

## 103rd Entry Association Newsletter

No. 2 December 1990.

This Newsletter is for every 103rd member who is currently on our records. However folks, further editions, we are sorry to say, will be limited only to current Association members, so for your own interest, to keep abreast of what's happening to fellow Entry members do join now. We are eager to increase the number of members of the Entry Association and help make it a great success. Its only £5 per year, but if you complete and return the attached application form now, you will receive a 50% discount for the rest of this period. (There is still another newsletter or two before the renewal in June.) So don't delay, return the attached form now if you are not already a member. Since our first newsletter the association's numbers have now grown to 55.

I have been asked to point out that all Entry members whose names and addresses are known to the Committee have their details held on computer data base. Free access to this data base is available to all Association members. No information from this data base whether in whole or part will be submitted to any third party. If however any individual has objection to having their details being held on the database could they please contact the Treasurer. (Tel No. 0865-862250)

We have had a volunteer for one of the vacant positions as ordinary committee members. John Bromley. Thanks John and welcome. The Committee now stand as such:-

Chairman	Les Shardlow
Vice Chairman	Chris Wales
Secretary	Les Garden
Treasurer	Nick Smith
Committee member	Ken Bannister
Committee member	Malcolm Watts
Committee member	John Bromley
Committee member	not filled
Committee member	not filled
Committee member	not filled

We are still looking for three more volunteers. Any offers from you out there? The commitment is minimal.

Now that the Entry 25th Anniversary Reunion Dinner is over our Committee meetings will be held approximately on a quarterly basis. In the last newsletter we mentioned looking into the Association becoming a charitable organisation. However initial investigation seems to indicate that this may be more difficult than envisaged and we may just stay as we are. The constitution has now been written and gratefully vetted for us by Ed Cochran in his capacity as a solicitor. Thanks very much Ed, it's a great help. We hope to send it to all members as soon as possible.

### The Reunion Dinner

Thoughts from Les Garden.

As a postscript to the Reunion I thought that I would pen my thoughts on the day.

As the Entry detective I thought that I would recognise everybody - wrong! Gum Goodhew, Milton Hey and Jim McKenzie fooled me but worst of all was not recognising John Dillon - we were only in the same room for about 2 years! It was rewarding to see how everybody fell back into friendships which in some cases had been suspended for 25 years, but which I suspect that now are as strong as ever. The staying power was also apparent. I think Dave Adams wins the consumption prize - approximately 14 hours at the bar and was up for breakfast before most of us realised it was Sunday.

For those of you who were not able to make it we will try an action replay maybe in a few years time with rehearsals to be held at the Halton Show in June 1991 and 1992 and the Apprentice reunion in September 1992 (That is a must for you) So join the Entry Association to find out when the next reunion will take place. Please note all those who are not members of the our association or the RAFHAAA should make the investment. Entry applications from the Committee (also attached to this newsletter, Ed) and Halton ones from me.

And thoughts from Chris Wales.

Well, what can I say. What a great evening. It was really super to see so many of the Entry again after 25 years. Was it really 25 years since we left Halton?? It was a guessing game for many of us as we met. We were pleased with the turnout. We had set ourselves a target of trying to get 40 Entry members together for the reunion. On the day 43 of you were there with the majority bringing a guest giving a total of 72. It was really good to see so many wives there.

It was a very nostalgic evening with everyone having a little story to tell about the past! I heard it so many times during the evening, the most common part of the conversation going something like this:-

1st member: "Do you remember when we went to ..... to see..... and you ....."

2nd member: "That wasn't me you must have got me confused with what's-his-name."

1st member: "No, no! It was definitely you because I remember that you also ....."

2nd member: "Anyway I remember when you were..... and ....."

Wife of 1st member: You never told me about that. Wait 'till I get you home!"

1st member: "Honestly darling, that definitely wasn't me. He is completely confused. That was what's-his-name." etc. etc.

Didn't the evening fly by?

I understand a few of you made the pilgrimage to the camp on Sunday. (Those who managed to get up in time or those who managed to just get up!) Just wanted to see the old bed space again eh? There hasn't been much change on the camp in 25 years has there?

Thanks to you all for making a very successful and nostalgic evening. We must have another one, wouldn't you agree?

C. J. Wales.

It would be good to here more of your views of the evening. I will print them (if they are printable!) in the next newsletter.

