeper into our own archives I now realise the scale of the beast.

e.g. In 1936 & 37 there were 111 flying accidents resulting in 194 fatalities at Duxford (local press reports)

Therefore I think we must draw the line here and include only fatalities during our time at Duxford 1948-1961 for discussion.

However, Les Millgate, helpful as ever, found more information on the subject in the way of a book by local historian D.J. Beynon on R.A.F fatalities buried in Whittlesford.

e.g. Page one 1st entry contains location and details of F/ L. E. W. Clarke's gliding accident and goes back to 1923 - not that we want to go there, however there are some very interesting details and accounts during the war years, if that's what floats your boat - see below. I can supply a copy of the seven pages to in

THE RAF & OTHER SERVICE GRAVES IN St MARY & St ANDREW'S CHURCHYARD WHITTLESFORD, CAMBRIDGE

Researched by D.J. Beynon, 28 Cantelupe Road, Haslingfield, Cambs, CB3 7LU. 01223 870796.

With assistance from the Air Historical Branch (RAF) and using the facilities of the Cambridgeshire Collection

New Wine for Seniors and those of a Delicate Nature

.California vintners in the Napa Valley area, which primarily produce Pinot Blanc, Pinot Noir and Pinot Grigio wines, have developed a new hybrid grape that acts as an anti-diuretic.

It is expected to reduce the number of trips older people have to make to the bathroom during the night.

The new wine will be marketed as " PINOT MORE "

.I HEARD IT THROUGH THE GRAPEVINE

(George Poole)



A wife walked into the kitchen to find her husband stalking around with a fly swatter.

'What are you up to?' She asked.

'Hunting Flies' He responded.

'Oh. ! Killing any?' She asked.

'Yep, 3 males, 2 Females,' he replied.

Intrigued, she asked. 'How can you tell them apart?'

3 were on a beer can,

2 were on the phone !

12months before the closure

H.M the Queen granted to 64Sqn & 65Sqn their Squadron Standards or colours as they are sometimes (incorrectly) referred to.

Quite apart from it being an historical occasion in its own right, I wonder how many occasions there had been a double presentation of Squadrons with consecutive numbers? I also feel sure that it was unique for an American officer to not only take part but be OC No.2 flight in such a ceremony. It was a great day and everyone was aware of its significance.

On July 6th. 1960. The Standards were presented by Marshall of the R.A.F. Sir William Dickson, G.C.B., K.B.E., D.S.O., A.F.C * The weather did not spoil the day and the ceremony took place (I believe) in 64sqn hangar. G / Capt E. N. Ryder, D.F.C was Station Commander at that time.

More photographs of the event contained in the association Albums

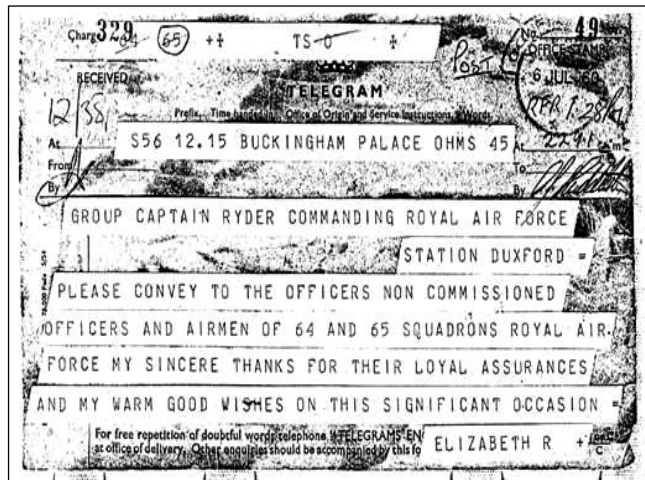


The Queen's sent her congratulations

64sqn Standard bearer F/O C. I. Dorman Jackson.
65sqn Standard Bearer F/O J. Delafield.

