



# NEWSLETTER

MARCH 2014

[www.olddux.org](http://www.olddux.org)

edited by LARRY CROSS



Dear Members,

The timing of the Spring issue is always a bit tricky with regard to leaving a suitable time for members to decide to attend the May Dinner and then for the committee to deal with the avalanche of ensuing bookings!

As arrangements get under way I reckon it is going to be really good this year, the only possible glitch - will Sarah Russell be there to assist Jan Dell selling the raffle tickets? And will Carl Warner be able to attend to call out all the lucky winning numbers? Speaking of which, we do rely on and are grateful to members who generously donate prizes every year.

Annual Dinner

From our Secretary Anne Gange

As we advised in the last Newsletter The Annual Dinner will be held on Saturday 10th May 2014 7.00pm for 8.00pm at the Red Lion Whittlesford. The cost for a three course dinner will be £27.50p per person. (£2.50 less than last year) Accommodation at The Red Lion or The Holiday Inn (which is adjacent to the Red Lion) is £53 for a single or £63 for a double room including a Continental breakfast. A full English is available in the Red Lion for £7.50p per person to be booked the previous evening. To book your accommodation THE TELEPHONE NUMBER IS:- 01223 497070. When making your booking quote the "Old Dux Association." I do urge you be aware that this venue is becoming increasingly popular and it is advisable to book A.S.A.P to avoid disappointment.

The hotel management are acutely aware of our disappointment last year, and are making every effort to secure our ongoing custom.

Please note that we have negotiated a choice of two options per course, and you must make your selection on the Booking Form. As this involves a huge increase in administration I have asked the Treasurer to collate your selections to allow me to concentrate on the main task of organising the dinner, so please, as indicated, send the Booking Form to him. Details at the bottom of the form. Thank you, and look forward to seeing you all in May.

A Booking Form is attached to this Newsletter and suggest that those on email print it off a.s.a.p. Any problems please let me know on - 01903 207056 If you are planning to attend the AGM on the 11<sup>th</sup> MAY enter details on the form or call Bob on 01554-890520

**FIRE AND FORGET!**

Nothing cheers me up more than filling up the ODA's pot of brass.

Yes folks, its subs time! Still £5, still due on May 1st, but you can send me a post dated cheque for £5 made out to the OLD DUX ASSOCIATION, and I promise it won't be cashed in until May 1st.

Last year 53 members got it out of the way and helped the association by cutting our postal costs. A 50p stamp is 10% of your subs. So don't rely on the memory, do it now **Fire and Forget.**

Thank you.

Stan Dell

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Air Shows 2014

The D-Day Anniversary Air Show is on Saturday 24<sup>th</sup>. and Sunday 25<sup>th</sup>. May

Flying Legends Air Show is on Saturday 12<sup>th</sup>. and Sunday 13<sup>th</sup>. July

The Duxford Air Show is on Saturday 13<sup>th</sup>. and Sunday 14<sup>th</sup>. September

The Duxford Air Show has been moved back by one week to coincide with Battle of Britain Day, Monday 15<sup>th</sup>. September. It was previously published as being on Saturday 6 and Sunday 7 September. There is no Autumn Air Show this year. On May 24<sup>th</sup> and 25<sup>th</sup>. our Recruitment Stand will be there as per usual, unfortunately Jim Garlinge will not, due to family commitments. Hopefully Les Millgate will make it and Stan Dell has agreed to stand in. There will be two vacancies on day two so any one wishing to see what it's all about contact Stan Dell. (see details above)

Did you know? The Imperial War Museum Duxford was closed for safety reasons on 30<sup>th</sup>. December after strong winds tore part of the roof off the Air-Space hangar. The continuing adverse conditions hampered repairs of one of the exhibition halls but is now fully open to the public. See *Photo Page 6*

The Heritage Lottery Fund, see over.

One could say that our past donations to the National Lottery have not been entirely wasted! The IWM Duxford have won £980,000 for the redevelopment of the American Air Museum which is great news. Carl Warner has been and still is very much involved in the project and understandably he finds that he is unable to attend the dinner. So who will call out the winning numbers now eh! BOB eh?