### **Association Tie**

As many of you will know, we now have an association tie, and very smart it is too. The first order of 40 have now all been sold, and we are about to order some more. For those of you who are unaware of the design, it is a dark blue material with a light blue motif of a laurel wreath and cockerel inset between two diagonal light blue lines. They only cost £4.50 (inc P & P). There's an application form attached to this newsletter.

### **Resumes**

More resumes from members are attached. Thanks to those who have sent them along. Please keep them coming - I need something to fill the newsletter! They do make interesting reading. (Dinga Bell's will bring a smile to some!) Please be patient if yours' is not in print this time. They will be in forthcoming newsletters.

## **OTHER TOPICS**

Here's a little story from Ken Bannister that was printed in the RAFHAA magazine summer 1989. (Note this is just the type of topic we need for our newsletter, Ed.)

### **NIMWACS LAST RESTING PLACE**

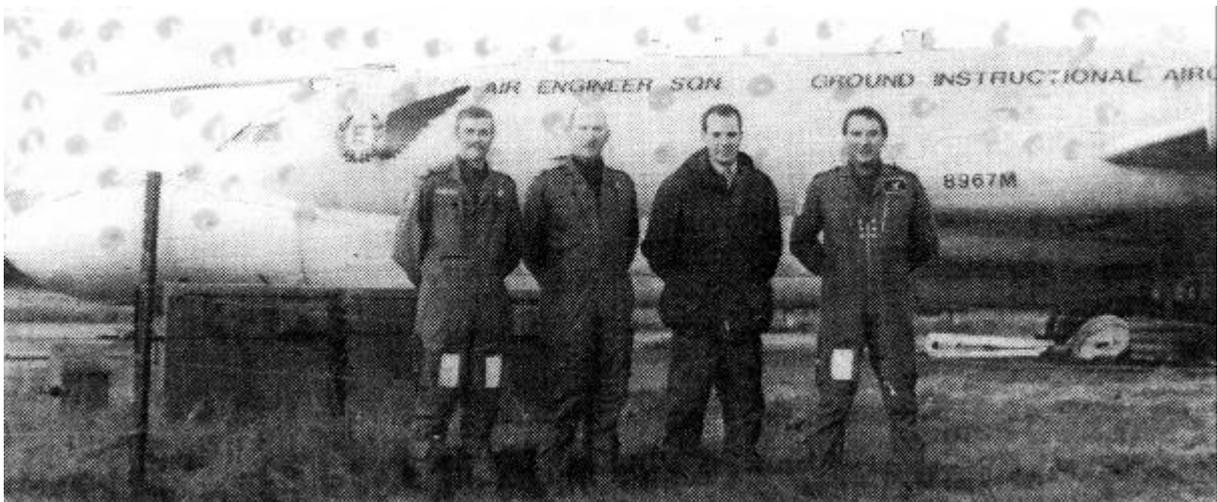
When Air Engineer Training commenced at RAF Topcliffe in the 1960's, a comet 2 airframe was made available as a Ground Instruction Aircraft (GIA). This proved to be invaluable in giving Air Engineer students an insight into aircraft systems operation, component location, servicing and engine ground running procedures. The Comet gradually deteriorated over the years and was finally put to rest by the Fire Section.

In the early 70's, all NCO aircrew training, apart from Air Loadmasters, was moved to Finningley. The need for a new GIA was acute and an Argosy was provided for the job. This was used in a similar way to the Comet until it, too, fell beyond economic repair and was sold for scrap in 1986. To overcome the loss of the GIA, the Air Engineer students and their instructors travelled to Halton to use their Argosy, but with its increasing unserviceability rate, this too is soon to be scrapped.

When the Defence Minister announced that the Nimrod AEW programme was to be cancelled in favour of the Boeing E-3 Sentry, the RAF had, overnight, an instant stock of redundant Nimrod airframes. With their sights set high, the executives of the Air Engineer Training School put in a bid for one of them, and, to their great delight, it was accepted. Thus a new chapter in the history of Air Engineer training commenced with a modern jet aircraft in pristine condition. It is hoped that the Nimrod will be prepared for a long term of use as a GIA and continue to be a valuable asset to the Air Engineer School.

And so, XV263 duly arrived at Finningley in July '87, flown from Waddington by a Boscombe Down crew. After some months and several engineering meetings, it was officially classified as a Ground Instruction Airframe and allocated the number 8967M. It is now in almost continual use by the Air Engineers School for engine running experience, refuelling and component location.

Where did Ken fit in? Well, after serving on 201 Sqn as a Flight Engineer, he was deemed, that as he was an instructor on the school, to be a fit and proper person to look after it!



