



THE CHINTHE



656 Squadron Association Newsletter

Autumn 2001

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DIARY DATES

AGM = Langport 12:00.....	9th June 02
Music in the Air, M.Wallop.....	3rd Aug 02
Association Reunion = Dishforth.....	?? Sept 02

A.A.C. Band venues / dates

Salisbury Cathedral	20th Apr 02
Romsey Abbey.....	15th June 02
Eastbourne.....	7—12th July 02

NOTICE : Korean Veterans

Whilst you were in Korea did you have any Canadians in the unit?
If you did would you please contact me as I have a Col Mills in
Canada trying to write a book and include anything concerning
Canadians in 1903 Flight.

2001 — An Eventful Year

2001 set out as a normal year, with hopes of a Squadron reunion now they have returned from Bosnia. At a high level meeting plans had finally been agreed, on what to do to celebrate the 60th birthday. Just one week later our founder, Nobby Clark sadly died. He was attending a meeting at the Kohema Lodge in Guilford when he was taken from us. He died as he would have wished, quickly, in the company of many good friends, and helping others. He is sadly missed by all that knew him.

The AGM in June was well attended with 21 members and 9 guests. One point raised at the meeting, by Len Edgecock, was a statement that during the 80's the Squadron was put in suspension for a short period, and that various presentation pieces had gone missing since that time. One item was a Kris (Malayan traditional dagger) presented to the Squadron by Maj.Gen Dato F.H. Brooke CB. CBE. DSO. PNM. On behalf of the Prime Minister and Government of Malaya, in recognition of 150,000 operational flying hours in theatre. The OC, Maj Alex Tucker volunteered to look into the case and see if he could trace this and the other pieces. I am please to say that the Kris is now safely back with the Squadron, and the other items are being sought. They will make fine items to be housed in the display cabinets, highlighting a very historic achievement. With the very high quotations I have received for the cabinet (£7,000+) we may be forced to reconsider, and I will report further in the next issue.

The Squadron arranged a splendid reunion at their home in Dishforth, when 47 members and 41 guests came along, some even arriving before the Squadron were ready to receive them! The only thing that let the day down was the weather, which no one can change. This meant that the Austers and microlites were not able to arrive. In the evening some members and guests attended a dinner in the Crown Hotel, Boroughbridge.

The following week we saw the events in New York unfold, and lead the world into the current crisis. I'm sure all members will wish the Squadron well if they get involved, and that they will uphold the honour of the Squadron, as those that preceded them have.

My application to have an Official Squadron March composed was rejected by the Regimental Committee, however we can if we wish have an 'unofficial' one!

Many thanks to John Heyes for his account of the trip that our members took to Malaya, also to Pete Biggadike for the photo's.

Finally we welcome the new Squadron Commander, Maj Neil Dalton, and wish Maj Alex Tucker the outgoing CO, well in his new position.

John Bennett

656 SQUADRON COMMANDERS REPORT

Since the last report the tempo of life within the Sqn has continued at an almost frenetic pace. In early April a detachment of 2 Gazelles left Dishforth for Kenya on Ex MONO PRIX in support of C Coy, 1st Bn The Royal Regiment Of Wales. The detachment was commanded by Capt David Wilkins with an able second in command, WO2 Jamie McMillan. As soon as the detachment was up and running they found themselves tasked to search for a missing soldier on the slopes of Mt Kenya. This tested both pilots and aircraft alike as the majority of this task was completed at night, operating up to 10000' AMSL, using NVG with a handheld Thermal Image Camera. The detachment flew over six hours per day for six days during the search to no avail. Fortunately the missing person, a Royal Engineer EOD specialist, was found on the mountain at 8000' on the morning of the seventh day, none the worse for wear.

