



NEWSLETTER



JUNE 2011

www.olddux.org

Compiled by LARRY CROSS

Dear Members,

The sun has continued to shine (for most of us) as it did when we met at Duxford for our AGM.

Prior to that of course was our annual dinner and quite a few members attending had booked in at the Holiday Inn, including Sir Richard and Lady Johns. All were pleased with the new surroundings and modern facilities, though I and a few others did miss the usual 'Full English' at the Red Lion.

The management were also delighted with our turnout and donated two vouchers for a one night stay for two to the raffle.

As expected members gravitated towards the Red Lion for lunch, eventually finding access through the side entrance. All other access points had been shuttered up, including parts of the bar due to the ongoing refurbishment. This is scheduled to be completed by October and will include a conference / banqueting hall, the latter being of particular interest to the Old Dux.

Our 16th Annual Dinner

Seventy two members and guests attended and the evening was adjudged to be a huge success. The theme was Wild Ducks, Pochard, Teal etc.

I was seated on Gadwall Table, the Gadwall being described as Grey, Dabbling with a black rear end ... two out of three ain't bad! The placemats, all beautifully done continued the theme and the reverse side depicted squadrons and aircraft which operated from Duxford 1918 - 1961.

Anne, is responsible for all this, with caring support from Les, in addition to overseeing the menu and other details that make the evening so enjoyable.

Our thanks also go to Allan McRae for once again



producing the place names with a nautical theme.

WELL DONE ANNE

Noticeably absent in the proceedings were Ann and Trevor Brinkley due to illness, our thoughts and best wishes go out to them.

Anne assisted Jennie, another stalwart, selling the raffle tickets, and Allan was ably assisted calling out the numbers by Dave Gulliver, not forgetting those who so generously donated prizes for the raffle, although I was mildly disappointed not to see an unwanted creation of headgear from the wedding!

Bob brought the proceedings to order for the two minutes silence, remembering absent friends, Sir Richard gave the Royal Toast and later entertained us with one of his amusing anecdotes of the time he spent on 64Sq.

Thank you one and all.

Paul and Jose Sparrow and A.N Other won the two vouchers kindly donated by Holiday Inns.

The AGM

It was a good turnout for the meeting with seventy five members attending. Bob was somewhat delayed (again) trying to wrest the keys from over zealous security guards, they finally provided an escort to open the classroom themselves.

The meeting commenced at 13.00hrs and Bob opened by welcoming members and reading apologies from those unable to attend, The meeting was then brought to order for the customary minutes silence, remembering absent friends.

New members and those attending for the first time were invited to relate their time at Duxford.

Ron Stern, who had flown over from Santa Barbara gave good account. He arrived at Duxford in 1946 as a RadioTel.Op. His later application to re muster to aircrew was unsuccessful so after being demobbed in 1948 he emigrated to U.S.A. and became an airline pilot. (See Autumn newsletter 2007)

As is the norm at the AGM the committee's term of office comes to a close and Bob asks for members interested in forming a new committee.

The silence was deafening, as was the vote of confidence proposed by Bob Scott in asking the present committee to continue, - motion carried! Thank you one and all.

The date for our meeting in October is Sunday the 23rd. In our usual classroom, also known as Learning Space 1.

Jim Garlinge and his little helpers had an excellent day at the last Airshow signing 5 new Members (one pending) WELL DONE THE LADS!



Chairman
M.C. Hope
A.K.A. 'Bob'



V. Chairman
J.F. Garlinge
A.K.A. 'Jim'



Secretary
Anne Gange
A.K.A. Anne



Treasurer
Stan Dell
Likewise Stan



Media
J. Cross
A.K.A. 'Larry'

Anne has now sent the new membership register to all. A few anomalies were noted and the amendments/updates have been enclosed with the newsletter. Ongoing amendments/updates will be published in the newsletter. Please update as necessary and notify Anne or Stan of any changes to their Address, Tel.No. or Email.

From the Treasurer

The wide ranging audit of membership by the Committee has now been completed and it has provided an accurate list for us to work from. Sadly, on the one hand this is constantly changing through illness and loss. Happily on the other, Jims recruitment drive continues to produce new members. If you are one of those, welcome.