The photo shows the aircraft in its 'new' colour scheme together with some ex-apprentices who are directly involved with its servicing and operation. L to R: Ken, himself; Master Engineer Ralph Green, 73rd; Chief Technician Tom Roskall, 110th; Flying Officer Ian McKay, 110th. Ian was OIC with Ken as his deputy, Tom was directly responsible for servicing and maintenance and Ralph one of a nucleus of instructors who regularly use the aircraft.

(Ken has now left the RAF - having just got married again! and is living up in Scotland. He is working for Air Services Training in Perth, teaching pilots what aircraft are all about. We wish him all the best in the real world.)

## **Presentation of the Replacement Queens Colour to NO. 1 S of TT.**

**September 22nd 1990**

By Les Garden.

As I was 'volunteered' to be our Entry's Halton representative, I received an invitation to watch the presentation of the Colour by HRH the Duke of Kent. Here are a few brief impressions of the event.

Compared with other significant events at Halton with royalty involved (remember the 100th pass out?) this was a very low-key affair probably due to the politics of ending the Apprenticeship scheme. There were some 150 people present including some 40 ex brats and their wives. As with the original ceremony the entire parade was carried out by apprentices. We arrived at 2 Wing Square just as the Support Squadron was being marched on. It did not sound the same without the studded boots!

When the Pipe Band marched the Escort Squadron on it brought back loads of memories - our Entry Band was bigger! The parade was well carried out by the Sergeant Apprentice with only one mistake being made, and it was nice to see that today's apprentices are able to do just as well as we did. With the underlying threat of the end of Halton it will probably mean that this unique ceremony will never again be seen.

For those of you who want to wallow in nostalgia I have it on a shaky video (I was at the back when everyone stood for the Colour to pass). Please send a blank tape and return postage if anyone wants a copy!

### **Editor's notes**

I still require information from you. There must be someone out there with a little story or anecdote to pass on. (I will even accept them Anon!) This gives the other readers an insight into what we have all been doing since our Halton days, so please put pen to paper. Send any pre-printed matter, cuttings, old magazines, even photos (although they are a little difficult to reproduce, but I can always give it a try). While you may not think what you have will be of any interest, there are many others who will. All matter sent will be returned to the sender. Remember, if there are any topics or features that you think may be like to see then send your ideas to me.

The Ed. 103 Newsletter, Chris Wales, 230 Runnymede Ave, Bearwood, Bournemouth, BH11 9SP.

## RESUMES

### No. 5 Jeremy Bell (Dinga)

1966, January, I arrived at Stradishall with 3 other airmen, Woodhouse, Ball and Milsom. Very little happened here other than I became a 'Liney' on Varsity aircraft and succeeded in writing off a starboard aileron.

From there, in Oct. 67 to Tengah on 20 Squadron, with the finest a/c in the R.A.F. Here I wrote off a radar ranging test set. Actually it fell off the back of a Herc. but I was there trying to stop it. 1st April (?) 69 promoted to Cpl. It was an unfortunate date.

To Chivenor in May of 70. Again on to the wonderful Hunter. This time I only managed to dent a wing tip. Oh, and Cat 3 a Mk 6 when it took the barrier. (Nearly forgot that.)

In September 73 they posted me to Gutersloh and 18 Sqdn. Funny sort of a/c? The wing went round on the top. (Wessex) I broke 3 blades here (£9000 each). They gave me my third in May 76.

Brawdy in October 76 meant that I was back on my beautiful Hunter. I broke nothing here. I did, however, manage to send up an a/c with the u/c locks in place, and another with no fuse in the gun.

1978 Feb found me at Odiham, again with that funny a/c. I actually broke nothing here unless you count the F/Sgt's spirit. After Ron Hunt (for that was his name) stopped gibbering they gave me my prop. on 30 September 1980.

At Marham in April 82 I was part of the Tornado Engineering Project Team, but after telling an Italian Colonel that all Italian Tornado's had their reversal buckets wire locked open I was removed to Eng. Ops.

Swanton Morley was by far the worst posting I have ever had. A morgue. Few of the staff actually breathe. (Ask Roger Flitter). 3 1/2 years I spent there, from Nov 84 to May 88.

Then, believe it or not, back to Chivenor. Not to my Hunter, but on to a very pleasant little jet known as the Hawk.

I am happily (?) married to my second wife and have two children of my own and 2 of my wife's. I am not a believer in blood sports and have to be persuaded, quite heavily, to play 'shove-halfpenny'. I enjoy making my own beer, and tasting it and offer any of "THE BEST YOU CAN SEE" a taster or two should they find me in my humble abode.

