



NEWSLETTER



MARCH 2011 www.ouldux.org COMPILED BY LARRY CROSS

Dear Members,

Here we all are, well into the new year already and for the Old Dux, new beginnings.

Over the past few months the committee have been contacting those members who for various reasons best known to themselves, seem reluctant to respond to our overtures regarding subscriptions. Among that number there were a few with whom we have simply lost contact. Through persistence and hard work over many weeks, the committee are now confident that our membership is now on a firm and stable footing with a stronger membership who wish our unique association to continue. There have been numerous resignations, mostly in good grace ... we lost some 35 members in the process and our membership now stands at 251. From our findings some very sad stories have emerged and we will look for your agreement, that in some instances we should keep in touch via the newsletter F.O.C.

On a lighter side what also emerged, via numerous telephone conversations, was more memories of Duxford for the Newsletter, a couple of which are included in the following pages.

The Free Flight Raffle (which is ongoing) was Gerry Honey's parting goodwill gesture, resigning through pressure of other commitments....we wish him well, Mike Hawkins donated £20.00 on his departure and Frank and Jean Beddison did likewise as they have decided to go to live in Australia to be with their families. Alex Saunders a former RCAF exchange pilot explained that he had resigned a while back when he was pretty ill and sorting out his papers before expecting to take off for the last time. For anyone who remembers him he sends best wishes.

Peggy Elms (nee Perry) wrote, enclosing a cheque (which was declined) advising us that Jim is terminally ill with Mesothelioma and Alzheimer's, we wish them well and will keep in touch via the newsletter.

Ken Gilbert also formally resigned and writes "My wife and I have very many happy memories of Duxford as we were married in 1954 when I was serving on 64(F) Squadron. We lived in a 400yrs old thatch cottage in Pampisford on the flight path for R/W 25 and my wife knew that when she saw a Meteor wagging it's wings as it flew over, I'd be home for lunch in half an hour! It didn't happen very often. Only when I was coming in solo. Those were the days! Good luck with your association & well done to all for keeping the exceptional spirit of Duxford alive. Ken

Annual Dinner

This will be held at the Heydon Grange Golf & Country Club on Saturday 14th May. and we are delighted to announce that the evening will be graced by the presence of Sir Richard and Lady Johns. The cost is £32.00 p.p booking forms for which are enclosed. Also available from Anne Gange Tel: 01844352836. These must be returned with deposit or full payment to Anne no later than **Friday 29th April**

Members attending the AGM on Sunday 15th are reminded to contact Bob Hope in good time, on 01554890520 with their car Reg. No. and number of passengers. Access to the airfield as per usual via the Guardroom Gate
The meeting will commence at 13.00 hrs in Classroom 3 in the Air Space Hangar

Subscriptions

A Word from Stan It may only seem like yesterday that you last paid, but yes it is almost time to pay your 2011 subscriptions, if you haven't already. Just £5 whether you are a family or single member. Thanks to all who sent encouraging messages with your cheque, they are appreciated. Two letters stand out, one from Josie Warwick (nee Smith) Elect. Mech 1951, who epitomises the spirit of optimism we all need these days, having sent a cheque to cover her 2011 subs, she writes "I think on the basis of a double bypass and a new heart valve, I can chance putting myself in credit!" The second from Norman Buss 65 Sqdn & ASF 1951-55, characterises what a number of you have said indifferent ways, I'm sorry I think its an age thing. He wrote "I am sorry for the delay in sending this cheque but I had forgotten where I had put the key to the cupboard that contains the box with the combination numbers of the lock on my wallet, inside of which is a note telling me where my cheque book has been securely hidden away." Good on you both, we are with you.

Please send your cheque, preferably by May 1 st, to Stan Dell, 3, John Hampden Way, Prestwood, Bucks. 11P16 9DY, Telephone No: (01494) 863428 E-mail janstandell@aol.com. You can also send your Gate Money (£3) before the date to avoid queuing at the meeting. A few members have asked to pay by Standing Order, please pay this year's subs by cheque first.

Then set up the S.O. with your bank payable on the 1st May each year. Old Dux Sort Code is 20-06-75, Account Number 70161047 and our title is OLD DUX ASSOCIATION. If you set up a S.O. please immediately let us know.

Thank you for your anticipated early response, remember that "Age Thing," Do it now, please.