Thanks to all who have sent us greetings with your cheques. It is pleasing to note that the majority have responded to Bobs announcement at the AGM. that subscriptions are now paid in May, each year. Regrettably, some twenty or so have not yet done so. It may seem trivial, but with subs set at £5, a second class stamp now costing 36 pence, has an impact every time we send a reminder.

As the crowd assembled to go off to the annual dinner, several of us heard the following exchange. "Hello Bill (Amos 65sqdn 58/9) how are you doing" "I'm fine" he replied, "The only thing is, if I wake up in the dark I always gently push my elbows out sideways, and if I don't feel timber, I know I'm not dead" "Yes. I know how you feel" came the response, "A bit like me, when I wake up, I always check to see if I can remember who I am". When John Cossins (64sqdn 56/8) sent his cheque, he wrote "For the life of me, I can't find the letter you sent me, at least I hope it was you. When you get to my age, the less strain on the mental equipment the better. If I remember I'll set up a standing order. If I remember to, I'll let you know, if I remember to.

So, if you haven't sent your subs yet, please remember, it's probably that AGE THING, do it now, please.

Regards to all, Stan.

My Contribution (Editor)

This year Doreen and I were accompanied to the annual dinner by our youngest son Russell and grandson Josephe. They thoroughly enjoyed the occasion, even more so the company and the inevitable stories that emerged as the evening progressed.

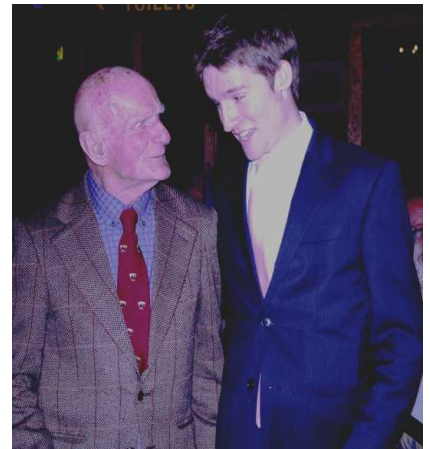
David Blyth at 91 was the oldest diner present seen

here with 17yr old Josephe

Josephe, now in the sixth form is doing a paper on Duxford and the Old Dux Ass. and was keen to see and learn more of what Duxford was about. Soon after breakfast, with Doreen and accompanied by Ron Stern they were up at the museum, where they were able to relate to the stories we had told them of our time at RAF

Duxford
The highlight of their visit was to unexpectedly see the Hurricane take off, perform a low level pass and marvel at the fifteen minute display of aerobatics.

A story on David's time at Duxford is planned later this year.



John Loble has offered to submit an item for the newsletter and Bob would like to hear from aircrew / ground crew who might be able to contribute to John's tale of the time that a Hunter's Aden guns were fired inadvertently from the flight line and an Armourer was wounded. John was after details of names of who was involved; (Sir (Richard) remembered the event; so it was 1960/61 time; (64Sqn would wave white handkerchiefs as they taxied past 65 Sqn's line after the event) If you have memories of this please contact Bob Hope on 01554 890520.

Obituaries

Bill Bassett A/F Mech 66 Sqn in April 2011
Doreen wife of David Clark in February 2
Jim Elms 65 Sqn Armourer in February 2011

Extracts from the memoirs of Len Thorne a member of the Air Fighting Development Unit (AFDU) Duxford 1942

After the Battle of Britain Duxford also became the home of several specialist units, among them the A.F.D.U. Newly acquired Airacobras were posted to Duxford for trials. One of these was No.601 Squadron, the only RAF squadron to be equipped with the unusual American Bell Airacobra. The Hawker Typhoon was also developed into a formidable low-level and ground attack fighter and in 1942 the first Typhoon Wing was formed here. The first Wing operation - an offensive sweep over Northern France - took place on 20th June 1942.

After a tour of "ops" with first 41 Sqn and then 602 (City of Glasgow) AA Sqn. I had logged 111 hours and 55 mins operational hours and nearly 100 operational flights over enemy territory, the Sqn. doctor stepped in on May 6th. 1942, to suggest that a rest was indicated. As I had seen my two best friends, my own No.2 and the Henley Station Commander, G.Cpt Francis Victor Beamish all shot down and killed, I agreed with him.