Concurrently with the detachment in Kenya, the Squadron was gearing up to deploy on Op AGRICOLA in Kosovo. The Regt has been tasked to support Op AGRICOLA for a 10 month period and to achieve this it was decided to split the tour into four detachments. Capt Simon Hill, the Gazelle Flight commander, was selected to command the initial deployment with soldiers from 656 Squadron. They deployed to Pristina and began the Theatre Qualification training and formally took over responsibility from 847 Naval Air Squadron on the 18th May. The role of the detachment was primarily to provide an over watch facility with an amount of command and liaison tasking. The tasks undertaken by the detachment during the initial period were mainly in support of the Multi National Brigade (Centre) and were a mixture of command and liaison tasks and limited over watch using the Nightsun. The nature of the tasking did however change shortly after this and the detachment found themselves operating from a Forward Operating Base in the south western area of Kosovo known as the Bootleg. Here they supported the efforts to check the flow of military materiel from Albania into Macedonia. In conjunction with this they were also tasked to support specialist tasking. This rapidly began to account for the majority of the hours flown by the detachment with the flying being in the main solo pilot with an observer in the left hand seat.

Meanwhile back in Dishforth during the period of May and June the Squadron was tasked to support the efforts to control the spread of Foot and Mouth disease. The Squadron undertook tasks to fly epidemiologists working for the MAFF around the infected areas of Cumbria and the Pennines. The use of

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aviation in this manner was thought to be of great value to the epidemiologists and vets who were attempting to predict the spread of the disease and implement containment measures to prevent further outbreaks.

In July the Squadron focus was again split. At home we supported Exercise PHANTOM BUGLE, an exercise that takes place on Salisbury Plain three times a year to train the next generation of Squadron and Company commanders. We deployed with 4 Lynx and 4 Gazelle and an enhanced groundcrew element for a week in the field. This provided an opportunity for us to test ourselves against a live enemy force in our primary role as an Anti-Tank Squadron. Having not had a chance to test these skills for some time we relearned some valuable lessons and by the final battle run were once again proving decisive to the Battle Group commanders plan. It was during this exercise that the Squadron hosted a film crew from Carlton television, the makers of Peak Practice. Without wishing to let the cat out of the bag as to the storyline the episode is due to be screened early in the new year and involves both ground and air elements of the Squadron with Airtroopers Robinson and Rolfe taking a starring role as extras.

Just prior to the Squadron taking some well earned leave over the summer Capt Alex Rogers took another Gazelle detachment to Canada to participate in Ex IRON ANVIL. The exercise they took part in differed from the norm due to the restrictions on training imposed due to Foot and Mouth in the UK. The detachment therefore ended up supporting 12 Mechanised Brigade. They spent forty days on the prairie prior to a brief adventure training package, returning to Dishforth in early October.

There have also been a number of changes of the personalities within the Squadron since the last report. In July WO2 Pete Tickle took over as the SSM from WO2 Mark Stevens who was posted to BATUS. The SSM joined us from 651 AH Fielding Squadron at Middle Wallop. Capt Simon Hill was also posted to take up the Recruiting and Liaison Officer post at HQ DAAvn. Finally, on 17th October Major Neil Dalton took command of the Squadron from Major Alex Tucker who has been posted to DASD at the MOD.

MALAYA REVISITED

It all started after the reunion dinner at Cirencester in 1999. A few of us were standing at the bar after dinner, putting the world to rights and reminiscing about Malaya in the 'old days'. Someone, I suspect that it may have been Pip Beard but I'm not sure as I was on the right side of a few 'Horses Necks', suggested that we should try for a reunion in Malaysia. I do remember saying, foolishly, as one does in these circumstances, "That should not be too difficult to organise", then promptly forgetting about the whole idea and having a few more brandies.

A couple of weeks later I was reminded of my foolish statement and was invited to look at the possibilities and costs. After a lot of telephone calls and a general invitation to the association members to express interest in the trip, I began to formulate a plan and costings. It soon became clear that unless the tour was straight from the package tour book, it would be fraught with disaster. Asking for an itinerary to go to places that were not on the tourist trail was met with incredulity and total ignorance of the geography of the country. Visits to Kluang became visits to Malacca or even Klang. Taiping and Seremban were unheard of and why would anyone want to go to Ipoh, it's just a tin mining town? Due to my singular lack of experience in dealing with the vagaries of the package tour industry and the almost weekly increases in cost levied by the travel agent, the year 2000 trip was cancelled and everyone had their deposit returned.