Sadly, when 65 squadron returned from Cyprus it was to hear that Duxford was to close and the squadron disbanded. Some time in the summer of 1961 the whole Squadron rode down to London in best blue and webbing belts to St. Clement Danes Church to lay up the Standard. The party disembarked somewhere off Fleet Street and was kept waiting for some time which presented the opportunity of bragging rights to let the inquisitive public know that we were the Squadron that won the Daily Mail Air Race.

Shortly after the ceremony 65 Squadron personnel were dispersed and the aircraft flown away.



Stan Dell Writes. I am grateful to Peter Clay for donating his painting The Band of Brothers, especially as it was my good fortune to win it. Not only was I delighted to have such a wonderful picture for its own qualities, but it solved a dilemma for me.

Several years ago I inherited a large Coulson print, The Harvest, from an ex RAF friend, which I proudly hung on the wall of my study. I learned shortly afterwards that his son had hoped to inherit it himself, and although pleased that I as a good friend now possessed it, he was disappointed. I placated him by assuring him that he would inherit it from me. On winning Band of Brothers so generously donated by Peter Clay, I was able to pass on "The Harvest" to my friend's son, who was suitably grateful.

Thank you Peter, I hope to buy you a drink at our next dinner.

In deference to **The Archbishop of Canterbury and The Royal Commission for Political Correctness**, it was announced recently that the local climate in the UK should no longer be referred to as **..\"English Weather\"**. Rather than offend a sizable portion of the population, it will now be referred to as **\"Muslim Weather\"**.

In other words - 'Partly Sunni, but mostly Shi'ite

A particular reason for enjoyment on reading the last issue, particularly the article 65's final airfield low level airfield beat-up, was that the two ring-leaders, Wing Co Twink Storey and Flt Lt Tony Neale, are two of the people I still see as often as possible in the UK...as recently as earlier this year, in fact!). I'm sorry I have never managed to be in the UK at the right time for an Old Dux reunion...hopefully that will happen at some stage!

What follows may well be far too parochial to be of any interest - but I'll send it nonetheless cos I quickly typed it when reading your words below "how lucky we were to have been posted to Duxford". I couldn't agree more!

Ref 64's location post Duxford, I have been tick-tacking with Don Dalton who was a Fg Off Navigator on 64 at the time Duxford closed (well, more correctly, was "in administration" for a year). He says, unequivocally, that in early 1961 64 went to Waterbeach. I back that from my own experience. When in 1961 serving my 3yr time out at Duxford (handing over inventories in readiness for complete closure) - after a lengthy spell at Headley Court, as it wasn't worth posting me anywhere else for the short time remaining - I used to drive over to Waterbeach to have a beer or two with old mates of mine on the squadron!

Ref talk of Duxford and neighbouring stations, I thought you might be interested in some recent homework of mine...see attachment below.

Reflections When someone dies, people often reflect on the method of that person's passing and say "well, that was certainly a better way to go than many of the alternatives".....

Perhaps the same could be said of Duxford which, with IWM in control of the day-to-day, is still at least 100% aeronautically oriented!

Reflect on the subsequent fate of other neighbouring ex-RAF airfields which were still fully operational around the time Duxford closed:

Oakington: An Immigration Detention Centre: **Waterbeach:** Home to a regiment of Army Engineers: **Stradishall:** Home to a prison on the original domestic site: **Bassingbourn:** Home to an initial Army Training Regiment.

Wattisham has at least retained its status an operational flying base - but it's now in the hands of the 'pongoes' rather than the RAF! It is home to the Army Air Corps - and the biggest centralized operational Army airfield in the UK.

Ref Larry's remark about "how lucky we were to have been at Duxford", I certainly count my time at RAF Duxford (1959 to 1961 and its closure) as not just "lucky" but one of the great all-round experiences of my life!