Carl has, however, generously agreed to attend the May meeting to give a talk on the on-going project. Also at Bob's behest, Carl sees no problem in organizing our October meeting to be held in the Astra cinema, and will dig out some suitable interviews and pieces of footage for us all to watch.

Bring your own Popcorn!

## Heritage Lottery Fund Award

The IWM Duxford has received a grant of £980,000 from the Heritage Lottery Fund for the American Air Museum redevelopment project.

Robyn Llewellyn, Head of the Heritage Lottery Fund for the East of England said: "The American Air Museum has possibly the best collection of US military aircraft outside the USA. This project will give IWM Duxford the opportunity to overhaul the displays and galleries and bring many of the fascinating stories of the First World War, Second World War, and more recent conflicts to life in new and exciting ways which will give many people the opportunity to get involved. We look forward, in particular, to the museum's interpretation of the Freeman Collection of photographs, many of which have never before been seen by the public."



*The American Museum Today*

One of the three main aspects to the American Air Museum redevelopment project is a dynamic website based around The Freeman Collection, a compilation of approximately 15,000 prints and slides assembled by Roger Freeman (1928-2005), a hugely respected aviation historian and a native of East Anglia. Many of these images have not, up to now, been publicly available. Using The Freeman Collection of photographs as its core content, the website will link each photograph to the serving group or unit it represents. It will show the geographical location in

which the photograph was taken, the type of aircraft the group operated and may also give the personal story of a man or woman shown in the photograph.

With thousands of images in the collection, we'll be asking people to help us uncover the stories behind the photographs by logging on and telling us what they know. We hope that the first phase of the website will be live from summer 2014.

This large-scale conservation project will involve lowering suspended aircraft from the ceiling, taking out the large plate glass wall from the rear of the American Air Museum and removing all aircraft from the building. This huge undertaking should prove fascinating for visitors, who will be able to see the work in progress.

`` We'll be asking people to get actively involved in the project by contributing recollections from their own personal and community heritage so that we can create an impressive bank of memories, knowledge and information for current and future generations.

## Happy Days from Barrie (Taff) Davies

I am sure there are times in your life, when sitting with a cold gin and tonic, you sit up and take notice!!!

One of the pleasures in one's life as the years trundle by is to open and read the "Old Dux Newsletter" and catch up with what is happening with the 'old dux' members. But the November copy of the Newsletter made me sit up and take notice, more than notice, a gasp of astonishment, nearly made me stop drinking !!! So there I am minding my own business until I turn to the third page then, in front of me my life went back 54 years the same as Sallie and Mike Blundell, as you report.

Mike and I served with 64 Squadron at Duxford and at Waterbeach and many of the detachments 64 were sent on; we were both airframe fitters, servicing Javelins FAW Mk9's. Sallie and Mike and I became good friends for some time. In fact they invited me to their home for an evening of good food, serious wine and much laughter after their marriage.

Of course Bette's cafe was an important part of our lives, as was the NAFFI. I also recall Ma'spub in the village that we secretly adjourned to when the squadron was on night sorties.

Then as usual, postings came along, Mike and Sallie went their way, I went off to Kenya and then Aden.

Sallie and Mike were married, I married Pauline in 1954 and have two children and four granddaughters. We now live in Hertfordshire and have done so for over 40 years.

Happy Days! Barrie (Taff) Davies J/Tech 64 Sqn 1958 - 62

## David Barnett from Oz writes ....

Another very interesting Newsletter Larry – well done, please keep up the good work.

Two things of particular interest to me in that I remember both within my own time (59-61) as Station Education Officer at Duxford, a period from which many Old Dux Members originate?

First, the tragic death of Flt Lt Gerry Thornally of 65 Sqn. I remember readying the main classroom of the Education Centre for the Court of Enquiry following his fatal Hunter crash. (I think I remember, but cannot swear to this, that he apparently dived straight into the ground? And that the findings were possibly that he had blacked out...partially because he had an inadequate breakfast).

Second, the reference to LACW Sallie Sanderson (Ops Clerk in ATC) who may even have been in one of my classes for the Part One Education Test which was a requirement for promotion.

