#### HMS Ambuscade Association

# Pistol Post !



November 2008

Edited by Paul 'Manny' Cousens

www.ambuscade.org

November 2008

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#### ROADSHOW

4th/15th November 2007

Ambuscade Roadshow &

Committee meeting at Plymouth.

All invited.



## Message from the Chair

Credit Crunch, you will be pleased to know that the global economic downturn has had absolutely no effect on the cost of your Association Membership Fee, its still only £5 per year!

As we draw to the end of 2008, I can report on a very healthy association that continues to grow, reunites countless old shipmates and provides many opportunities for us to meet, drink & spin sea stories of old.

We are creatures of habit and the regular format of meeting annually at Pompey in May, Plymouth in November and biannually in Crewe as proved a resounding success. The numbers for the informal port visits have continued to rise and we now regularly see 40+ at both events and even more at the "big one" in Crewe.

Preparations for Guzz 2008 are well under way with a

Friday evening meet at the St Levan Inn, Devonport & Saturday night at the Queens Head on the Barbican, for more details please see the back page. Its worth mentioning that Jamie Hale who now runs *The Globe* in Chicago is making the trip, this scientifically proves the magnetic effect the Ambuscade name has over its old hands, either that or the beer in Chicago is just bobbins!

In a slight break from tradition we have thrown the Friday evening open to all ex-21 Club members, we recognise that most members of the club served on more than one of the class and often their career paths are interwoven. If you are in contact with other club members please be sure to pass on the invite, the more the merrier.

The organisation of the "big one" in Crewe is already underway, we are following the same winning formula by basing the weekend out of the Royal Hotel and utilising the Crewe FC Stadium for the official dinner, the date for you diary is Saturday 9<sup>th</sup> May 2009.

Please try to commit to at least one of our reunions, I haven't spoken with anyone who did and regretted it!

For friendships that stand the test of time – it has to be Ambuscade.

Mark Brocklehurst Association Chairman





HMPH! ANOTHER GRAB RATINGS .... ROGRAMME TRYING TO

Major Reunion

Saturday 9th May 2009

at our adopted town of

Crewe Cheshire

# Personal Accounts of the ditching at sea of the ships lynx helicopter in 1982

## CAN I GET OUT NOW PLEASE PO?



#### **By Phil Henry**

The subject of this dit is our ships helicopter GONZO, but it should really be GONZO 2, as our flight original helicopter was swapped for HMS GLAGOW's in May 82 when we were with the Task Force off the Falklands. You may remember that GLASGOW took a bit of a smacking down South with bomb damage and a few cannon shells through her funnel resulting in her being sent home for repairs. Her helicopter was Sea Skua capable, whereas our GONZO wasn't. so we inherited GLASGOW's helicopter along with 4 Skuas, a couple of GPMGs and a pile of ammunition to go with them.

(This actually was a bit like coals to Newcastle for the flight as on the way down the SMR had done a good job of liberating half a dozen GPMGs and a shed load of ammunition from the container city at Ascension Island. It also resulted in us being directed to share some of our goodies when we sent our ammunition return to the Task Force weapon coordinator, when they realised that we had almost more small arms and ammo than the RFAs!) So GONZO was really GONZO 2.

Anyway moving the story on to 30 September 82 we were deployed to Faslane as FCS1. My escape tunnel was finally dug and I was due to leave the ship to go to 815 as the EWI, I had returned all my CBs and crypto, more or less completed my leaving routine my bags were all packed.

However, fate still had a card or two to deal and would you believe it I got a phone call to tell me that my relief was delayed by 2 weeks and I would have to stay onboard till he arrived. Out of the blue we suddenly got a signal ordering us to deploy to a position some 90 miles to the North West of the Outer Hebrides where a Sorum Russian Tug and a suspected AL-



PHA class submarine (brand new in 82) were operating.