Disappointed? Yes, defeated? NO!!!!

The plan to go to Malaysia in 2001 benefited from the experience of the 2000 planning and a firm but not unreasonable price was obtained for a two-week trip. The Defence Adviser, Col. Little, at British High Commission in KL was very helpful and put us in contact with the recently formed Malaysian Army Air Corps. Col. Sanusi of MAAC expedited our security clearances to visit Kluang and Taiping and advised that we could not visit the Ipoh base and that there was nothing left to see at Seremban. Col. Sanussi also arranged for us to go to the site of Noble Field but he was depending on us to tell him where it had been. Apparently the Malaysian forces have no record of the location of the old airfield and accommodation.

Departure date was set as 3rd June. The party comprised: -

Alan Cottam.	Keith and Soo Johnson
Brian Hall.	Frank and Freda Hunter
Peter Biggadike	Wally Chunn and Brenda Murray
Keith Parker	Bill and Rohaise Nicholls
Denise Watkins	Myself (John Heyes)

Unfortunately, the only members of the party that were of my peer group, were Keith and Soo Johnson. I hadn't seen Keith since about 1960ish and had only a hazy idea of what he had looked like then, never mind now. Because I was expecting everyone to meet up at Heathrow, I sent them all a message to say that I would be lurking under the main departures board in Terminal Three. For identification I would be wearing a blue conference badge with the AACA logo. Without any consultation and with a total lack of consideration for me, British
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Airports Authority had removed the main departures board, about three years ago, and replaced it with a great number of t.v. monitors scattered hither and thither, willy nilly, about the place. The best laid plans etc...

I had deliberately arrived early in order to meet everyone. I spent about three hours wandering around the departures lounge, smiling inanely, pointing my left breast at anyone who looked to be the right sort of age to be embarking on the tour and hoping that they would recognise the badge. A few coy smiles and implied invitations by people of dubious sexuality convinced me that this was perhaps not the right method of identifying my party. Discretion being.... etc. I decided to go to the disgusting habits area to contemplate my next move and have a much-needed fag. Hanging on the end of his pipe, I found Frank Hunter and his wife Freda (No, she wasn't hanging on the end of his pipe). Soon after Wally and Brenda found us, the rest we met up with at Singapore arrivals.

We had two days in Singapore, at the Shangri La Hotel, just off Orchard Road. Nothing was planned for these two days; everyone did their own thing and got over the jet lag. Downtown Singapore is virtually unrecognisable to those who have been away from it for more than a few years. I went out to Nee Soon and to the old airfield at Sembawang (HMS Simbang). Nee Soon is much the same, the Singapore Armed Forces are using the camp. Leslie Thomas would certainly recognise it as his 'Panglin Camp' from 'The Virgin Soldiers'. There are fewer shops operating in Transit Road but nothing much else has changed. The Paris bar lives on. I could not ascertain what was going on at Sembawang but it looked, from a distance, as though nothing much had changed.

7th June found us in a coach, bound for Kluang and KL. The customs and immigration set up at the Singapore end of the causeway is large, modern and efficient. Neither are so large nor efficient at the Malaysian side. The Adjutant of 881 Sqn. MAAC met the coach at Ayer Hitam and travelled with us to Kluang. Our first stop was for lunch at the officer's mess where Col. Sanusi and about 30 members of the squadron greeted us. After lunch and short speeches, we were taken to the old 656 Sqn. hanger and offices, now occupied by 881 Sqn. MAAC. The whole area is virtually unchanged from when I last saw it in circa 1967. We were given a slide presentation outlining the short history of MAAC and its future role. MAAC are operating 10 Alouette 3's, which they inherited from the Malaysian Air Force, and are currently evaluating new helicopters. After the presentation, plaques were exchanged. The plaques presented to us will be given to 656 Sqn. for display, as they deem fit.



After the presentations we were taken on a drive around the garrison, prior to departing for KL. Once again I was struck by the relatively small changes to the place since last seen. The BMH is in use but sixty percent of it has been mothballed. All the old accommodation

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blocks, swimming pool, churches and garrison club buildings are still there, a testament to their construction. We were not allowed to take any photographs when at Kluang but the MAAC photographer took a number, which we were promised would be copied for us. Regrettably, these have not arrived to date but are being chased up.