## Continued from last November's Issue from an item in November Newsletter 1996 (Ed. Allan McRae)

Ian Swindale remembers Grp/Capt Norman Ryder Duxford's C/O 1958.

I knew that our very popular Station Commander was piloting the first Spitfire to be shot down in the Battle of Britain but I knew little else of the event, so I bought the book entitled "So Few- The Immortal Record of the RAF " written by David Masters in 1942..

TRAPPED UNDER THE SEA.

From the Book "So Few"

April 3<sup>rd</sup>, 1940 was not a good day as far as the weather was concerned. The clouds were down to within 300 feet of the sea and it was impossible to see much more than half a mile away. Yet on this day a footnote in history was made, for it marked the loss of the very first Spitfire that fell before the guns of the German Luftwaffe.

The weather, in fact, was so unpleasant that there was talk in the operations room of an aerodrome towards the north of England as 'to whether any patrols should be out at all'. Then the news came through that a Heinkel was attacking some trawlers about a dozen miles of Whitby and the Controller gave permission for one fighter to see about it. Forthwith Flight Lieutenant Edgar Norman Rider climbed into his Spitfire and took off" with the intention of putting an end to the murderous Germans who were shooting innocent fishermen. Crossing the coast near Redcar, he flew over the trawlers which had been sorely knocked about by the Heinkel. The fishermen, however had not taken their punishment lying down; they had hit back with such good effect that when the Spitfire pilot located Heinkel it was flying along about 200 feet above the surface of the sea with one engine disabled.

As the enemy aircraft staggered along, Flt/L Ryder throttled down and circled it in order to reduce his speed. Then he went in to attack on a left hand turn. Concentrating his fire on the other engine, he squeezed the button on his control column for four seconds while his eight guns spat death and destruction at the enemy. At the same he heard a couple of bangs under his own engine, but he was so intent on his attack that he paid no attention to them Giving the rear gunner of the Heinkel a short burst to keep him quiet, Flt/Lt Ryder marked with satisfaction the flames and smoke beginning to spurt from the top and bottom of the mainplane of the enemy aircraft. Then he turned away to run in and renew his attack, it was quite unnecessary. As he came about, the Heinkel was pancaking into the sea completely disabled.

Circling awhile, the fighter pilot watched the five climb out on to the mainplane and passed the information back to his control. The Germans, after doing their best to murder the fishermen, approached as close as possible to a trawler, knowing they would be treated well instead of being left to the fate they so richly deserved. By now the pilot of the Spitfire, having intercepted and destroyed the raider according to plan concluded it was time to return. As he set course he realised that the cockpit was beginning to get rather hot, a glance at his instrument panel revealed that his oil temperature rising rapidly'???

Calling up control, he advised them that he was in trouble and from then on gave a running commentary on what was happening. Oil fumes began to fill the cockpit which grew hotter and hotter. Making out a small trawler ahead. he circled it while the fumes grew thicker and the heat more intolerable. The clouds were so low that it would have been suicide to attempt a parachute jump. so he told the controller that he was going to land on the sea as close to the trawler as possible. While he was opening the hood of the cockpit. the engine seized up and failed completely.

"I'm about fifty feet off the sea now." he told the controller and switched off.

To Be Continued

### More Info on the Closure

In conversation with Tony Harbour some time ago he mentioned that he was still in touch with his old Sergeant, Ron Bishop.(RAF Police) who incidentally was one of the very last to leave Duxford after 1962. Ron seems to remember that when he did leave RAF Duxford an Officer whose name he can't recall was in sole charge. As it 'appens I somehow got the story completely wrong .... I thought he had said that a Flt/Sgt was in sole charge. I found this of some interest and hoping to get more info, I contacted Peter Merton, IWM Research and Information Officer, the following is his kind and detailed response with an amusing conclusion.  
**Ed.**