As we sailed the weather started to deteriorate and the



forecast was not particularly great (deep joy), the plan was that we were to join up with a Nimrod who was already on task monitoring the Tug and trying to get contact on the submarine. We were planned to launch when we were about 40 miles from the tug with the ship closing to contact.

We weren't sure what to expect so we decided to fly with a crew of 3 so Fez Parker joined Al Bucknell and myself (Phil Henry) to give us lots options. The brief was fairly straight forward we were to close the Datum and get whatever photographs or other information on what the Tug and submarine were doing. Having returned all my crypto I needed to draw some from Charlie Branson but ended taking the months worth instead of just the page of the day (It was close to the end of the month so it seemed a good idea at the time, got it wrong didn't I!).

So off we went, the weather didn't seem too bad (I suppose flying down south for the previous 5 months in conditions that were marginal at best for most of the time coloured our judgement) and

even though it was supposed to hold for the time of our flight we didn't know what was coming. We had no difficulty finding the Tug as the Nimrod gave us her position and she stood out on our radar. We started to close and we noticed a slight smell of burning and 2 of our 3 hydraulic gauges fell to Zero. No big deal as we still had one left, but the problem is that there is no mechanical connection from the flight controls and the hydraulic systems provide the link.

Fez noticed that smoke was coming into the cabin from the rear of the cabin so he quickly ripped down the sound proofing and fired the fire extinguisher into the void of the roof. We turned towards Mum (she was about 35 miles according to my radar) and put out a PAN call (I think my voice came out squeaky but got the message out) telling the world that we had a partial loss of hydraulics, a smell of burning and were returning at best speed, the ship and Nimrod both acknowledged and turned towards us. The next call we got from the Nimrod



really made my day as he called that he had us visual and that we were on fire. We had a very short discussion about what to do and decided that we would go for a controlled ditching as we had no guarantee how long we could stay airborne before we lost the final hydraulic system and therefore complete loss of control and an uncontrolled ditching.

Al and I had discussed this situation along with all the other possible emergencies that might arise so we had a plan. *Continued...* 

# continued.. Personal Accounts of the ditching at sea of the ships lynx helicopter in 1982

Phil Henry.....CAN I GET OUT NOW PLEASE PO? ..

Nobody had ditched a Lynx at this point and all the videos of the trials that were done indicated that the aircraft would roll to the right and not stay afloat for long. So the plan was that we would come to a low hover Fez would open the starboard cabin door and after deploying the life raft would jump. I would jettison my door and jump clear followed by Al moving clear of us and carrying out a controlled ditching positively rolling the aircraft to the left ensuring that he would have a clear exit.

I transmitted a Mayday giving Mum our position and stating our intention to carry out an emergency power on ditching. So we started to execute our plan and Fez opened the door and deployed the life raft and as was the practice at that time the lanyard which was attached to a strong point in the cabin floor caused it to inflate as it fell. (However what neither I nor Al knew was at that time the sea anchor did not automatically deploy and when it hit the water the wind which had got up to about a Force 5 sent it barrelling away so Fez was left with just his immersion suit and life jacket to protect him and keep him afloat.). I got out of my seat and on the way out decided to take a look at the roof of the aircraft (this was partly because I would have to fill out an A25 (accident report form) if we walked away from this one and partly out of curiosity) and got the shock of my life as the Nimrod had not exaggerated the fact that we were on fire. The whole of the cabin roof from the front of the sliding canopy to the rotor mast was actually alight with bursts of blue flame as the resin in the composite structure boiled out. I sat back down onto the door sill and plugged in my helmet to the intercom (it had pulled out when I first started to exit) I told Al 'The fire is

a lot F\*\*\*\*\*G worse than we thought it was and to put the aircraft in as soon as I go!'.