So on May 7th. 1942 Flt./Sgt. Thorne duly presented himself to the adj. of AFDU F/Lt. Simms who greeted me with the question "What are you doing here?" the reply that I had been posted to AFDU was answered by the comment that it must be a mistake as AFDU did not have NCO pilots. On being shown the posting notice he said, "You had better see the Winco" who greeted me with the same question and comment.

I explained that I had had an interview with the Sqn commander, the station commander and AVM Leigh Mallory at HQ. Fighter Command and understood that a commission had been granted but perhaps it had not yet been gazetted. 'Simmy' was ordered to check and found that this was indeed the case. The Winco ordered me off on leave with instructions not to return until properly dressed. So off I went to return on May 12th in a shining new Pilot Officer's uniform. Again I was summoned before the "general" who had noted that I was newly married, he said that his married officers were encouraged to "live out" so that some degree of social activity could be the norm. So on May 18th I was ordered to proceed on another short leave, and having found some accommodation, returned with my wife.

When I joined the unit W/co. Campbell Orde (the general) was commanding officer, S/Ldr. Ted.Smith O/C. flying, "Tubby" Rumble the Flt. comm., and seven other pilots.

According to an article under the heading "Duxford" in Aircraft Focus, *"At the end of 1940 The Air Fighting development Unit had been set up to evaluate new aircraft and systems alongside the Air Gun Mounting Unit, which concentrated on armament. Some of the work on cannon armed Spitfires had been done by this organization. Both units were starting to move into Duxford in late 1940 and by the Spring of 1941 had settled into a varied routine of work. Alongside them was the Naval Air Fighting Development Unit, 787 Sqn, which flew shipboard types such as the Fulmar and the Martlet"*.

I had always believed that AFDU was a continuation of the pre-war Martlesham Heath experimental unit, this was apparently not the case, AFDU and NAFDU were newly formed units. In Sept. 1941 1426 Flight joined the others at Duxford as an independent unit under a Flt./Lt as CO. After AFDU's move the following year 1426 Flight maintained its association with the others but were based at Colleyweston, a small airfield at the Western end of the Wittering emergency runway. Obviously I have no real knowledge of events before my move to Duxford in May '42 but two events came to my knowledge later. As I knew to my cost the new radial engine German fighter, the Fokke Wulf FW190, came into general use in the summer and autumn of 1941 but was restricted to operations over German held territory. This excellent aircraft proved to be a most formidable opponent and was more than a match for the Hurricanes used on sweeps as mainly bomber escorts and the Mk.2 and MKV Spitfires providing close, medium and high cover for these ops. which were our only way of taking the fight to the Germans.

Through the autumn and early part of '42 the RAF had to take quite a beating and losses of good and experienced pilots mounted. We were desperate to get our hands on a '190 for examination and evaluation, many wild schemes were suggested including one by a well known test pilot who volunteered to be dropped on a French Luftwaffe base to steal one. Then came a bit of luck, the Germans started to hang bombs on the '190 and used them to carry out, what came to be known as Baedeker hit and run raids on English towns. After one such operation a young German pilot made the classical error of flying "red on black" and instead of arriving back in France found himself in South Wales, landing at Pembrey.

His aircraft was intact and after being given technical examination at Farnborough, was handed over to AFDU for comparative testing. I believe these tests were carried out by Flt./Lt. Clive and F.Off. Godefroy and resulted in an AFDU report giving a range of performance figures. I believe the aircraft was then handed over to 1426 flight or possibly returned to RAE for further technical testing. It was to be over a year before another '190 fell into our hands when, under similar circumstances, it landed at Manston. I had the honour of being chosen to fly this aircraft in demonstrations and tests through the end of 1943 until the summer of '44 The other event of note took place in May '42, and was the indirect reason for my posting to AFDU. A Lancaster, piloted by Sqn.Ldr. John Nettleton, VC., was evaluated for Bomber Command to develop a system of fighter evasion and resulted in the technique known as corkscrewing. After my arrival in the unit I became one of the three Spitfire pilots to try to teach this technique to the "boys" of Bomber Command. For the next 6 months I went on detachment to bomber airfields all over the country, spending 3 or 4 days at a time on such detachments. One little bit of interest is that on May 30th '42 we found ourselves at Waddington on the eve of the first 1,000 bomber raid on Cologne.