*" I believe that there may exist a certain amount of confusion between you, Tony & Ron Bishop, in that the station closed officially as a Fighter Command base on 01 October 1961. However, although the airfield was by then non-operational, the station was handed over initially to Flying Training Command on 02 October 1961. The 1st temporary Station Commander for FTC was Sqn Ldr P E A Carr. He handed over to the Pole whom you remember, Sqn Ldr Antoni ('Tony') Stefan Murkowski, as the 2nd temporary Station Commander for FTC. Although we do not know the precise dates of his posting, Murkowski reported to the Old Dux that he was here in 1962.*

*As it happens, the IWM holds three of his flying helmets plus one of his oxygen masks. You can read his potted biography at <http://iwmcollections.org.uk/collections/item/object/30016091>, although this does not - unfortunately - mention his posting to Duxford, which we believe was temporary between mainstream career jobs. Neither do we know when Ron Bishop was posted away, but the transition during the 1960s to 1970s, to an RAF C&M party, & then a Ministry of Works civil C&M party, may well have resulted in a lowly Flt Sgt being Duxford's final, unofficial, temporary, acting, 'Station Commander' !*

Regards,

Peter Merton

I.W.M Research & Information Officer

**Douglas Sturgeon 19 Sqn Armourer 1939 - 40**, as listed in ODA membership list, sadly passed away November 2013 aged 94 and Stan Dell was our official representative at his funeral. Stan felt that he wanted to be there because he and I had interviewed Dougie at his home two years previously. We both had a feeling that there was a story there when we discovered that he had re-mustered to aircrew.

Douglas's daughter Alex said that he was grateful to us for taking the time to go to his home to interview him and even more so that we advised the IWM to video interview him. In his words to his daughters, he felt that his career had been worth while. They were also grateful that the ODA had thought it important to be represented at the funeral.

During the interview Dougie had chatted on for sometime. He had a long and varied career which started as an armourer on 19Sqn and then went onto flying. He flew Spitfires, Hurricanes, Typhoons and Mosquitos, finishing on Vampires and Meteors. However, the story which intrigued us the most was the 'Spy Story' that began whilst he was still an armourer on 19Sqn. Although we had recorded it verbatim we promise that it would not be published in his lifetime. We now have the full story made available to us by Dougie's friend of many years, Ben Brown, secretary at Sywall where Dougie and many others learned to fly, now Sywall Aviation Museum.

## Episode One **THE ROAD TO VALHALLA**

DOUGLAS STURGEON 1918 - 2013

The following, although seemingly far-fetched is a true story.

The few of us involved were sworn to secrecy under the threat of dire penalty should we ever disclose a hint of what took place to anyone. The threats proved very effective; for as far as I know, events described in the following have never been made public. At the time they were highly embarrassing to higher authority and perhaps later considered best left alone for the same reason. However, the story has lingered all these years, for the end was inconclusive and open to conjecture. I therefore remain curious and perhaps my telling the facts may reveal an answer. Or indeed correct inaccuracies, due to a faulty memory, which is very possible after a lapse of fifty seven years.

In early 1939 I was serving as an armourer with No 19 Fighter Squadron at RAF Duxford. We were the first squadron to be equipped with the immortal Spitfire aircraft and very much in the public limelight. We were also conducting trials on a new Czechoslovakian cine-gun, the first of its kind to be introduced for the benefit of fighter pilots. In those days, apart from the annual Practice Camp firing, only one squadron aircraft had fully loaded guns which the armourers made ready by noon every Wednesday for Sports Afternoon stand-down and the weekends, beginning Saturday midday.

Each fighter squadron in the Group formations covering the country kept one such aircraft in readiness during those periods. Known as the Command Reserve Scheme, it was designed to send fighters into the air quickly, should Great Britain be attacked without prior warning. In principle the idea had merit, but when reduced to actual numbers they amounted to barely a squadron, or twelve to sixteen aircraft from each Group.

Moreover, they were based far apart over a large area. The crucial issue of time and fuel wasted gathering in formation after takeoff seemed of little account which in turn made the whole concept somewhat nebulous. Meanwhile national propaganda gave the public a false sense of security, by declaring that our eight-gunned ultra modern fighters, the Spitfire and Hurricane made the RAF invincible.

