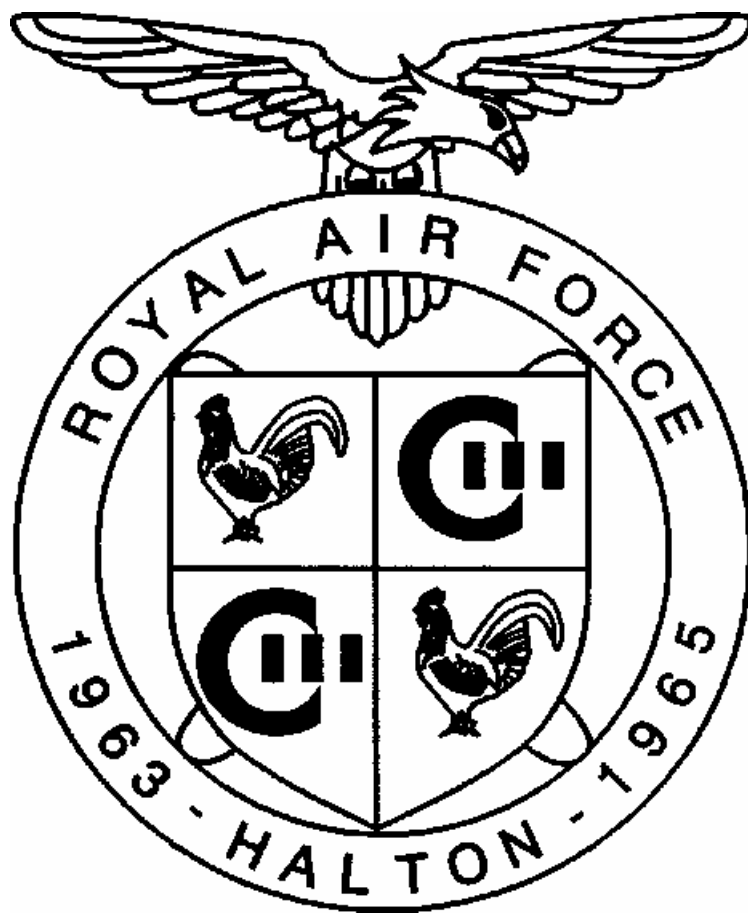


# 103rd Entry Association

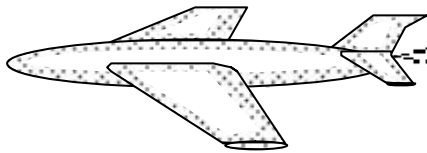
## Newsletter



No. 5

February 1992

Editor: MHF Watts



## **Editorial**

Thank goodness this task only comes around twice a year. It only just gives me time to trawl the membership for contributions. I am grateful on this occasion to John Dillon and Ken Bannister for their résumés, plus several pieces from Les Garden (again). Please keep the prose coming. I am also grateful to the editor of the Haltonian for allowing me to reproduce articles from that noble publication, for those people at present uncertain whether to join the RAFHAA.

The theme for this edition of the newsletter seems to be one of attitudes. Les has raised the subject of 'elitism', based upon feedback he has received from ex-103s. I think his letter deserves editorial comment.

Following our successful Reunion 18 months ago, I found that the allegation of 'self-glorification' highlighted by Les difficult to comprehend. I was delighted at the apparent cross-section of members who attended the evening, more so when one considers the not insignificant financial commitment made by many of our number, just to attend the event. It is this spirit which we ought to harness to improve the financial base of the Association in order to provide a better service for members in the future.

Most observers at the Reunion will I'm sure agree about the enthusiasm generated by this collection of individuals, which after a gap of nearly a quarter of a century, were able to re-establish the spirit of 1965. Most of the comments I heard that evening were of the 'how big/bald /grey/white and wrinkly so and so had become, rather than the size of his wallet.

On this subject it would seem that we are not alone. We have heard that similar efforts by ex-Cranwell cadets have run into similar problems in motivating colleagues who doubt that they have been sufficiently successful to become involved

in an association of old friends. How do you measure success? However, I'm sure that Les and I are preaching to the converted. It is the non-Association individuals that we need to attract, and there is much work to be done.

