



NEWSLETTER

May 19999

Meeting

Would all those coming to the May meeting please note that the assembly time has changed from 12 noon to **1pm**, this is to give more time for those travelling a long distance (or anyone else) time to have a snack before the meeting.

For the benefit of newcomers attending a meeting for the first time the procedure is,

- Phone Bob Hope and give him your car make & registration number, name of driver and all passengers, including those just coming to visit the museum. The driver is responsible for the payment of the attendance fee for himself and all passengers, (currently £2.50 each). The money will be collected at the meeting.
- Entry to the museum is through the main guardroom gate **and not the public entrance**. After being checked in security will direct you to the designated parking area.
- Assemble outside the control tower at 1pm, or if raining go straight to the meeting room which is opposite the old clothing store (it will be signposted).

Ties & scarves

Samples of the proposed design for the association tie will be on view at the meeting, also a scarf/headsquare for the ladies. As there minimum quantities involved which we will have to pay 'up front' we will be voting to accept the designs and the expenditure to have them made up. Due to the cost of colour printing it is not possible reproduce the designs for those unable to attend the meeting, but a B&W impression and description of the final approved designs will be included in the next newsletter.

New members

Les Millgate
7 Cambridge Road
Gt. Shelford
Cambridge
CB2 5JJ
01223-843470
Pilot 64Sqn.

Barry Loveless
Rookery Nook
Felix Lane
Shepperton
Middx
TW17 8NL
0956-523156
Engine Fitter 64Sqn.

P F Rogers *PETER*
31 Springfield Road
Bury St Edmunds
Suffolk
IP33 3AR
01284-764673
Pilot 64Sqn.

Peter J Dunn
Meadow View
Perks Lane
Great Missenden
Bucks
HP16 0JH
01494-863867
Clerk, Tech Control.

Peter is also Secretary of the Shackleton Association, so if anyone is interested in this aircraft please give him a ring. As a matter of interest the Shackleton is celebrating it's 50th birthday this year. I believe there are plans to bring a AEW2 back from the States, so we may soon see the 'Growler' participating in air displays this year.

You may remember in a previous newsletter we told the tale of how Len Thorne whilst on a visit to the USA was able to meet the current owner of the Spitfire that he flew during WW2. This reunion was also featured in one of our daily newspapers with a photograph commemorating the event. The following letter received from Len is almost a sequel .

"Last September I booked a Concord trip to Paris with your near neighbour ,David Gladwin, and told him the tale of my wartime activities. When my ticket came through it was endorsed "WW2 Spitfire pilot VIP". Not only did they give me the treatment at London and Paris but allowed me to join the crew for the flight across France and the landing at Charles de Gaulle airport in Paris. The rest of the passengers thought I was at least a member of the Royal Family and I very kindly allowed them to think so!

In November I spent a couple of weeks in Malta and was again invited to spend most of the flight in the cockpit of the Airbus. They did not actually allow me to take the controls but I am confident that if they had it would have been no trouble at all to land the Airbus. I am not sure that the other passengers would have shared my confidence !!

Through March and the first week of April I was in Texas visiting my youngest daughter who is married to an ex USAF Major. With him I got to visit various US airfields and even to fly (Simulators) an F15 and F16.

I also have a an ex RAF friend who emigrated to the US after the WW2 war, named Ted Smith, also a Spitfire pilot, who had a hard time after D-Day flying ground attack missions with 74 Sqdn in 2nd TAF. whose losses were horrendous. Ted took me round quite a lot, including an evening with Austin Hanger Club, qualification of which is a minimum of 500 hours as a pilot in command. The function was held at the Old San Francisco Steakhouse, a replica of an old Wild West saloon, with scantily clad 'ladies of the night' serving plate sized steaks with all the trimmings . The 'lovely little bird' who sat on a swing throughout the meal greatly improved one's appetite or at my age raised the blood pressure. It was a great night out and the two WW2 pilots had a hell of a job to get away at the end. My 'little girl', now a mature lady of 50, was getting quite worried when I arrived 'home' sometime after midnight.!"