I threw myself backwards from what I thought was a height of 20ft but turned out to be nearer 40ft as a trough rolled through just as I started my jump. At this point the adrenalin really kicked in and time seemed to elongate. I can remember the fall seeming to last forever and then the sudden impact and cold of the water (42°F) with the spray from the helicopters downwash as it moved over the top of me. I had inflated my lifejacket as I fell from the aircraft so turned towards the aircraft so see how Al was getting on and to see if there was any help that I could give. I saw the aircraft hit the water and almost immediately it rolled to its left and the blades impacted the swell and seemed to explode into numerous little pieces. I turned away to protect my face (but what good that would have done if I had been hit by any of the high velocity bits of shrapnel I don't know) almost immediately I turned back around to see the aircraft on its side and sinking rapidly with Al coming out of the door like a rocket.

I could see that his lifejacket was inflated and he set about getting his life raft inflated and thought about doing the same. At this point the sea state made its presence felt as height of the swell became obvious having got up to between 20 or 30 feet and I felt decidedly queasy. The swell also made it difficult to inflate the raft and even harder to actually get into it but the adrenalin helped overcome the problem. The first thing I did after I got into the raft was to look around for Fez expecting to see him in his luxury flat of an MS10 life raft but could not see him or the raft. I swallowed an anti-seasick tablet and then read the label that said they were to be

placed under the tongue and allowed to dissolve. I decided to try to bail out the life raft to try to close-up on Al to raft up so started to bail out when the title of this piece came to mind 'Can I get out now PO as I've completed the drill' (at least the 3 month pool drill made the whole process automatic as looking back I must have been in a certain amount of shock and certainly hyped up on an adrenalin buzz). With the raft a little less full of water I paddled as best I could towards Al with him trying to get to me, after what seemed like forever we joined up and after confirming that we were both alright we looked around for Fez and he appeared alongside without his raft. It was only at this point that Al and I realised that the life raft and blown away and that we only had the 2 rafts between the 3 of us.

At last we were all together and we had the chance to take stock of the situation. People knew where we were which became obvious as the Nimrod did a slow pass over the top of us and Mum knew our position as I had pushed it out in our Mayday ditching report. At this point we must have been in the water for about 10 minutes and knowing that Mum was about 30 miles away when we ditched and the weather was worsening we reckoned on being in the water for at least another hour before she could get to us. The sea seemed to be getting rougher and both Al and I were being thrown out of the rafts even though we were being stabilised by Fez lying across the top of us to try to keep him out of the water. The Nimrod did another pass over the top of us and deployed a large life raft and with an upwind and downwind buoy joined to the raft by a long lanyard. It wasn't a bad shot but was about 100 yards short and we spent some time trying to get to it but with no luck.

# continued...Personal Accounts of the ditching at sea of the ships lynx helicopter in 1982

## Phil Henry.....CAN I GET OUT NOW PLEASE PO? ..

(As an aside unbeknown to us the Nimrod had told the ship that they could only see 2 survivors as Fez's suit was the same colour as the top of our rafts and they missed him until a later pass when they were able to pick him out.) After about 30 minutes Al swapped places with Fez with him lying on top of the rafts but in truth the 3 of us spent as much time in the water as we did out as the waves kept throwing us out every 2 or 3 minutes. After what seemed like an eternity (as we had lost track of time as our fantastic aircrew watches had all got water logged and stopped working after we had been in the water for about 30 minutes) Mum suddenly appeared on the horizon. We fired off some flares and smokes and got really elated when she turned towards us. She seemed to be going at a heck of a speed with a massive bow wave and just slicing through the water with hardly any pitching. Now that all the ship had to do was get us back onboard which was easier said than done with the swell and wind increasing with every passing minute. The ship launched the sea boat and they did a sterling job of getting us onboard and then to be honest the next thing I really knew we were all standing on Ambuscade's deck and being taken to sick bay for a check-up.