Les Garden has provided a list of those ex-103s that we still need to trace. If anyone can help in this task, please let us share the info. The 99th

recently celebrated their 30 years of existence, and managed to trace a similar number of their members for their reunion. I think we can do better. We have 3 years to plan for our next major function in 1995, it would be nice to see many more old(?) faces.

MHFW

## **103rd Entry Association Committee Meeting**

The next scheduled meeting of the Association Committee is set for March 7th. The venue is likely to be at Procon Electronics, Haddenham, starting at 11am.

These meetings are open to all Association members, indeed input from the 'grass roots' is more than welcome. To this end, it has become traditional for the Association Chairman to buy a round down the pub afterwards!

Current members of the Committee are:

Les Shardlow - Chairman  
Nick Smith - Treasurer  
Les Garden - Secretary  
Ken Bannister, John Bromley, John Dillon, Kevin Murnan, Barry Neal, Chris Wales & Malcolm Watts.

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### **A Letter to the Editor**

I have heard that some ex-103s do not want to join the Association as it appears to be a "Look how successful I am club", RUBBISH!!

The object of forming an association was to reunite old friends and to help each other. The situation that people are in now is little different to that on 15/16 Jan 1963 when some 190 boys/youths from all backgrounds were thrown together in one mass and managed to co-exist reasonably well.

I would say that not a lot has changed. If you attended the Reunion you would have seen the same mix and my impression was that nobody cared about how successful or not people had become. Friendship was the order of the day. If the reason for forming the Association was self-glorification then more than half of the committee would not qualify as either successful or rich. I would say to anyone who thinks this way that the answer is in your hands, we need more volunteers to join the committee! We also need your input to the magazine because if you do not or cannot be bothered then this perception will not change. What I would say is come to the RAF-HAA Reunion at Halton in September, meet your old friends and see whether anything has really changed.

Les Garden.

### **A Postcard from Greece** (Received a few months ago)

This might come as a surprise, but I have eventually been sent the latest 103 newsletter and noted the black mark against yours truly. Anyway, work is going well but quite difficult at times. Much

travelling and so never time to write home. This place is definitely NOT like the glossy holiday brochures. I am hoping for a short home-coming at Christmas. Please wish all ex-103s a Merry Christmas.

Your foreign correspondent,

CJ Wales

### **Re a Letter to the Editor**

My thanks go to Heather Mathers for her letter. However, even if it was suitable for publication uncensored, I am not certain it would be of interest to a mass of middle-aged ex-brats.

However, the photograph was something else, and I wish we could print it. Was it a Polaroid Heather? As you say, "doesn't George look well?"! If OK by you, we'll add the snap to our Association collection.



### **Résumé from Ken Bannister (15)**

After spending twenty and a half years or so serving Queen and country, I decided to give 'civvy street' a bash! And so it was that in December 1990, I drove out of the main gate at Brize Norton with my new wife and headed North of Elsewhere to start a new life in Scotland.

My last 10 years in the Service had been spent as a Flight Engineer, first of all on Nimrods at Kinloss (1981 - 1985), followed by a ground tour at Finlingly. That's where I picked up the bug for

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instructing. I spent 3 years or so there before I was posted to Brize Norton and onto VC10 Tankers - the job I'd been after for 10 years! It was there that I started enquiries into a second career in civil aviation which culminated in my landing the position of Technical Lecturer with Air service Training, Perth Aerodrome. This knocked my game plan 10 left but I felt I couldn't refuse the offer! Hence the journey to North of Elsewhere and settling down in a lovely part of the country.

Before becoming a Flight Engineer, I'd spent the previous 17.5 years or so working on missiles at Scampton; Britannias, Belfasts, Comets, Hercules and VC10s before realising that there were people called NCO Aircrew. They flew round the world, didn't get their hands dirty and drank lot's of gin & tonic!! Hence the conversion to Flight Engineer!

KB  
(North of the Border Committee Member)

In '77 I joined Honeywell and spent 2 years as a computer engineer in Central London, before leaving the UK in April '79 to join Amdahl (an American mainframe manufacturer). I joined Amdahl in Denmark as an engineer on large top-end mainframes. After 3 years I became the Technical Support Manager for Denmark, then for Scandinavia, then Scandinavia and Benelux, a much travelled job. During this period I remarried in Denmark, but this time to an American. Then in '88, I took a company assignment for 15 months in Santa Clara California. Would recommend it to anyone .