Unfortunately quality was not enough and the situation needed quantity to substantiate these claims. Time and again the Air Ministry drew government attention to the ever increasing difference in size between the RAF and a new German Air Force arising from the ashes of World War I. Yet the politicians ignored every plea, almost to the point of total disaster. Realising how close to an ill wind they sailed, RAF chiefs introduced a stop-gap in the Command Reserve Scheme. The more astute knew it to be a feeble attempt to present a bold front against the old enemy. Yet with such limited resources at their disposal they had no alternative but bow to majority rule. Fortunately this bizarre plan was never needed and died a natural death. The context however; is a necessary digression to introduce the story proper which is centred around Duxford and No.19 Squadron. Every time a Spitfire flew a cine-gun exercise, the safety precautions carried out were thorough and justified by the Command Reserve aircraft being fully armed. Availability and serviceability played a part, so this aircraft was not entirely exempt from these exercises. Hence, armourers responsible for any exercise craft had to ensure all guns were made safe prior to take off and sign the Form 700 servicing schedule accordingly. A photographer then loaded each cine-gun with a cassette of film and also signed as having done so before the pilots could take off. It was a necessary precaution, because the guns and camera were controlled by a single means from within the cockpit, namely the gun firing button. Later, after the declaration of war both guns and camera had independent controls, making life easier for ground crews and pilots alike. As a result of these elaborate procedures, armourers and photographers worked closely together.

That is how I first came to know LAC Schofield, our squadron photographer. Oddly though his Christian name remains a mystery, as everyone called him "Schoie" and he answered to it willingly.

He was of medium height, slender build, with light brown hair and a pair of, very discerning hazel eyes. The latter is not surprising, as he happened to be a brilliant cartoonist. Being ambidextrous he used to sketch anyone to take his fancy with lightning speed. Then tear the sheet from his sketch-pad and present it to the victim, saying "Is that worth a pint?". "Schoie" also played the violin with great skill and passion, giving performances in the NAAFI of a highly professional standard. They were mostly solos because he seldom found a pianist good enough to accompany him.

*Continued on Page 5*

At the time none of us realised the significance of these performances, until we remembered he showed a marked preference for German music, especially works by Wagner. His choice was never questioned and merely regarded as the caprice of a highly accomplished musician. Now upon reflection, I suggest it was an elaborate joke to appease a malicious sense of humour.

By working together, Schofield and I became friends. We had common interests and spent many pleasant evenings together. Being very well read he liked to discuss a variety of subjects, but rarely spoke of himself. although on occasions he did mention his mother to whom he seemed devoted. It therefore came as a surprise when he asked me to meet an uncle on Empire Air Day when Duxford was being opened to the public.

Incidentally, this was the last RAF display given under that name.

The request struck me as odd, due to Schofield's reticence when speaking of his family. Not wanting to let him down in any way, I casually suggested he tell me more about his uncle.

"Oh; he's a distant relative on my mother's side. She can't make the journey, so he'll come instead" he replied glibly, "I'll tell you more on the day".

He then dismissed the subject and went on to talk of other things so innocently that I never gave it a second thought. The much publicised display took place in the May before World War II was declared and about nine months after the much vaunted Munich crisis of 1938. The station was inundated with visitors and I was on duty in our squadron hangar showing people around a static Spitfire set aside as a star exhibit.

In the early afternoon, Schoie appeared alongside a very sour-looking individual of stocky build and cold blue eyes behind rimless spectacles. We were introduced casually as, friend and uncle, with no names given on either side. Trying to be pleasant I received only a grunt and scant nod of recognition, followed by an awkward silence. Schoie quickly intervened and explained that his uncle worked for Vickers, the famous aircraft manufacturer as an engineer and was interested in comparing fighter construction with that of the Wellington bomber his company produced. When I attempted to show this surly character the Spitfires's main feature, dihedral wings, he ignored me and walked away to concentrate his gaze upon the tail structure, especially the bands of rivets forward of the tail-plane. He studied their pattern for several minutes, then disappeared without a word, save a cursory nod and muttered farewell to his nephew. Seeing I was annoyed by this deliberate snub, Schoie insisted upon buying a couple of beers to mollify me. He possessed great charm when necessary and succeeded, for I had no inkling of anything untoward having happened. *To be continued*

### Visit to Bentley Priory

by Jim Garlinge

The Bentley Priory Battle of Britain Trust

Late last October the Dartford Branch of R.A.F.A. of which I am a member arranged a visit to Bentley Priory.