(Would you ask this man to fix your plumbing system!! - Ed.)

### No. 6 David (Ed) Cochran

Left Halton with a posting to Sealand near Chester. Subsequently moved to South Cerney, (OCTU) Topcliffe (Holding) then on to aircrew training. 1968 or thereabouts qualified as navigator and was posted to 46 squadron Abingdon and on detachment to 84 squadron in Sharjah. (Met Barry Neil outside Ops whilst on a turn-round in Cyprus). Subsequently returned to Thorney Island being the new home of 46 squadron (met Pete Coates in Chichester - he was on flight engineers' course). Early '70's posted to 60 squadron Wildenrath on PE 66's (met Pete Slawson at a party in Geilenkirchen and Tom Baldwin on base). 1973 or thereabouts posted to RAF Northholt and whilst still in the forces commenced studying for solicitors' examinations. Retired from the Air Force as Flight Lieutenant under the PVR scheme and commenced full-time legal training 1973/4. Now qualified solicitor, partner in a Mid Devon firm.

Whilst under articles and to supplement income operated a number of businesses e.g. car hire, a snow ski-ing company, and a cellular telephone sales. Also organised the only two London to Paris Triathlon Events, '84 & '85. Presently spend all my time trying to earn sufficient to finance my wife's sport of horse-riding!

Married Ingrid. Two children - Katie and Andrew D.O.B 1.12.86 and 31.8.89.

No. 7 **Roger Evanson**

- Jan. 1966: Airframe fitter at Ternhill on helicopters. (Sycamores and Whirlwinds). Including a 4 month detachment at Valley.
- Oct. 1967: Posted to Changi on 48 Sqdn. Hercules.
- May. 1968: Posted to Kai Tak on 28 Sqdn. Whirlwinds.
- Apr. 1970: Back to Ternhill on Whirlwinds.
- Jan. 1972: Posted to Cyprus (Nicosia) with United Nations on Whirlwinds.
- Jul. 1974: Back to 202 Sqdn. (S.A.R.) at Leuchars on (would you believe it?) Whirlwinds.
- Jul. 1976: Moved to St Athan on Buccaneer Majors with a few diversions such as N.D.T. and Oxygen bay. Who stole the rotors of the Buccaneer?
- Jan. 1982: Last tour at Shawbury on Gazelles.
- Nov. 1985: Attained my Mistership. Dec 1985 got married.
- Jan. 1986: Started work as a Buyer / Administrator for a company making aluminium window frames.
- Apr. 1986: Got a job with Marshalls of Cambridge at Shawbury on Gazzelles. (I even got my old desk back.)
- Apr. 1988: Took up the position of Packing Engineering Officer at 16 M.U. RAF Stafford where I still work. (Ext: 261)

No. 8 **Brian Lee**

- 1966 - RAF Scampton - Gen Inst Bay.
- 1968 - RAF Sharjah - Wessex 1st Line.
- 1969 - RAF Coltishall - Elect Bay.
- 1971 - Offutt AFB - Vulcan 1st line (replaced by Sandy Hamilton. Anyone seen him recently?)
- 1974 - RAF Wyton - 51 Sqdn.
- 1978 - RAF Bruggen - Elect Bay.
- 1981 - CSDE - Tornado Spares Provisioning.
- 1986 - Left the Service to continue full time haulage business started in 1984. Sold out to partner and then spent a couple of years in Estate Agency & Insurance.
- 1988 - Date Quality Assurance Manager for UPVC Window & Door Company, but still looking for that niche in life.
- Married with two kids, one of each, a mortgage and the usual wrinkles and signs of middle age.

**103rd Entry Association Application Form**

I wish to join the 103rd Entry Association.

(Annual fee £5.00 renewable 1st June each year and take advantage of the special offer of 50% discount for the rest of this year.)

I enclose a cheque / P.O to the value of £2.50 payable to: 103rd Entry Association.

Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

DO IT TODAY!

(12/90)

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Return to : Nick Smith, 72, Pinnocks Way, Botley, Oxford, Oxon, OX2 9DQ.

**103rd Entry Association Tie Application Form**

I would like to purchase a 103rd Entry Association Tie.

I enclose a cheque / P.O to the value of £4.50  
(Covers postage and package.)

payable to: 103rd Entry Association.

Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

DO IT TODAY!

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Return to : Nick Smith, 72, Pinnocks Way, Botley, Oxford, Oxon, OX2 9DQ.