The ship looked after us very well stripping off our immersion suits and putting us into a warm bath which they gradually warmed up to get our circulations going again. Before I got in the bath I got a glimpse of myself in a mirror and I couldn't believe the colour I was, I virtually merged with the grey of the passage way bulkheads. Once we were warmed up we got a quick check up and were turned in to recover from the ditching to being back onboard was about 1 hour and 45 minutes but it had seemed like an eternity.

Once in my bunk I listened to the SRE and was very surprised to hear the 11:30 BBC news telling the world and our families that Ambuscade had lost her helicopter and were not sure of the fate of the crew. I got up and went to the MSO to put an urgent call through to my wife and asked her to let everyone know we were all ok. That done I went back to bed but soon got fed up and phoned Al and asked him if he felt like opening the bar, 'Do bears S\*\*T in the woods!' was a rough translation of his reply, so quick as a flash it was open and a bottle or 2 of whiskey later we were definitely feeling no pain. I understand that Fez was being similarly looked after down below.

Something else which may have had a bearing on the ditching was the nature of the flying we were doing during the Falklands war we were flying continually at our maximum all-up weight and for long periods (*I guess everyone else was too.*). But even though the flight

team worked long hours and increased the amount of preventative maintenance on the aircraft I'm sure it had a bearing on the ditching



Phil Henry

### Lynx ditch Incident by 'Fez' Parker

#### The mission

Left Rothsay in search of an Alpha class Soviet Submarine with a tug in company.

#### The Crew

Crew – Al Bucknall (Pilot) Phil Henry (Flight Commander) and Frank Parker (Photographer)

#### The Location

North Sea-30-40 Minutes into flight (dawn) taking photographs of tug —Some 30 miles from the ship.

#### The Fire

Smell of burning – On checking hydraulic systems No.3 failure- auxiliary (gauge Reading o)

The Decision is made to abort the mission and return to the ship for precautionary landing.

30 miles from the ship, and the No 1 Hydraulics failure and flames in rear of cabin.

Fez notifies Pilot & Observer, who responds "Put the B\*\*\*\*\*d out!"

Fez pulls off soundproofing and uses fire extinguisher to put out the flames.

Fire re-ignites. The extinguisher is empty. Rear of the cabin is on fire.

The aircraft is now 50 Feet over rough sea. Fez gets the MS5 life raft ready. "Mayday" called.

Phil Henry opens door and jumps into the sea. ....continued..

..continued

Fez kicked the life raft out into the 30 foot waves in the force 8 gale. It is immediately blown away.

Fez jumped into the sea.

When he comes to the surface he sees the aircraft 100 yards away on fire and watches as the pilot makes a powered ditching with floats deployed.

A wave pushed the aircraft over to port and the rotor blades smashed on contact with the sea. The tail cone assembly also detaches from the main aircraft body.

Fez began swimming towards the crash and sees Al Bucknall in his personal life-raft.

Fez joins AB and they see PH nearby and swim over and Fez, who only has a lifejacket, lies across the two personal life rafts. After a period of time Fez ends up in the water after a wave overturns the two life rafts, all three personnel right themselves and Fez (who is now feeling the cold) swaps places and climbs into ABs life-raft.

AN RAF Nimrod who was in the area responded to the Mayday and dropped canisters, containing further liferafts near the downed crew. The adverse weather conditions blew these away from the survivors and were lost. They could only make out two survivors in the water and reported this back to the ship. Word quickly spread throughout the ship that Fez was missing, this was due to the colour of his immersion suit blending in with the same colour of the life-rafts, a few passes later and the Nimrod crew were able to confirm that three survivors were located. This was greeted with disappointment from his mess mates who had already drank his three tins, used up his 'dhoby' dust and sold his kit !!!!!!!!

#### The Rescue

The soviet tug began heading towards the survivors, but were turned away by a radio message from Ambuscade. At the time the tug turned the survivors were unaware of how close the ship was and therefore sucked back on the expletives raining down on the tug boat crew!

In the mean time AMBUSCADE is approaching at full speed in the heavy seas.