We departed Kluang for KL at about 1500 hrs and arrived at KL Shangri La Hotel at about 1830 hrs. An all day journey in our day, but thanks to the new motorway running the length of the country, now a pleasant few hours drive. We bypassed Seremban on the advice of MAAC but we should have taken the time to stop off, as later events will show.

On the 8th June, MAAC had arranged to collect the whole party in their coach and to take us to the site of Noble Field, Malaysia Armed Forces Museum, RMAF Museum, the Istana Negara, the National Monument, the Central Market and Batu Caves. Major Richard, Adjutant 881 Sqn. MAAC, and his wife kindly gave up their day off to escort us. Paddy Cottam and Blondie Hall had an alarm clock failure, they said!!!!, and elected to do their own thing rather than hold up the rest of the party. They went by train to Seremban, where they had both served, and discovered that there were indeed large parts of Paroi Camp still in existence. The main body of the party had a most interesting day on the MAAC tour. Whilst at the museum we presented, to the museum, a painting of Noble Field, kindly given to us by Peter Elliston, (the artist) and an association plaque. We, in turn, were presented with a set of Malaysian Armed Forces commemorative stamps, which will be given to the 656 Sqn to display.

We navigated the coach to the site of Noble Field. The only building left is one of the barrack rooms. (Coincidentally, the one that I lived in for some months.) The airstrip has been built over and all the other buildings either demolished or replaced. There is a large block of flats at the southern end of the airstrip where the hanger used to stand. The tour of the museum proved most interesting but the curator is desperately looking for material, as there is a shortage of artefacts from the 'Emergency' period and virtually nothing to represent the heroic activities of 656 Sqn. Should any one wish to donate anything, please contact me and I will let you know how to proceed.

Part of the MAAC tour took us to the Central Market in KL. This used to be the market for fresh produce but has now been converted to stalls and shops to supply the tourist trade. We were greeted by the market manager and all given batik sashes, emblazoned with 'KL Central Market', which we were obliged to wear. The market manager informed us that the sashes would gain us 40% discount. The market manager assigned each of us a security guard. I am not at all sure if the security guards were to protect us from unknown dangers or to protect the stall holders from geriatric hagglers. I am sure that the whole group will join me in thanking the MAAC for their sterling efforts in ensuring that we were able to see and visit the places that we remembered. On behalf of all of us I have written to Col. Sanussi and Maj. Richard to express our thanks.

The next day was free day in KL. For old time's sake, I had a wander down Batu Road, now named Jalan Tuanku Abdul Rahman. Nantos bar has gone but the Tivoli bar, KK bar, The Kowloon bar, Globe Silk Store, Chortimals and the Coliseum Steak House are all still there and look unchanged (I seriously suspect that the ladies that work in the bars are the same ones that were there in 1960!!!!). I also took the opportunity to meet up with Mick Little, an

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association member currently working in KL. He is planning a reunion for next year in Malaysia. Details from John Bennett or contact Mick at email address: *emarel@pop.jaring.my*

On 10th June we once again embarked on our coach to visit Ipoh, and Taiping, then going on to Penang for the rest of the tour. We visited the Chinese temples at Ipoh before pressing on to the airfield. The old Ipoh airfield is now the Malaysian Air Force technical training school. We were not permitted to enter the facility but were able to drive around the perimeter.

Taiping was a different matter all together. The town appears to have grown but the old centre of it remains unchanged. The old 28th Commonwealth Brigade facilities to the north are still there and virtually unchanged. BMH Kamunting is now a civil hospital and the camps along the same road are still there, albeit with different signboards outside. The civil jail is still in use and looks as it did in 1960. We visited the Military cemetery to get photographs of graves for an absent member of the Association. Unfortunately, we were at the wrong cemetery; we should have been at the Christian cemetery. It took a little time to find the airfield but when we did, we found that it too was unchanged since 1960. The old 7 Flt compound is still in the corner with all the buildings intact. The aircraft shelters have been demolished and that appears to be the only change. The compound is now in use by the Malaysian Special Forces as a supply base.