I returned to the UK in August '89, still with Amdahl to take up my current role as a Regional Support Manager with about a third of the UK as my sandpit.

Since leaving Halton I have met very few of the Entry, so I was well pleased to be contacted last year and join the Reunion. Now I hope to be able to stay in touch through the Association.

JD

### Résumé from John Dillon (16)

As Malc Watts was short of material for the newsletter, a short résumé.

Left Halton at the same time as everyone, and went to Cranwell for the two and half years deemed necessary to become an officer and a Gentleman. Some of it worked, some of it didn't.

Followed on with Navigator training at Stradishall, and then Radar Bombing school at Lindholme. Both became open prisons soon after I left.

So after joining up in that cold January of '63, I got to my first real job as Radar Nav on 44 Vulcan Sqn

in January '70. A long time getting there. After only a few months on 44 at Waddington the crew broke up and I moved to 27 Sqn at Scampton for a tour, until 27 disbanded. I then moved to 101 Sqn at Waddington. The Vulcan was a good 'Ranger' aircraft, so there were plenty of good trips, and not a few scares (I guess that's why we have co-pilots). During these few years I got married to my first wife from Denmark, and had two children.

Then followed a job I disliked, Weapon Standardisation team based at Wittering, it convinced me to take the 'Golden Handshake' in '76. I then took a 7 month Government TOPS course to learn how to fix computers.

### RAFHAA AGM '91

Now is probably a timely moment to update you on the revised subscriptions agreed at the RAFHAA AGM last May.

Annual and 3-year subscriptions were agreed at £7 and £15 respectively, while life membership costs £60 after 1st April '92, or only £50 now. I'm sure that all the Scots amongst you will appreciate a bargain when you see one.

Another date for your diary is the 16th May 1992, for the 1992 AGM.

### RAF Halton Aircraft Apprentices Association Reunion '92

In September this year, the RAFHAA will be holding it's Triennial at Halton. This will take the form of a stag do split between the airfield bars, workshops and No 1 Wing Mess where, surprise surprise, there will be another bar. KO is 1100 at the airfield. Details can be obtained from the RAFHAA. However, if you are not already a member, fear not, the RAFHAA will be pleased to recruit you on the day! Area branches of the RAFHAA

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organise coaches to the do, eg Dave Adams is normally in charge of the one from Farnborough.

OK for this year? Make a note of the date: 26th September 1992.

Les Garden

### Lost?

We have still to find about half of the Entry. While some do not want to be found, we would still like to know where they are. Sadly, we have lost at least two of our number: Pete Coate in a Hercules crash in 1974 approx, and Brian Houston in 1990. Below is the list of people we have yet to locate:

<u>Name</u>	<u>Trade</u>	<u>Remarks</u>
RW (Ron) Anderson	Elect	
IW (Ian) Armitage	Elect	
Tom Baldwin	Inst Nav	
RJ (Dick) Ball	Airframe	
GA (Geoff) Barber	Elect	
Tim Barraclough	Airframe	
JC (John?) Barrett	Elect	
MC (Spider) Bath	Airframe	
Paul Batt	Elect	
NJ (Nick) Beale	Airframe	
GR (Chuck) Beswick	Inst Nav	
AR (Tony) Born	Inst Nav	
DG (Dave) Bowden	Elect	
PR (Pete) Bugden	Elect	St Athan?
CFN (Clive) Bullen	Elect	
PA (Pete) Callus	Inst Nav	
WWB (Dixie) Cameron	Elect	
TR (Terry) Cawthorne	Elect	
VC (Vince) Cooper	Airframe	
MR (Malcolm) Cottle	Airframe	
JR (Jim) Dartnall	Airframe	Bruggen?
RC (Roly, Jock) Davis	Elect	
AWG (Acker) Davis	Elect	
Rick Eades	Elect	
JS (John, Yogi) Forbear	Elect	
TG Francis	Airframe	
CE (Cliff) Gobbitt	Inst Nav	
RJ (Dick) Grant	Elect	USA?
John Griffin	Inst Nav	
SM (Steve) Guy	Engine	
AM (Sandy) Hamilton	Elect	Canada?
MD (Mick) Hodgson	Inst Nav	
ME (Mick) Horne	Inst Nav	
RJ (Dick?) Hughes	Airframe	
PH (Pete) Ince	Elect	Brize Norton?
HC (Howard) Jennings	Airframe	
IP (Ian) Johnson	Inst Nav	
CG (Colin, Taff) Jones	Airframe	
CW (Cliff) Kay	Elect	BR York?
PA (Pete) Laslett	Elect	
MG (Mick) Lewry	Inst Nav	
JF (John) Lister	Inst Nav	Coltishall?
GD (Graham, Bullett) Markwell	Inst Nav	