After promising to remain on base until early the next morning we were allowed to attend the briefing. S/Ldr. Jock Murray, always a keen type volunteered his services to fly on the raid if an aircraft could be found for him. On being asked what he would do for a crew, he said, "No problem, my three fighter pilots can come along as gunners if you can find me a navigator". To our great relief no aircraft was found, otherwise we might have been the only fighter pilots to have been on that raid. In the course of the affiliation exercises we three fighter boys often flew with the bomber crews to give advice on the corkscrews. As these manoeuvres were usually quite violent we had to cling on for dear life. One great thrill was that on one occasion I was actually allowed to fly a Lancaster and was surprised to find how very manoeuvrable this lovely aircraft was. Although the initial purpose of AFDU was to evaluate new aircraft the unit was eventually used to test and develop any new idea and/or equipment for operational use. The fighters in use were constantly being improved not only by the development of more powerful engines but in many other ways. They were also being adapted for different fields of action. In "Airfield Focus" mention was made of many other types of aircraft, the B25 Mitchell, the Martin Marauder and the Ventura. I do not remember seeing any of these so assume they were before my arrival. During '42 efforts were made to improve Spitfire handling by the addition of inertia weights on the control surfaces while flying with varying loadings. The Hurricane, by now outdated as a front line fighter was being looked at as a fighter bomber. A modified fuel system was under development for the Spitfire with comparative tests against the Seafire. One of our secondary duties was to provide escorts for the enemy aircraft of 1426 Flight. In July there were tests to assess the effectiveness of ground camouflage, a new Hydromatic airscrew and most important perhaps, the development of an anti-negative "G" carburettor. This was an attempt to overcome the Spitfire engine's habit of cutting when the stick was pushed forward or when flying inverted. It was about this time that the modified Spit Mk V's were being tested with the Merlin 60 series engine and which were to become known as the Mk. IX. and later when fully redeveloped as the Mk.VIII. These versions of the Spitfire were produced in HF (high flying) and LF (low flying) models to give best performance at different altitudes. It was this aircraft which turned the tide against the FW190. Many of those who flew the IX thought it the best of all the Spitfires.

In May '42, when I joined AFDU my log book showed five types of aircraft, the DH82 Tiger Moth and the Miles Master MK.I trainers, the Hurricane Mk.I being used as an advanced trainer for SFTS solo flying Mk.I, Mk. II and Mk.V Spitfire, in the Sqn's we used Miles Magisters for certain practice flying and for communications. A casual look through the book after that date gives some idea of the range of aircraft in use or on test at AFDU both during the spell at Duxford and later at Wittering and Tangmere.

In May—the Stinson Reliant, the Boulton & Paul Defiant, the Fairy Fulmar and my first "Twin", the Airspeed Oxford were added to the list.

In June—the Blackburn Skua (for target towing), The Lancaster (my first multi engine machine),the US.North American Aviation Mk.I P51 Mustang and also from the US, the twin Boston.

In Aug.—The Vickers Armstrong Wellington and the Airacobra, (can't remember who made it)

In Jan.'43---the Gloster Gladiator (sadly my only flight in this lovely old aeroplane was to Little Rissington to be broken up) and the Mk.III Master with the American Pratt & Whitney Wasp radial engine.

In Feb.---the new Mk.IX and the first of the Griffon engined Mk. XII Spitfires and the Republic Thunderbolt appeared.

In March there was the Mosquito although on this occasion I flew as Observer / Navigator to W/Co Donald Finlay. Following the move to Wittering some 50 other types and Mk's were recorded among them the Typhoon, the Tempest I and V, the Mitchell, the Mk.III and Mk.X Mustang, The Mk. VI (pressure cabin), the Mk.VII (elongated wing for very high altitude),the Mk. XIV, the XVI, the XVIII the Mk.2I Spitfire the German FW 190 and the Messerschmitt 109G, the Meteor (my first Jet), most of the Fleet Air Arm aircraft and many others.

To my regret the Hawker Fury Mk.II (the Tempest with the Bristol Centaurus radial engine) came too late to be added to the list, but it was, of course, put through it's paces at AFDU. (To be continued)

Airshows and Flying

Flying Legends 9th & 10th July 2011

Duxford Air Show 3rd & 4th September 2011

Autumn Airshow Sunday 16th October 2011

Sally B & Friends Sunday 31st July 2011 *

The only B-17 flying in Europe

Anyone wishing to assist Jim and Les on the recruitment stand contact Jim on 01322 274245

A conversation in the Motorway Services

I was barely sitting down when I heard a voice from the other stall saying: 'Hi, how are you?'