Departing Taiping, we passed over the bridge onto Penang Island and made our way to the Shangri La Rasa Sayang Hotel at Batu Ferringi.

Five days were spent in Penang with no planned activities. There was plenty to do and see in Penang, people going off in different directions to do their own thing. Bill Nicholls took himself and his two ladies off by hire car to the East Coast, passing by Grik and Kroh on the newish road across the top end of the peninsula. I will leave it up to Bill to write up the details of his trip at a later date.

We returned to UK via Singapore on the 16th June. I hope everyone enjoyed the trip as much as I. If anyone is planning a similar trip, please do not hesitate to contact me and I will pass on all the relevant contacts and information.

John Heyes

Since returning John Hayes has had requests to repeat the trip, but he has declined the offer!! Would anyone else like to organise another visit for say 2003?? No doubt John will assist with information and guidance for any volunteer. Any budding Tour Guides out there??

John is considering organising a coach trip to Pegasus Bridge during '02/'03, and if you may be interested please ring him on 01352-770100

AUSTER MK9 WZ 706 RECOVERY IN THAILAND

(1960)

Recently a recovery team drawn from 656 Light Aircraft Squadron workshops took part in a most interesting and instructive venture to Thailand to recover by air and road an Auster MK9 aircraft that had made an exceptionally good landing on a newly laid track beside paddy fields.

Unaware to the difficulties that might be encountered and the information of the landing being somewhat brief the O.C. workshops, Major W.H. Storey decided on a team of experienced aircraft technicians led by Sgt. McLeod. Past experience of aircraft recovery had taught us that no two incidences were of the same nature and the round trip would involve some 750 miles, of which 100 would be inside Thailand so off we went with everything, so we thought, to meet any eventuality. Unfortunately, we were only permitted to take one vehicle and that had to be a 3 ton type, so we rigged it up with our own patented recovery rig, to take the fuselage, special frames to take the mainplanes and an undercarriage bogey so that the fuselage would fit into the vehicle. Then came ropes and slings, special tools, 24 hour ration packs, extra fuel and water, and off we went.

That evening we made Taiping, had a couple of hours sleep and then journeyed to Kroh a township situated on the Malaya/Thailand border, where we were to meet the O.C. and A.S.M. Penfold at midday. They had the chance to journey by air. At Kroh we all were briefed on Thailand, had to remove all signs, badges and rank, even our light blue berets, so it was back to jungle hats.

Because of extensive communist terrorist activities in the Betong salient area we were provided with an armed Malayan Police force party of eight in their own Landrover and off we traveled, through the Malayan border post for 5 miles where we came across the Thai border post and immediately had another police party of 4 who joined our vehicle. At first these four policemen treated us with suspicion but it didn't take us long to make friends when cigarettes, chocolate and biscuits were given them. When it commenced to rain and the vehicle was open, we shared our ponchos with them, which really bonded the alliance.

We had previously been warned that the road left much to be desired and it didn't take us long to realize it. Anyway we covered the 50 miles in four hours, which we thought was fast moving in the circumstances. When we arrived at the village nearest the aircraft, the whole village turned out to see us and stare. After a while we soon knew why, we were the first party of Britishers they had seen.

At this stage the main problem was making anyone understand us, so after being put in the police compound, through the British soldiers sign language we got a certain amount of understanding. The O.C. had given instructions for the remainder of the team to get shelter for a sleep and commence preparing a meal, whilst he and A.S.M.



Jungle
Tracks!

Penfold with the police escort and usual camp followers commenced the journey by foot to the site of the aircraft. When they got to a wide fast flowing river it was obvious with the type of small ferry available that they wouldn't get the aircraft out by using the river. Evidently it was an exciting experience crossing the river.