I was scheduled to be one of the last National Servicemen when I finished university in 1958. I had been trained as an Officer Cadet Fighter Controller in the RAFVR (through membership of the Oxford University Air Squadron). However, just before starting my service, I decided to switch to the Education Branch as, while Fighter Control was interesting and demanding, I really didn't think that I wanted to spend all that amount of time playing cards (and, in those days, smoking) in a mole-like existence in an underground bunker in the inevitable substantial downtime awaiting the next Practice Interceptions. I also at the last minute voluntarily elected to do 3 years as a regular instead of 2 years as a national serviceman.....well, regular pay and service conditions...and even a useful tax-free gratuity on completion!

After four months of training at Jurby in the Isle of Man and then Uxbridge, I duly arrived at Duxford in early '59 as a very raw Pilot Officer to work, initially, alongside the colourful incumbent Stn Educ Off, Jim Donovan, an experience in itself. (He became my greatest lifetime mate - but, alas, has since passed on). I soon apparently became 'part of the scenery', hopefully in the best sense of the phrase. I made many friends (several of whom I still see whenever possible in the UK), 'had a ball', and drank far too much beer on far too many occasions (in the process, though it certainly was far from being our sole watering-hole, helping Squire Tickell earn himself a fortune when he first started running the Tickell Arms himself).

Doubtless thanks to the intelligence, keenness and enthusiasm of most of our many students, Duxford achieved some, frankly, excellent educational results at this time (from memory the best in Fighter Command). Our well situated and equipped Education Centre (just by the gate across the road from the Guardroom and next to SSQ) was seemingly a popular place to visit.

Such was the general bonhomie and spirit of co-operation among all ranks at Duxford that it was even once flippantly said that we were the only Fighter Command Education Centre (or "Education Faculty" as it was sometimes jokingly called) which could virtually stop flying when we needed certain of our students, particularly those facing exams they needed to secure promotion!

All this apart, I was also lucky enough to get some enjoyable additional responsibilities from time to time....such as doing the commentary throughout a substantial ROC Open Day and Flying Display at Duxford.... and being sent to Madrid and Barcelona for a week to act as interpreter, translator and general 'goffer' for a 111 (Black Arrows) Sqn aerobatic visit to Spain.

In my third year of service I dislocated and fractured my hip when in an accident riding a Lambretta back from courting duties earlier that evening at the Nurses' Home at Guy's Hospital in London. I spent about four months away from Duxford, the first in (another!) London hospital and the last three in rehabilitation at RAF Headley Court (in itself a memorable and, yes, often surprisingly enjoyable experience!).

As Duxford was then earmarked for closure (or, at the time, C&M?), and I only had three months or so of service left after I was declared fit to return to duty, my last posting in 1961 (as just one of the last three Officers living in the Mess, I think) was to help close the place down. Typical of its excellence in so many spheres, Duxford even had a very efficient and, thankfully, very co-operative Barrack Warden (Mr Bill Mason?). His presence was a positive relief and blessing for anyone who ends up holding many of the closing inventories of a large flying station which has been open for some 35 yearsbut which finally has to produce physically every single item it was ever issued and had never exchanged or written off! Thank God for that wonderful form "Unserviceable though Fair Wear and Tear". Had it not been for its frequent use, and the frequent benevolent feigned myopia of a sympathetic Mr Mason, I guess I might have ended up being disastrously bankrupt at a tender age.....or still be at Duxford in the cell at the back of the Guardroom.....

With every good wish to you all.

David Barnett

Into 1961 we went, with regard to the weather I can't remember it much but what does stick in my mind is that it must have been rather wet as the Hangar leaked well and when the drums put to catch the drips flooded so did the Hangar. Not very pleasant when one was working under the fuselage and the water was running round your feet.

The Hangar in question being no 78 which was used solely by 65 Sqn, the North side was used for the servicing of minor problems etc and the South side was where all of the line aircraft were parked. What is now the Sunderland crew room was the Squadron Armoury. The B25 crew room was the Squadron Stores. Where the paint shop is was the Airmen's crew room and so on. Some of the old Squadron Offices on the front have gone but the rest remain.