I'm not the type to start a conversation in the men's toilet but I answered 'OK'

So what are you up to?' said the voice

What kind of a question is that? I'm thinking this is too bizarre so I say 'Er -er-er just travelling!' I am now just trying to get out as fast as I can when I hear another question. 'Can I come over?'

Now this question is just too much ! but I thought I could just be polite and end the conversation.

I tell him, 'No way.....I' m too busy right now!!!'

Then I hear the guy say nervously.....'Listen, I'll have to call you back, there's an idiot in the next stall who keeps butting in to the conversation !!

June Ross remembers

I was in the WRAF from 18-2-53 to 28-7-55. I decided to join up when I was working in a big private house as a "Ladies Maid."

I had to report to a "Recruiting Office" in Ipswich Suffolk. We had to take exams, English and Arithmetic and it was not until 3 weeks later that I learned I had passed. Two weeks later I was posted to RAF Wilmslow in Cheshire for 6 weeks training, parades etc., the billets were very cold although we had a black stove in the middle of the billet. Each WRAF was given a job to do on a rota basis and was divided into different flights. I was in "B flight". We also had an American officer in charge, Flt. Lt. Hemphill, our Corporal was Divine but only in name!

When we arrived we were kitted out with our entire clothing, uniform etc., which had to be marked with our name. We had regular kit inspections which had to be laid on the bed. We never really got a lot of spare time as we were often on the parade square, cleaning the billet, or polishing shoes so you could see your face in them.

The only thing I never liked about the uniform was the big coat; it made me look like a "Michelin Woman." After passing out from Wilmslow we had a break of 2 weeks.

My next posting was to RAF Spitalgate near Grantham in Lincolnshire, which is a training school for Officer Cadets and I trained to be a Batwoman Waitress, which came easy to me being previously in private service we spent 6 weeks training to become LACW's.

Six WRAF's were chosen to go to RAF Hillingdon to meet the Air Officer Commanding Fighter Command 11 Group. One was to be chosen as his Batwoman Waitress -- I was the lucky one and was posted to RAF Uxbridge. The house was in Hillingdon, I had all my meals in the house and never had to do parades or kit inspections. The AOC the Earl of Bandon had his own Batman, Driver and Secretary. The chef was a civilian and shared a part of the house with his family and my job was to clean the house, set and wait at the table. I met several of the high ranking officers whilst with the AOC, and on one occasion his driver, secretary and I went with him in his private plane to RAF Gutersloh Germany and RAF Eindhoven in Holland, which was a nice experience. When the AOC decided to move on I also moved on. I did have the chance to be Boatwoman Waitress for Winston Churchill at Coequal, but for some reason I declined the offer and was posted to RAF Duxford. There I went to work for Group Captain McDonald, his house being in Duxford. I was with him a few months then he moved, so I decided to have a change and go to work in the Officers' Mess. I first worked in the billets for Pilot Officers, after a while I worked for the Officers inside the block. I was also a Waitress for Squadron Leaders etc. and did shift work; early shift was from 6am-2pm, late shift from 2pm-10pm or later. I was always first up so set the tables, put out the cereal and milk etc. for breakfast. If some of the pilots were flying early I would have to wake them earlier and give them their breakfast. I also had to clean the officers' rooms, change bedding and press uniforms. The officers had tea and sandwiches in the anteroom.

I can remember some of the staff— Peggy Hayes, Audrey Seatherton, Marion Godbert, Betty Smith, Ita Monaghan, Mavis Stupple, Joan Seaton, Ann Needham, Dorothy Waddle, Molly Newman, Kenneth Milk, Jock Wilson, Jock Morrison, Ray Liddle (Bar Staff Vera Garone, Gordon Rice, Margaret McGee, and Sadie Rush). The chefs were civilians from the local village, Harry and Percy. The men who did the washing up were also civilians.

We did have a visit from the Emperor of Ethiopia — Haile Salassie with his son the Duke of Harari, and I was lucky to wait on him at his table in the living room.