The Bentley Priory Museum is being created from the former Bentley Priory Officers Mess to commemorate 'The Few' and interpret the history of the property to create a valued educational resource for visitors. The Museum will be a lasting tribute to the sacrifice and bravery of our military men and women during the Second World War. The Priory is a very impressive building set in a 55 acre estate in Stanmore North London and is in an immaculately restored condition. The main building is on three levels, the upper level has been converted into private apartments, the ground level with many fine rooms where the exhibits are based has sweeping views over the estate towards London and Harrow which will be developed by Barratts Housing. The Restaurant and other services are on the lower floor.

Members must all have seen the film 'Battle of Britain' (possibly many times) and may remember the final scenes which were actually filmed there, when Dowding (Olivier) walks onto the balcony with a view towards Harrow and London, a very worthwhile visit. Bentley Priory Museum will be open for general visitors on Mondays and Wednesdays, January, February and March Times 10.00 - 17.00hrs



### Airmen's Cross Memorial

submitted by Bob Hope

The memorial in the middle of a road junction near Stonehenge, commemorates the site of an early military aviation accident on 5th July 1912, in which Capt Eustace Loraine and his passenger Staff Sgt Richard Wilson became the first members of the newly formed Royal Flying Corps to die while on duty.

The Grade-II listed Airman's Cross at Airman's Corner is being removed as a roundabout is built to manage traffic diverted by the closure of the A344. The memorial will then be re-sited in the grounds of the new Stonehenge visitor centre soon to be built nearby.

English Heritage are pleased that Airman's Cross will have a safer and more permanent home at the new visitor centre where many more people will be able to get close to it in future and learn about this aspect of local history.

The Royal Engineers, based at Tidworth, worked closely with the project's archaeological contractor, Wessex Archaeology, to protect the cross during the move which has been put into safe storage at Perham Down Barracks.

**NEWLY APPOINTED A.V.M. SUE GRAY**

Air Vice-Marshall Sue Gray joined the RAF in 1985 and was commissioned into the Engineer Branch. During her career she has deployed to Iraq on both the First Gulf War in 1991, and again on Operation Telic in 2003 when she was Chief Engineer for the Joint Helicopter Force.

Sue Gray, joins Air-Vice Marshal Elaine West who was appointed earlier in August. In her new elevated role, AVM Gray will be responsible for the procurement of fighter jets and drones.

"I look forward to the challenges of ensuring the UK stays at the cutting edge of combat air power, delivering world class fast jet, training aircraft and remotely piloted air systems to our Armed Forces." "It is an immense privilege to have served my country for the last 28 years in the RAF and I am delighted to continue to do this in my new role as Director of Combat Air," she said.

*Photo by John Blake*



**David Brown Station Sick Quarters 1959- 61 writes:-**

A friend of mine who is a member of IWM Duxford showed me a programme he had kept titled "R.A.F Duxford at Home" - "Battle of Britain Week" dated Saturday 14th September 1957 (price 1/-) - those were the days!!

Attached is a page from that programme referring to 64 and 65 squadrons. But what 'tickled' me was the welcome sign from Judy and Robby who kept The Rose at Stapleford, especially the .."64 too, if accompanied by interpreters".

With the friendly banter between the two squadrons, I wondered if it might fill a corner in one of the newsletters and bring a smile to a few faces.