The pilot of the Auster had made an exceptionally good precautionary landing with no apparent damage to the aircraft. Coming to greet the party as if he was Doctor Livingstone was S/Sgt. Boam, he had been helicoptered in the previous afternoon with a couple of Malayan police guards and had never been so pleased to see an English speaking person in all his life. Having assessed the cause of the precautionary landing, (Loss of oil pressure due to lose union,) and decided on the best method of recovery the party made tracks back to the police compound. By this time Sgt. McLeod and Cpls. Davison and Burns had prepared a curry and rice meal and by candlelight everyone got his first meal of that day. That evening everyone paid the one street village a visit and the local cinema operator invited us all in free to see a Thai film.

The next morning everyone was up early, maybe the wooden floor boards had "knots" in them, had a light breakfast and with everyone carrying some item of recovery gear made tracks to the aircraft. Evidently word had got around the village and surrounding areas that we were about to work on the aircraft. The locals were set up eating and drinking stalls and for miles around parties of local folk were streaming in. Their side of it resembled a carnival with village headman, police and army officers and inevitably the hundreds of children. They all sat intent whilst we proceeded to completely strip down the empennage, remove the engine and mainplanes and by 0930 hours we were ready for the helicopters to airlift the components out and across the river to the school compound, which we had previously marked out as a L.Z. Unfortunately, the two sycamores did not arrive until midday.

This type of operation was a new venture, as indeed it was for us, so the Sycamore squadron commander and his senior technical officer plus our squadron Commander, Lt.Colonel Creswell, OBE, and 2 i/c Major Pritchard-Davies arrived to watch and suggest ideas on the most practical way of doing this "Sky-recovery".

The engine was no problem and with it slung under the helicopter it went away beautifully. Unfortunately, the mainplanes were a problem and to such an extent that eventually they were manhandled out after numerous abortive attempts to get them fixed under the helicopter.



After a few experiments, and that meant removing the complete undercarriage, we got the fuselage away and that was a very imposing sight slung under the helicopter. Several more airlifts across the river with the empennage and our own equipment and the first part of the recovery was completed. A final wave from the helicopter crew and we were on our own again.

At the school compound we then proceeded to put the bogey wheels on the fuselage, replace the engine and then, with local help, the whole airframe into the 3 ton vehicle. Next came the mainplanes into the frames, then the rest of the aircraft, the tie down and we were ready for the road. By this time it was dark so off back to eat and our hard wooden boards.

Early next morning we all boarded the 3 ton vehicle, this time room was very restricted but nevertheless we made Kroh five hours later, a meal at Kroh and we eventually made Kuala Lumpur the next day, having staged at Taiping that evening. The O.C. workshops and the A.S.M., who left us at Kroh to fly back to Kuala Lumpur, had further experience when due to very bad weather had to land on an oil palm estate and spend another night away from base. Plenty was learnt of this our first long distance recovery exercise with the assistance of helicopters, and now we are considering making a lightweight cradle to fix the mainplanes under a helicopter as only these caused the biggest problem.



STOP PRESS: Since this report has been written the aircraft has had a successful air test after a rebuild and Major inspection and is back in Squadron operational service.

The full party taking part in this “exercise” were:

Major Storey, ASM Penlold, S/ Sgt Boam, Sgt. McLeod, Cpls. Frost—Bridges, Burns, Davison, Pickhaver, Walker, L/Cpl. Corbett, and Pte. Barker

our driver.

My thanks to Frank Penfold for this article and the photographs. Incidentally WZ706 is also the subject in the David Shepherd painting of the Auster in Malaya!

DEATHS

It is with regret we announce the deaths of the following members,
and offer condolences to their relatives and friends

Maj H.N.D. Pullen	(219)	Died Jan 01
Mr T.J. Stratford	(328)	Died 25 Aug 00
Mr P.D. Kirby	(423)	Died 2000. (no date known)
Maj H.C. Calder	(59)	Died 10 Oct 01

The following were amongst members who attended the funeral of Hugh Calder, Ted Maslen-Jones, George Dempster, Jack and Veronica Dandy, Nev Frost, Terry and Mrs Burns, and Derek Walker. It was a good, well attended service.

Mrs Val Calder wishes to thank all our Association members who contacted her, and also those who managed to attend her husband's funeral.

From the President of 656 Squadron Association.