In my spare time in the evening I went to the camp cinema or to a public house in Duxford with friends to play darts or sometimes walked into Royston with my friend Ita Monaghan. I also got to go to Cambridge either by bus or hitch hiked - could not do that today. I did stay on the camp one Christmas, nice to be waited on by officers with a nice meal that was Dec 1953. We often used to visit "Betty's Café" near the officers mess. Sometimes I used to take one of my WRAF friends home with me for a weekend, as I didn't live far away, in a little village called Brinkley, not that far from Duxford.

One thing I must mention, my friend Gaynor Jones and myself had publicity photos taken in the WRAF block. Gaynor was on the stairs in her working blues, leaning over talking to me sitting on a chair in the hallway, in my best uniform. I thought this was an honour for Duxford. It's strange I never met my husband at Duxford, but after I was medically discharged, I went to work in the Naafi at RAF

Straddishall, now a prison and met my husband there. If I had my life over again I would have done the same things. I really enjoyed my life in the WRAF.2821764 LACW EVERETT J R - now ROSS.



June at Wilmslow



More of June's photographs can be seen in the website Gallery

There is some interest among members on Skype to create a register. What the f...lippin' 'eck is that? I hear cried from the uninitiated. Believe me, there is no better way of keeping in touch with good friends (even relatives) especially those scattered around the globe. Skype is used to make voice and video calls on the internet and has 663 million registered users— and it's free! Perhaps not for much longer, unsurprisingly Skype have never made a profit and Microsoft Corp. have recently paid \$5 billion to prove that they can. So, fill yer boots! I know we have several members who use Skype and possibly many more. If you are interested, get in touch. My Skype name is **larrykin1** (Titter ye not !)

My forgetter's getting better,

But my rememberer is broke
 To you that may seem funny
 But, to me, that is no joke
 For when I'm 'here' I'm wondering
 If I really should be 'there'
 And, when I try to think it through,
 I haven't got a prayer!

Oft times I walk into a room,
 Say 'what am I here for?'
 I wrack my brain, but all in vain!
 A zero, is my score
 At times I put something away
 Where it is safe, but, Gee!
 The person it is safest from
 Is, generally, me!

When shopping I may see someone,
 Say 'Hi' and have a chat,
 Then, when the person walks away
 I ask myself, 'who the hell was that?'
 Yes, my forgetter's getting better
 While my rememberer is broke,
 And it's driving me plumb crazy
 And it really is no joke.

Submitted by Wilf Hodgkinson



London? Would you like to come with me?

Now is the time to prepare for that all-important cooking technique --- outdoor grilling! In these tough times free useful items are very welcome. And you can get a **free BBQ Grill** from any of the major supermarkets. I especially like the higher rack -- which can be used for keeping things warm!Just make sure to get a metal one... the plastic ones don't do so well. (See latest model below)

Ever shopped at Walmart?

One day, at work Bob says to Mike 'My elbow hurts like the dickens!! I'd better see a doctor.'

'Listen, you don't have to go to that trouble,' Mike replies. 'There's a diagnostic computer down at WALMART Just give it a urine sample and the computer will diagnose what's wrong and what to do about it, - takes ten seconds and costs a fiver - A lot quicker than a doctor.'

So, Bob deposits a urine sample in a small jar and takes it to Walmart

He deposits his fiver and the computer lights up and asks for the urine sample. He pours the sample into the cup and waits.-10 seconds later, the computer ejects a printout:

'You have tennis elbow. Soak your arm in warm water and Epsom salts found on aisle 2. Avoid heavy activity. It will improve in 2 weeks. Thank you for shopping @ WALMART.'

Thinking how amazing this new technology was, Bob began wondering if the computer was that good and could it be fooled.

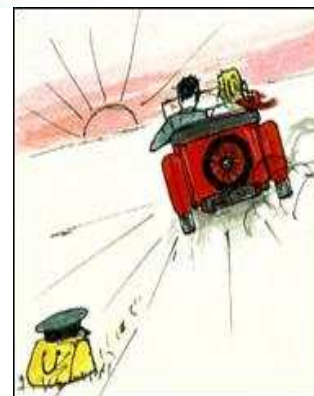
He mixed some tap water, a stool sample from his dog, urine samples from his wife and daughter, and a sperm sample for good measure. He hurries back to Walmart, eager to check the results. He deposits £5, pours in his concoction, which blinked once or twice, and awaits the results which seemed to take a while. Eventually the computer prints-out the following: -

1. Your tap water is too hard. Get a water softener. (Aisle 9)
2. Your dog has ringworm... Bathe him with anti-fungal shampoo. (Aisle 7)
3. Your daughter has a cocaine habit. Get her into rehab.
4. Your wife is pregnant. Twins. They aren't yours. Get a lawyer. Talk to Reception
5. If you don't stop playing with yourself, your elbow will never get better!