*The rest of the page will be in the next issue. Ed.*

*Some Old Groaners I tried to catch some fog. I mist.*

*Jokes about German sausages are the wurst.*

*PMT jokes are not funny, period.*

*JUDY and ROBBY extend*

*Best wishes and a hearty welcome to past and present members of No 65 Squadron*

**THEROSE  
STAPLEFORD**

*64 Squadron too, if accompanied by interpreters!*

*When you get a bladder infection, urine trouble.*

*Velcro – what a rip off.*

*I'm reading a book about anti-gravity. I just can't put it down. A dyslexic man walks into a bra.*

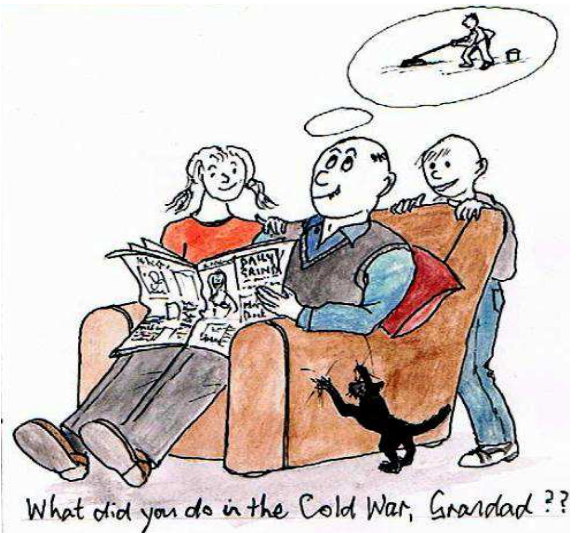
*I wondered why the golf ball was getting bigger.*

*Then it hit me!*

Gallagher opened the morning newspaper and was dumbfounded to read in the obituary column that he had died. He quickly phoned his best friend, Finney 'Did you see the paper?' asked Gallagher. 'They say I died!!' 'Yes, I saw it!' replied Finney. 'Where are ye callin' from?'

An Irish priest is driving down to New York and gets stopped for speeding in Connecticut. The state trooper smells alcohol on the priest's breath and then sees an empty wine bottle on the floor of the car. He says, 'Sir, have you been drinking?' 'Just water,' says the priest. The trooper says, 'Then why do I smell wine?' The priest looks at the bottle and says, 'Good Lord! He's done it again!'

From Paddy Scott



A young lady walks into a supermarket and on her way round she sees the bloke who had his wicked way with her the previous evening, after they had met in a pub. He was stacking boxes of washing powder onto the shelves.

"You lying toad" she yells, "last night you told me you were a stunt pilot" "No-No" says he "I told you I was a member of the "Ariel display team" Swinn.

- Q. What is a Shih Tzu ?
- A. A Zoo - with no animals !



**OLD DUX ASSOCIATION ANNUAL DINNER BOOKING FORM  
to be held at THE RED LION, WHITTLESFORD  
SATURDAY 10TH MAY 2014 7PM FOR 8PM.**

Name/s.....Tel No..... E-mail.....

As there is a choice of two dishes from each course, you are requested to make a selection from the following:-

- Starter**           A : Goats Cheese Roulade or  
                          B: Flaked Smoked Trout Salad
- Main**                C: Roast Lamb, Roast Potatoes, Seasonal Vegetables or  
                          D: Oven Baked Hake, White Wine Sauce, Lyonnaise Potatoes, Seasonal Vegetables
- Dessert:**           E: Spotted Dick with Custard or  
                          F: Strawberries and Cream with Chocolate Sauce

Please show your selection as example

<b>EXAMPLE:</b>	<b>A.</b>	<b>C.</b>	<b>F.</b>
NAME 1 .....	.	.	.
NAME 2 .....	.	.	.
NAME 3 .....	.	.	.
NAME 4 .....	.	.	.

- \* Please indicate any essential dietary requirements .....
- \* With whom would you wish to share a table .....
- \* If you are attending the AGM on Sunday 11th May at 13.00 hrs.  
We require your Car Registration Number ..... and names of passengers  
.....

Please return this form to:- The Treasurer **NO LATER THAN MONDAY 14th APRIL, ENCLOSING CHEQUE**  
Made out to:- Old Dux Association

Stan Dell  
3, John Hampden Way  
Prestwood  
Great Missenden  
Bucks. HP16 9DY

Telephone Number:- 01494 863428  
E-mail:- janstandell1@btinternet.com