Early in October I was privileged to be invited to attend an Open meeting of the BURMA and KOHIMA Lodge in Guildford. It was their first meeting since the spring of this year when "NOBBY" Clark, during one of his frequent visits to the Lodge, had died. During the Ceremony a most generous Appreciation of "NOBBY" was delivered, and it was very clear that all the Members had a deep affection for him.

Before the Ceremony closed, the Lodge also accepted the Gift of a CHINTHE from CLAIRE CLARK, which she had presented in her late Husband's Memory. It was a most appropriate gesture on Claire's part, and greatly appreciated. After some discussion, it was decided to put this in a place of Honour at all Lodge meetings.

Nobby's Passing has inevitably left an enormous gap in the running of our Association. At this moment all the work has fallen on the shoulders of John Bennett. He has been left to handle literally everything and we already owe him a very big debt of gratitude.

It is of the utmost importance that he gets help as soon as possible. The need is for one or two volunteers to help with either the Financial or the general Administration work and to be prepared to accept a share of the responsibility, e.g. as Treasure or Assistant Secretary. Shared in this way the duties need be neither onerous nor time consuming. John tells me "It would at times, be nice just to have someone to talk things over with!"

As a first step may I ask anyone who feels able to give just a little of his or her time, simply to talk it over with John? After all, we surely owe it to Nobby Clark's Memory to keep HIS Association Airborne.

E.W.M.J NOVEMBER 2001.

New Members List

As at 30 Nov 2001

529	S/Sgt J.W. Lyons	AAC	2000-
530	Mr R.J. Wheat	REME	72-74 Hong Kong
531	Mr R Ward	REME	61-64 7Flt Taiping, KL, Kluang, Brunei 66-67 2Flt Labuan, Seremban
532	Mr J. Stirton	RAF	57 - 1902 Flt Ipoh
533	Mr K. Stone	REME	61-64 11flt, 14 flt, 10 Flt S'pore, Kluang, Brunei
534	Mr S. Holyoak	AAC	9 Regt 89-96
535	Mr J. Rigg	AAC	N'avon 82-84
536	Mr R.F Lloyd	R.A.	50-'51 1907flt Johore Bahru, Seletar
537	Mr S.A. Jackson	AAC	Apr 92 - 95 Dishforth
538	Mr G. A. White	RAF	52 - '53 KL
539	WOII (SSM) P.A. Tickle	AAC	2001-
540	Mr D.F. Laker	R.A.	1907 Flt Taiping '55. 1911 Flt Seremban '55
541	Mr A Birkenhead	R.A.	1902 Ft Sembawang '53-'54
542	Mr A Stern	AAC	93-95 Dishforth
543	Mr K.F. Mattocks	GPR	Jan-Nov '53 19078 Flt Benta;Nov '53 - Oct 54 1913 Flt Korea;nov'54-July'55-1907 Flt Taiping
544	Maj (ret'd) J.P. Durrant	R/Sigs	58-59 1902 Ipoh, 1916 KL, Flt Cmdr 11 flt Sembawang
545	Mr M Stewart	REME	76-78 Hong Kong, Brunei
546	Mr J.A. Helm	AAC	88-90 N'Avon
547	Mr M. Foster	AAC	88-92 N'Avon
548	Sgt W.V Cooper	AAC	92-94
549	Mr D.H. Emery	RAF	55-56 Paroi, Port Dixon
550	Mr N. Pearson	AAC	93-98 Dishforth

MALAYA REVISITED



John Heyes presents painting to Maj Richard
(see page 8)



Looking round the Royal Malaysian Armed Forces museum

Articles and pictures needed for the next issue. Please send
your entry to the Secretary.

FACES & PLACES

June 2001. A.G.M. Langport



Left to right: Mortimer, Dick, Rogers, Walker, Maslen-Jones, Powley, Windscheffel, Angell, Andrews, Bennett, ??, Thomas, Dobson, Pett, Maycroft, ??, Barbour.

June 2001. Malaya Revisited



Part of our group at the Armed Forces Museum, KL

A.G.M. Luncheon, Langport Arms



September 2001. Reunion Dinner Boroughbridge