Thank you for shopping @ WALMART



Latest model BBQ



Amendments and Updates June 2011

Atkinson, Harry
E-mail Address(es):
atkinson-haa@sky.com

Batchelor, Valerie Tony
E-mail Address(es):
tonybatch611@gmail.com

Baughan, Ann
E-mail Address(es):
ann@maple-lodge.co.uk

Boden, David
Delete Chris Baughan
E-mail Address(es):
david.boden8ax@btinternet.com

Boothby, Terry / Mandy
E-mail Address(es):
tblord@btinternet.com

Bradstock, Ian
E-mail Address(es):
i.bradstock86@uwclub.net

Brittle, Brian
E-mail Address(es):
brianbrittle@hotmail.com

Brooks, Roger Heather
E-mail Address(es):
rogerbrooksaraes@hotmail.co.uk

Buss, Norman
E-mail Address(es):
normanbuss@my-inbox.net

Campbell, Don
E-mail Address(es):
don1harlow@live.co.uk

Clay, Peter
E-mail Address(es):
peterclay611@btinternet.com

Cook, Bob
E-mail Address(es):
june@cook9444.wanadoo.co.uk

Dalton, Don
E-mail Address(es):
donharcombex@aol.com

Denley, Colin
E-mail Address(es):
colindenley673@btinternet.com

Durrant, Mike
E-mail Address(es):
mikefedurrant@ntlworld.com

Elford G. Pending (In Transit)

Gosbee, Chris
E-mail Address(es):
christopher@gosbee.fsworld.co.uk

Gunnell, Keith
E-Mail Address
keithgunnell@talktalk.net

Hambidge, Alan
E-mail Address(es):
snowy348@sky.com

Hann, Derek
E-mail Address(es):
hannderek@yahoo.co.uk

Harding, Gil
E-mail Address(es):
bergil@btinternet.com

Hatchett, David
E-mail Address(es):
davidhatchett@o2.co.uk

Headley, Don
E-mail Address(es):
donaldheadley@btinternet.com

Height, Andy
E-mail Address(es):
4tails@sky.com

Jenkinson, Bryn
E-mail Address(es):
beedee32@hotmail.com

Keane Jim
jwkeane@talktalk.net

Knight, Gerald
E-mail Address(es):
gerrynmaureen57@gmail.com

Laidlow, Bob
E-mail Address(es):
robert.laidlow@btopenworld.com

Millard, Peter Carol
E-mail Address(es):
peteandcarol.millard@btinternet.com

Neale, Tony
E-mail Address(es):
nealet@talktalk.net

Parks, Derek
E-mail Address(es):
derekparks87@hotmail.co.uk

Pettit, Brian
E-mail Address(es):
brian.pettit@ntlworld.com

Pollard, Norman
E-mail Address(es):Tel
01843280814
norman.pollard@tesco.net

Sanders, Stephen
E-mail Address(es):
steve.sanders@zen.co.uk

Steward, Peter
E-mail Address(es):
petersteward441@talktalk.net

Vincent, Eddie
E-mail Address(es):
eddie.bea@btopenworld.com

Whiting, Rod
E-mail Address(es):
whitingr@virginmedia.com

Greaves Tom
tom.greaves@talktalk.net

Light Terry
terryronaldlight@aol.com

Alvey F. **Resigned**

Bassett W. **D'cd**

Chamberlain G. **Resigned**

New Members

Agutter I. H. 01206570613
Colchester 92 & 66Sqn 1949
Eng/Assist
Cook R (Bob) 02068823719
Southgate. 66Sqn 1948/49 Armourer
Gosbee C. 01284388853 Gt
Welnetham M. Q. 1945
Gunnell K. 01223844648
Stapleford.
1957 M.T. Section(Refueller)
Long W.B 01736 794804 Cornwall
(Pending Ass. Member)
1949/50 92 & 66 Sqn
McDonald D. 02095926143
Essex 1955/59 Driver Fire
Sect/Rescue