History of Duxford Consultation Meeting

An attentive audience gathered in the Marshall Auditorium on March 10th for a fascinating presentation by Carl Warner, Exhibition Manager for Duxford IWM. As our members will be aware through the recent NewsFlash, it is intended to mount a major permanent exhibition in the old Watch Room to illustrate the lives of people who worked at Duxford throughout its history as a social military community and its impact on the residents in the farms and villages in the area. As it is hoped that Carl will attend and address our AGM we will learn more from him direct, however he opened the meeting by telling us that the budget for building the airfield was £90,000 and the final cost was £270,000. Does nothing change? Carl and his colleagues all individually paid tribute to the support they have received from many of our members and the Old Dux Association for telephone calls, photographs and our News Letters which have added considerably to the material that will assist in creating this exhibition. The information was reinforced by a strong presence of Old Dux members, John Milne, David Law, Chuck Lilley and Stan Dell during the informal discussions after the meeting. As Carl said, this is an exhibition about people, so please continue to give any support you can. Contact Carl on cwarner@iwm.org.uk or Sarah Russell on rsrussell@iwm.org.uk

YOU STILL HAVE A CHANCE TO WIN THIS FABULOUS FLIGHT OFFER!

Your flight is available between May 11th and November 11th from Old Buckenham Airfield, which was built in 1942 home of the U.S. 453rd Bomb Group. The airfield which is now operated by the Old Buckenham Aero Club is approached from Norwich, via Attleborough via the A11. The flight has been donated by Gerry Honey a former 65 squadron pilot as his farewell gift, and we are very grateful to him for this opportunity. Everyone has a chance of winning this unique flight through the raffle at £5 per ticket which can be purchased now by sending your cheque for as many tickets as you wish to the Treasurer Stan Dell on the address printed on Page 1. You will receive your ticket(s) by return. Please make your cheque out to Old Dux Association and make a reference on your letter to THE FLIGHT RAFFLE.

Tickets will also be available at the AGM when the raffle will be drawn and the winner announced. If you don't fancy this for yourself, it would make a superb gift for someone special; take note that it is available throughout the school holidays.



Derek Parks writes - (Javelins the original 'Tin Triangles')

With reference to the recent articles about Vulcan XJ 824, "parked up" in the top hangar at Duxford, and, having flown as a Crew Chief on the Vulcan for seven years up to late '78 I thought I would check my 'Black Book' as I was pretty sure that I must have flown in it during my tours with 230 OCU RAF Scampton, Bomber Wing RAF Akrotiri and 35 Squadron RAF Scampton. Sure enough I found that on 2 June '76 with F/L Kenny Burgess (Capt) and his crew and me in the 6th seat we flew from Scampton to Goose Bay taking some four hours and forty five minutes. The following day, after another transit flight this time of four hours and five minutes we reached Offutt Air Force base. During the next few days the crew flew a number of low level training sorties called "Oil Burners" over the local terrain and according to the notes in my 'Black Book' the only problems encountered were a minor TACAN fault and a slightly more worrying one of high oil consumption of the AAPP (Airborne Auxiliary Power Plant) although higher than normal it was just within limits! Following the successful training flights over Nebraska we returned to Goose Bay on 8 June in four hours and forty minutes still with the TACAN playing up and the AAPP needing more OX 38! The following day was yet another training flight over the wastes of Labrador. This was followed by a day off and a return to Scampton on the 11 June taking some four hours and forty minutes where the TACAN was fixed and the AAPP oil problem seemingly fixing itself (probably as a result of a stern talking to by the FLM (Flight Line Mechanic) who did the A/F (After Flight).

The next time I was involved with XJ 824 was in December of the same year when 35 Squadron carried out exercise "Solar Flare" based at RAF Luqa with four aircraft which included '824 and also, according to the 'Book', XJ 783, broken up in 1982!. One of the elements of the exercise was a series of flights from Luqa to RAF Akrotiri and return carrying out various activities of possibly a 'restricted' nature! Along with F/L Lewis and his crew I accompanied "824 to Akrotiri on 8 December, duration three hours and fifty five minutes, returning the following day in four hours and forty five minutes following a low level blast across southern Italy! I know that the twenty six odd hours I spent flying in '824 is miniscule compared to the thousands of hours racked up by aircrew during their various tours on Squadrons but, every time I come to Duxford and walk under that airframe the memories come flooding back. Wish I could just check the AAPP oil to see if it is still a bit low!

Derek Parks Engine Fitter 64 Squadron

I am SAC 4131831 Philip Green RAF RETIRED.

I was an engine fitter at West Mailing on 25 Squadron for 2 years, then got an exchange posting to Duxford in Summer 1956, and put on 64 Squadron which was just re-equipping from Meteor 8s to 12s and 14s, to become an N.F Squadron. One of my memories is soon after I arrived on the Squadron going on "Fire Picket" and getting chosen to do the "Early Calls." As I had only been there about a week and didn't really know the layout of the camp I got about an hour behind. I was put on a 252 and did 14 days JANKERS.