The new year did not see any real decline in the flying rate, not that was noticed, rumours abounded as to where we would get posted but that was to be a surprise. The end of March came and the disbandment parade and the laying up of the Squadron Standard in Saint Clement Danes Church in London came and went. All the aircraft had to be serviced and in some cases minor servings, engine and gearbox changes had to be done before they departed as well as the closing of all the various sections and returning every item from the smallest spanner to the Landrovers back to the stores. Whilst all this was going on, in March and April over at Marshall in Cambridge they had been busy repainting the Hunters that were to form the new aerobatic team.

The Blue Diamonds, Based with us on 65 Sqn were a few members of 92 Sqn who were to look after these aircraft when they come out of the paint shop and are returned to the Squadron.

In April 1961 Duxford was host to a R.O.C day when the station played host to the members of the R.O.C. various types of aircraft were flown in for them to see and joy rides were provided in a Beverly.

The main attraction being the arrival and landing of The Blue Diamonds with ground crew, to be seen by all before giving us a full show of their new routine.

Eventually as the days in April went by the postings came in, mine to 141Sqn RAF Dunholme Lodge, Where's that I asked nobody had heard of it, neither had they heard of RAF Woolfox Lodge, RAF Rattlesden, Carnaby and many others. It was not until later in the day after calls to the orderly room we found that they were Missile Sites equipped with Bloodhound MK1's eventually traced mine down to a disused airfield about 3 miles from Scampton outside Lincoln.

So on May 1st 1961 I left with many others the happy days of Duxford.

Only to return after 14 years for the 1975 Air Show, when I joined the Duxford Aviation Society, as an associate member. In 1976 I started working on the live area for the yearly Airshows. Late 1977 the Victor crew was formed and work started to restore and operate the aircraft systems. 1978 saw the full restoration of the Victor electrical, hydraulic and flying controls to a fully operational state.

In 1978 I worked the live side area for the Airshows and took over the running of the flight-line. The flight-line services team was in its initial stages and over the years was developed and was well known by the display pilots and crews for its variety of services provided.

1982 saw the arrival of the Vulcan and was taken on by my team and a new member the first lady on the team. Heather joined us in 1982 (later in 1986 to be my Wife) We were now known as the Victor/Vulcan crew and later the "V"FORCE crew. 1985 saw my first 10years with the DAS.

The next 10 years will see as many changes as the first.

Having been responsible for looking after the Victor and the Vulcan at Duxford, amongst other tasks in 1986 the crew were involved in recovering a Hunter F6A XE627 from RAF Brawdy, and returning it to where it started its service career in 1958. I had already suggested that the IWM should attempt to obtain one of the original Duxford based Hunters when they came out of service at RAF Brawdy.

After a false start the team of 6 took to the road for the long journey to West Wales.

On arriving at RAF Brawdy on the afternoon of Friday November 7th 1986, work started almost immediately and by late Sunday November 9th the aircraft was in pieces and ready to move. Monday was spent clearing up and then a welcome break, awaiting the arrival of the vehicles and men from 60 Field Squadron Royal Engineers.

Wednesday morning saw the aircraft loaded and we departed for home.

The aircraft followed the next day arriving at Duxford on Friday 14th November and was unloaded later the same day.

Reassembly began on Sunday 16th November and by the end of the day XE 627 originally "T" of 65 Squadron was back on her undercarriage and back home. The completion of the reassembly took the next few week-ends, but XE 627 is in excellent condition, and will hopefully one day carry the colours she wore from 1958 until 1961.