The Gemini is launched and Mitch Gardiner picks up the survivors.

Because of weight restrictions the Gemini could not be lifted with crew, (Mitch Gardiner actually told the helicopter crew that the First Lieutenant wanted them to get back in the sea so they could be brought back onboard by the swimmer of the watch) an evolution fraught with disaster during normal peacetime exercise procedures, let alone using safeguard survivors! The

decision by PH was to close to the forward flight deck area where the torpedo winch was used to lift them on to the ship.

Fez now had the privilege of a warm bath where the temperature of the water was increased over a timed period in order to offset the possibility of a delayed shock reaction, due to climbing into a hot bath. With this was free nutty from FOB yet another privilege! along with a mention over the national radio network about our incident.

A Sea King helicopter from RNAS Prestwick was now on standby and Fez was asked by PH if he would like to fly ashore, he was not to keen to "Get back on his horse" at this time and elected to remain onboard with PH and AB.

Once alongside in Faslane the gangway soon became busy with Accident investigators and teams of worried looking Westland Helicopter staff who were quite clearly desperate to ascertain the fullest debrief from the survivors.

#### Postscript

In the 90s A Scottish trawler pulled up a rotor head in its nets which was sent to the MOD and found to belong to HMS Ambuscade's lost aircraft.

Frank Parker 'Fez' LAEM(M) 1981-1983

### Falkland 82 Veterans News

All holders of the South Atlantic Medal. The SAMA 82 (South Atlantic Medal Association) are running a chartered indulgence flight on a Royal Air Force or a civilian aircraft to the Falkland Islands. This is exclusively for Medal Holders only, no partners can go at this price which works out to be about £75.00 each way. Like a lot of lads who served down South at sea we did not maybe get the chance to set foot on the islands so this will give all an opportunity to see the Islands and pay respects to those who gave their lives during the conflict.

Contact address for anyone interested

SAMA 82,

INDULGENCE APPLICATION CENTRE, 33 CHARLTON COURT, BRANCOTE ROAD,

PRENTON, BIRKENHEAD,

CH43 6XE.

Or check out their website http://www.sama82.org/

## Shipmates Corner

PISTOL POST 2008

A couple of Dits

by Martin 'Nobby' Clarke AB(S) 1977-1979

I was given a small **Pink Elephant** with ginger hair. I had it dangling on a some string above



my pit. He was called "Ruffers". If he was banking about if meant that the sea was rough so if I could I stayed in bed!

Anyway, when we were alongside in Brest, Bored, skint and fed up, we set of on a mission to "Zap" another ship, that is to say deface her ships side. As RFA Green Rover was also alongside she seemed a good target. I, Steve Close and a few others rowed the motor Whaler alongside the Green Rover and set to work with some Pink paint and painted a Pink Elephant on her stern. Then giggling like school girls we rowed back to Ambuscade. Next on the list was the Blake, she was easy, we got her in Cartagena. In Longbeach we did RFA Tidespring we also Zapped all her Perry Buoys and Name plate. It was becoming an art form! In San Francisco we had a field Day, Birmingham, Leander, and the other RFA Resource (I think) all got hit. The wafoos lent a hand by making a stencil and Zapping any helo's that landed on our deck. In Acapulco we were alongside. However, the swell was so great that it was damaging the Ships side, so we slipped and went to anchor in the bay. Most of the fleet was at anchor so there were lots of boats running around. Here we managed to Zap the Submarine Conqueror right on her rudder, Juno was next we did her on the way ashore with Richard Baker in the Boat! Just to cause confusion we even did our own ships side. So, suspicions lay with Hermione as she was the only one not yet hit.

Hermione was a daring adventure!! We were alongside her in Nassau harbour, I went over the side on a bosuns Chair in broad daylight, with Steve tending me and acting as lookout. I had a pot of Grey, pot of Black, pot of White and a pot of Pink. We were

pretending to touch up our own pennant numbers, instead we managed to Zapp her in the top half of the 8 in her pennant number F58.