I also remember the trips to RAF ACKLINGTON SCHOOL OF AIR FIRING, going to Newcastle and Morpeth and seeing slag heaps and Pit Head gear.

"Night Flying Suppers" were special, eggs, beans and bangers, and fried bread, delicious at 10 o'clock at night, and a mug of tea of course, and when you were due for Night Flying, and it clamped, and the tannoy would say "Night Flying for tonight is cancelled." Hooray!

P. GREEN

DUXFORD SUMMER 56 TO SUMMER 58. SAC RETIRED



The Holiday Inn

I have heard whispers that the Holiday Inn Express have been more than pleased with bookings for 14h May. So much so that they may well make a contribution to our Raffle. This surely puts us in a strong position for future negotiations. Furthermore a Conference Room and Banqueting Hall are on the cards for future development.

This is one of the exhibits which caught my eye whilst walking through Hangar 4, during my last visit to I.W.M. Duxford, the hangar was actually used in the Battle of Britain. It shows how the dramatic events of the Summer of 1940 unfolded month by month.

REPORT

A.T.I. Report No. 668/1940

THE FOLLOWING INFORMATION HAS BEEN OBTAINED FROM P/W. AS THE STATEMENTS HAVE NOT YET BEEN VERIFIED NO MENTION OF THIS REPORT TO BE MADE UNTIL CONFIRMED BY THE AIR MINISTRY INTELLIGENCE OR SPECIAL COMMUNICATIONS.

Place. Date. Time. East Dean W. of Eastbourne Sussex. 30/9/1940 1730hrs
Type and Marks: Me 109. 4 + - (White with Black Rim) Shield :- Tigers Head and the Schlagster 'S'
Unit: 4/J.C.26
Identity Disc 60018

Start and Mission: Started between Boulogne and Etaples at 1600hrs on Bomber Escort

The aircraft flew at 16,000 / 18,000 feet westward toward Eastbourne then turned inland towards London They were supposed to be escorting bombers, but never located them and circled round to the North of Eastbourne They were intercepted at 28,000 feet and made for the coast. They were intercepted again and in the ensuing dog-fight the engine of this aircraft failed.

Apparently there are no shots on the aircraft itself. The pilot made a forced landing with undercarriage retracted and the aircraft is in good condition. On getting out of the aircraft this pilot was shot at and wounded in the hand and jaw. This man enquired after a number of friends of his who had been lost recently. Only one was known to belong to 4/J.G.26: two of the others were from I/L.G.2

The pilot of this aircraft had only come to France quite recently but had been making at least one sortie daily, weather permitting. He had previously been based in Vienna.

Morale: Fair. Not very sure of himself, probably due to the circumstances of his wounding.

Pilot: Unteroffizier Horst Perez .. 22 (3) . Wounded.

Signed S.D. Felkin Usual Distribution

THE INTELLIGENCE REPORT WRITTEN AFTER THE CAPTURE OF UNTEROFFIZIER HORST PEREZ, PILOT OF BF 109, NUMBER 1190 WHICH CRASHED IN SUSSEX IN SEPTEMBER 1940



Extracts from a letter from Mr J R Taylor to the Imperial War museum. Mr Taylor also saw the Messerschmitt crash in East Sussex.

I was ten years old at the time and war through the eyes of a young boy was quite exciting. On spotting the aircraft, life became more exciting as it was a Me 109. It flew right over the village quite low and kept circling for about thirty minutes when suddenly it came over very low and belly flopped in a field half mile away. All the open areas had pylons erected with cables running between them. This was to stop the landing of aircraft of any kind, so it was a masterpiece of navigation for this pilot to get under the cables and not collide with the pylons. The pilot climbed out of his aircraft only to be confronted by a British Policeman, men from the Home Guard and a group of young boys I remember vividly the maroon and white spotted scarf he was wearing There was also blood coming from one of his hands.

Airshows

Spring Air Show Sun 22nd May -**Celebrating Women in Aviation**

Flying Legends 9th to 10th July -**Classic Aircraft Displays**

Duxford Air Show 3rd to 4th September -**75th Anniversary of the Spitfire**

Autumn Air Show 16th October -**Remembering the Korean War**

As always our two stalwarts namely Les Millgate and Jim Garlinge will be manning the recruiting display and have already ordered some good flying weather for these dates.!

CHARTER FLIGHT ALWAYS ASK, !!

His request approved, the CNN News photographer quickly used his mobile to call the local airport to charter a flight. He was told a twin-engine plane would be waiting for him at the airport.

Arriving at the airfield, he spotted a plane warming up outside a hanger.

He jumped in with his bag, slammed the door shut, and shouted, 'Let's go !.