THAT'S ONE WING OFF



LOADED AND READY TO GO



ALL SAFELY ARRIVED AT DUXFORD



ARTICLE AND PHOTOS BY HEATHER AND ROGER BROOKS COPYRIGHT 2009

Gordon Keeley Writes

A couple of items in the November Newsletter triggered memories of my days at Duxford. Firstly, Josie Warwick's remark that she hadn't read anything much of the Station before 1951 which is certainly true as most of the people concerned and stationed at Duxford before that must be nearly eighty or older, as I am. I was conscripted in 1946 after a years deferment while I was at College and I use the word 'conscripted' purposely because nowadays anyone who served in the Armed Forces after the War and was not a 'Regular', did their National Service. The National Service Act did not come into force until 1948 and those of my ilk were still conscripted "for the duration of the present emergency" and we had no idea how long we would be in the RAF. I don't quite know how long the 'present emergency' lasted but in the event I was demobbed in the spring of 1949 which included a six month extension caused by the Berlin Airlift.

Secondly, I was saddened to read of the death of Group Captain Pinfold — a Wing Commander at the time — who was the CO while I was at Duxford. As you will know he had a further spell as CO 1956—58. He was a very approachable person and was Captain and Scrum Half of the Station Rugby XV of 1948 in which I played. I enclose a rather poor quality team photograph which may be of interest but perhaps not suitable for reproduction. It was taken during the short time when a range of Non—Commissioned ranks for Aircrew was introduced, Master Pilot, P1, P11 etc with similar for Navigators/Signals. I'm not sure how long they lasted; none of my friends have any recollection of them at all. I also played occasionally for the local Rugby Club, Shelford and with 11 Group, 12 Group and Fighter Command XV's in the same Season.

Meteor Squadrons Nos 66 and 92 were in residence at the time and it could be very noisy indeed with the planes taxiing on the apron out side the Orderly Room at the rear of the main SI-JQ Building — still existing of course. I visit Duxford occasionally and have been a 'Friend' since their foundation about 10 years ago and have enjoyed a number of their visits especially to the North site, cinema and Archival facilities and the old Accommodation Blocks. During my last few months at Duxford I became an Acting Corporal (Paid) — that was the important bit I and briefly enjoyed the luxury of my own room.

I enjoyed my time in the RAF (the Rugby helped) and after Recruit Training at West Kirby was fortunate to be posted to Active Stations, Spitfires at 61 OTU Keevil (nr Trowbridge), 203 AFS Spitfires at Chivenor, Vampires of Nos 54, 72 & 247 Squadrons at Odiham on the way to Duxford and its Meteors. Most of my work at SFIQ was relating to Personnel Occurrence Reports and other fairly humdrum things and I can only remember two other clerks, John Pendle who lived near Halstead and Neville Townend who lived near Goole in Yorkshire. I certainly remember a civilian clerk called 'Dave' Davies who lived in Sawston. He may have been in the RAF previously but I'm not sure.

I am a South Walian by birth with West Country roots in Devon and Somerset and spent my career in the Electricity Industry in South Wales, Northumberland, Durham and North Yorkshire where after retirement in Harrogate in 1987 I moved with my wife Margaret to Chard in 1995. We enjoyed our time in Somerset but sadly she died in 2005 but one 'soldiers on' and I've been fortunate to enjoy reasonably good health. I enjoy the Newsletters and sincerely thank all the Officers and Committee who work so hard to keep the Old Dux spirit alive.



B / Row 2nd from right W/Co Pinfold. Gordon Keeley 3rd from right

Gordon Keeley (0146064002)



OLD DUX ANNUAL DINNER

BOOKING FORM

TO BE HELD AT THE HEYDON GRANGE GOLF & COUNTRY CLUB
ON THE 25th SEPTEMBER 2010 7.00pm FOR 8.00pm



WE WILL BE COMMEMORATING
THE 70th ANNIVERSARY OF
THE BATTLE OF BRITAIN



FROM..... TEL No.....Email.....

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

IF YOU ARE ATTENDING THE MEETING ON SUNDAY 26th SEPTEMBER (1300hrs) WE REQUIRE YOUR
CAR REG NO.....NAMES OF PASSENGERS.....

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

PLEASE RETURN THIS FORM NO LATER THAN **6TH SEPTEMBER 2010 TO**

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

email : annegange@aol.com

Tel: 01844352836