As we sailed Uncle Tom Sunter (the jimmy) spotted it and over ICOM radio told everyone on deck not to point of laugh. We got away with it until on the way back across the Atlantic we had a signal form Hermione (the squadron leader) saying how displeased Captain F was that the "Canteen boat" should deface her squadron leaders side, and that the perpetrators should receive 10 Days 9's! Or make a bell rope for the captain F5. Steve and I opted to make the bell rope (who wouldn't). When it was finished we showed it to Uncle Tom who then arranged for a heaving line transfer. Before we put the bell rope in the transfer bag we cut off the tassels on the bottom of the bell rope and attached Ruffers!! You should have seen captain F's Face! The Bell rope and Ruffers went for a float test as Capt F had a sense of humour failure. So they are now both at the bottom of the Atlantic.

The Green Rover were very proud of their Elephant as they used to go and re-paint it sometimes. They did get Revenge a while later though, as the Bosun of Green Rover changed ships to the Grey Rover and when we were both

Alongside in Oslo he wrote "The Black Cat Rules OK" in 6ft letters using a roller and black boot topping all down our Starboard Side. As luck would have it someone spotted it in the early hours, so as the lads from Grey rover came up to take the piss, Steve and I had already painted over it.

I hope my little meandering will raise a smile and maybe a memory. Attached is a pink elephant as drawn on ships sides

#### **Fastest Paint Punt in the Fleet**

Just a quick add on to the Pink Elephant dit.

Mick Dutson reminded me that one of the modes of transport used to 'ZAPP' other Ships, was the Paint Punt.

For those not familiar with this fine craft it is a flat bottomed Boat with inflatable sides, It is about 10 feet long by 5 feet wide, usually propelled by paddles.

Its use, as the name suggests was as a platform to paint the lower part of the ships side from. Ambuscades however, was different (it had to be didn't it)! Steve Close, Mick Dutson and myself, fitted the spare 20 horse power outboard motor on the back (or was it the front, it was hard to tell)! we had to do a bit of wood butchery to strengthen the transom, but it worked a treat. Driving it however, was a different matter, You had sit as far forward as possible to get going, as you opened the throttle it would almost flip over.

If you sat to far forward it would nose dive. So what was required was to get your body weight towards the front and as it gathered speed move towards the back almost behind the engine, as the Punt gathered speed and started to plane across the water you had to hold on for grim Death!, Then boy did it shift.

Mick told me that he overtook the Skipper (Mike Gretton) who was in the Ships 24 foot 'chevy', on the way back from going ashore in the South Cacaos Islands. Apparently his face was a picture.

Steve and I almost flipped it in Nassau Harbour, how we didn't kill

ourselves I'll never know. It was the ideal 'Zapping' vessel though, fast, manoeuvrable but above all innocent looking. I wish I had taken some pictures of it but alas I didn't.

I hope this little dit raises a smile for those who remember it.

Yours Aye

'Nobby' Clarke Martin Clarke Chief Instructor Southampton Solent University Watersports Centre

### Crewe News



Following the successful Fire Engine pull between teams made up from Ambersmen and Crewe & Natwich Borough natives at last year's reunion and the even more successful raffle and auction at the dinner, the Association raised £800 for charity. While the Association still lives to win the trophy, £400 each was given to TS Ambuscade Sea Cadets and the Mayors Charity fund which has to be better than any trophy.....

Much was due to the generous donation again of a weeks holiday in France in Ray and Chris Taylor's Gite (French cottage) Les Chaumieres Campagnardes in the Loire Valley, complete with swimming pool, walking, cycling, bird watching etc. (View it in splendid technicolor on their website <a href="https://www.leschaumierescampagnardes.com">www.leschaumierescampagnardes.com</a>) Thanks again Ray!