The pilot taxied out, swung the plane into the wind and took off. In the air, the photographer instructed the pilot, 'Fly over the valley and make low passes so I can take pictures of the fires on the hillsides.'

'Why?' asked the pilot..... 'Because I'm a photographer for CNN', he responded, 'and I need to get some close up shots.' The pilot was strangely silent for a moment, finally he stammered, 'So, what you're telling me, is . . .

You're NOT my flight instructor?'

(submitted by Ian Swindale)

Gil Harding writes:-

A brief history of my time at Duxford

In Sept 1954 I arrived at Duxford, straight from basic training as an Instrument Mechanic (General) and posted to 65 Sqn. I was welcomed with "open" arms by Beefy Brennan, (Cpl) because I was still a Boy Entrant and still only 17 years old so I couldn't sign for anything. I had arrived with a number of other guys from Cosford. Our first job was to decorate the Sergeants Mess with an assortment of parachute silks for the Battle of Britain Dance. We made such a good job of it, that after two days we were impolitely asked to leave and someone else re-did it all again.

After a couple of months I was detached to Wattisham and as I still could not sign for anything was put in charge of the Tech. Library. Power, so soon, I had my first command. After 3 - 4 months I was sent back to Duxford and had a few months in the Calibration Room before being sent back to 65Sqn.

The next few years I worked on the Meteor and then Hunter until in 1960, I was sent on my fitters' course. On my return I found that because it had failed to survive without me, 65 Sqn. had been disbanded. Then to add insult to injury, I was posted to 64 Sqn. Once again welcomed with open arms. On the return of a three months detachment in Cyprus, I left 64 Sqn. to become an Air to Air Missile Fitter. (Firestreak) and then posted to Coltishall with 23 Sqn. In Feb. 1964 I got my one and only full tour overseas and was posted to Tengah and to 64Sqn. again. I stayed with them until 1967 when the squadron was disbanded. Everything comes to those who wait. I returned to the UK and went to Wittering on Victor Training Flight. Not much air-to-air missiles on a Victor. We didn't have any aircraft of our own so when ever someone needed some training or to get their flying hours in, we would borrow a kite from the chaps down the peri track. Best job I have ever had. In 1970, the powers that be decided that the Victor Bomber was no more and they all disappeared over the horizon. I was posted to St Athans and for the next 7 years carried out major servicing on all mks. of Canberra and then refurbishment of every Buccaneer that the Navy had relinquished. Finally I was demobbed in August 1977.

Consider This

1. If you take an Oriental person and spin him around several times, does he become disoriented?
2. If people from Poland are called Poles, why aren't people from Holland called Holes?
3. Do infants enjoy infancy as much as adults enjoy adultery?
4. If a pig loses its voice, is it disgruntled?
5. If love is blind, why is lingerie so popular?
6. Why is the man who invests all your money called a broker?
7. You never really learn to swear until you learn to drive.
8. Why is a person who plays the piano called a pianist but a person who drives a racing car not called a racist?
9. 'I am' is reportedly the shortest sentence in the English language. Could it be that 'I do' is the longest sentence?
10. If lawyers are disbarred and clergymen defrocked, doesn't it follow that electricians can be delighted, musicians denoted, cowboys deranged, models deposed, tree surgeons debarked, and dry cleaners depressed?

Test Match

A lady walked into a police station to report a case of sexual assault".

"Where did it happen?" the sergeant asked.

"In the park just down the road" she replied.

"Can you describe what happened?"

"Yes, I was walking along the footpath in the park near the trees when a man jumped out of the bushes and dragged me in there, removed my underwear then he dropped his pants to his knees and had his way with me".

"Could you give me a description of him?"

"Yes, he was wearing white shoes, long white trousers, a white shirt and he had these two big long pads from his feet up to and over his knees - one on each leg".

"Sounds to me like he was a cricketer, most probably a batsman", said the sergeant.

"Yes", said the lady, "He was an Aussie cricketer".

"That's very observant", said the sergeant "You worked that out from his accent?"

"No", she replied. "I worked it out because he wasn't in for very long".

Submitted by Pete Gibbard

Retirement

Upon reaching 70 I decided to retire.

After having me under foot for a few months my wife became very agitated. She suggested I go and do something to occupy my time, like join a club or get a hobby. I obliged and went out for a couple of hours.

When I got home my wife asked about my day and I replied, "Oh, I just went down to the park and hung out with the guys.... And oh yeah, I joined a parachute club.

"What? Are you nuts? You're 70 years old and you're going to start jumping out of airplanes?"

"Yeah, look I even got a membership card."

"You crazy old coot, where's your glasses!

This is a membership to a Prostitute Club, not a Parachute Club!"

"Oh, great! Now what am I going to do? I signed up for 5 jumps a week!"