Although we sent the actual money to them last year, we had a special cheque prepared for us to present to the Mayor on a suitable occasion. Peter Mosse (President) was in that part of the world on 27 August so was able to take the opportunity to combine his annual call on the current Mayor, Councillor Brian Silvester, with the presentation and we were delighted that Councillor Maurice Jones presiding Mayor at the time (to the right) could be there too. The Mayoress of Crewe & Nantwich, Ms Sheila Davies was also present. Unfortunately, Mark Brocklehurst (Chairman) was away, otherwise we could have made it a quadruple Whammy!

The future of our Affiliation with the Borough of Crewe and Nantwich is a little in the air at present because as from 1 April 2009, the number of councils in Cheshire reduces from 7 to just 2 - the Borough of Crewe and Nantwich becoming part of East Cheshire. The details are not yet decided so all is not lost - there could even be a Mayor of Crewe, just like old times, so watch this space!

#### Regulators Unite By Mark Brocklehurst

It looks like the Regulating Branch of Ambuscade will be having a 100% turnout at the November Guzz meeting after a chance encounter.

Association regular Phil Hudson, aka the Joss popped into his local in Fleetwood this week and got more than he bargained for when ex- Leading Reg, Paddy Rocket spotted him at the bar. They have both lived in Fleetwood since leaving the navy and until this week had been oblivious to each other's existence. The quick pint turned into the obligatory full session and now both are fully committed to making the pilgrimage to Plymouth.

I have had assurances from Phil that all previous misdemeanours carried out whilst onboard Ambuscade are excluded from retribution under the general Ambers amnesty of 1992!

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### Last Post

## Gib Trip - Rock On!

We have had good interest from a number of shipmates who would be interested in returning to the Rock. The idea is very much in the embryonic stages but if we can organise a cheap weekend would you be up for it? No plans as yet exist but the idea would be to arrange a weekend some time late next year maybe September or October – If you fancy apeing around on a big granite boulder then register your interest either on the website guestbook or email mark@Sharplesgroup.com

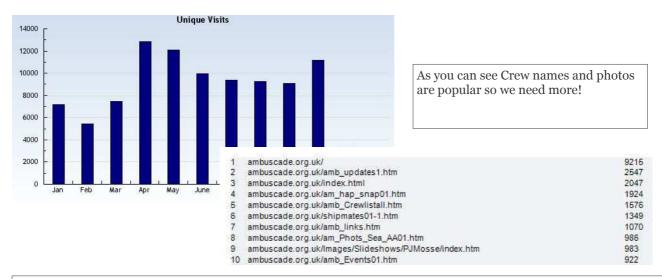
#### Congratulations

All Ambusmen would like to offer a 'BZ' on Reg Ferguson being awarded the MBE.

Congratulations Reg ferguson MBE. Well deserved.

#### From your Webmaster Griff:

To keep Your website www.ambuscade .org interesting and informative, we constantly need more photographs, dits, personal accounts of incidents and experiences. So don't hesitate to dust off your old photos that your missus made you put in the loft and scan or send them to me. (e-mail webmaster@ambuscade.org.uk). If you are unable to scan them, please contact me and I will give you my postal address so that you can mail them to me. I will then return them after I have scanned them. Suggestions and constructive criticism of the website are also welcome. Even more so when you buy me a pint. Best wishes to all. Here is a chart showing unique visits this year to our web site pages. These come from countries as far afield as Australia, Kiev, Rumania, Brazil, Argentina, and many others. There is also a list of the top 10 visited pages this year.



Please support our Association by renewing your membership. It is very easy to put it off but every  $\pounds_5$  is important to keeping our Association healthy.

Many thanks for all your contributions to this 'pistol post' and hope to see you all in sunny Guzz, From 'Manny' Cousens

EDITED BY PAUL 'MANNY' COUSENS, LAYOUT BY GRIFF

Pistol Post October 2008