CR (Colin) Martin	Airframe	
RN (Ray) Mathews	Elect	
FTT (Tom) Maxwell	Inst Nav	
JE (John, Mousey) McCormack	Elect	
GR (Gary) McMenemy	Airframe	BA?
PC (Pete) Milsom	Airframe	
John Mole	Elect	
John Mooney	Inst Nav	
IR (Ian) Morris	Inst Nav	
Dave Murphy	Airframe	
JW (Jess) Myers	Airframe	
Keith Nuttall	Elect	Prison Service?
DG (Derick) Palmer	Airframe	
Alan Parr	Inst Nav	Sealand?
Al Pathyjohns	Inst Gen	
DM (Doug) Pearson	Airframe	
NJ (Nick) Pearson	Inst Nav	
BA (Brian) Peden	Elect	
RA (Bob) Peele	Engine	
ET (Eric) Perks	Inst Nav	
DJ (Dave) Quantick	Elect	
George Rattray	Inst Nav	
LJ (Les) Rogers	Airframe	
RE (Dick) Searle	Airframe	
AM (Alan) Simmonds	Elect	Wittering?
MB (Mike) Smith	Engine	
BL (Brian) Spalding	Airframe	
NJ (Nick) Stannard	Inst Nav	
TA (Trevor) Starbuck	Elect	
BM (Bruce) Stephenson	Inst Nav	
IAN (Ian) Sturges	Elect	
AT (Alan) Taulbut	Elect	
JR (John) Taylor	Inst Nav	
KI (Ken) Warburton	Airframe	
AE (Alan) Wilson	Inst Nav	
CAR (Colin) Worth	Elect	c/o Kev Sheehan?

If you have any information on any of the above (eg a last known location), please contact me at work on: 0753 683245 ext 255/217, or at home on 0276 31397, or fax 0753 685126.

I will also welcome any information you might be able to find from your local telephone directory.

Les Garden

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## **Found!**

Escaped from HQSTC:  
Sqn Ldr AA Shevels RAF  
Room 824, St Giles Court, 1-13 St Giles High St,  
London. WC2H 8LD

In a Tesco queue in High Wycombe:  
Simon Keen  
126 Bradenham Beeches, Walters Ash, High  
Wycombe, Bucks. HP14 4XN - Tel: 024024-2759

## **Change of Address**

Mick Bossy  
27 Shelburne Road, High Wycombe, Bucks.  
HP12 3NJ - Tel: 0494-527226



## **FROM THE HALTONIAN** **- With Thanks to the Editor**

### **Welfare**

There appears to be some misconception concerning the depth of expertise and financial capabilities of the Association's Welfare role, and I thought it might be helpful to members to know a little more of how we operate in this role.

First let me say that there is no deviation by the Association from its commitment to assisting members with welfare problems as far as our allocated welfare resources allow. However we are not able, nor do we wish to compete with the Royal Air Force Benevolent Fund, the Royal Air Forces Association, SSAFA etc; such duplication

would be extremely wasteful. The key to the situation is in the title of the post which I currently hold on the Association Council—that is Welfare Co-ordinator, and the second word is the crucial one.

Our aim is to co-ordinate the various professional bodies to the benefit of Association members, and I willingly acknowledge the assistance that we have received in the past from the RAFBF and the RAFA. It has been found also that a letter from the Association to the Dept of Social Security, and other, non-governmental bodies, has had the desired effect. Once informed of a need, my job is to co-ordinate those bodies and societies which are judged most suitable and able to provide the required assistance.

As regards financial help, there is an amount of money held in a Welfare account which is used to defray maintenance costs on our electric wheelchair (which by the way is currently available for loan), and which is also available for small welfare grants or loans to members in approved circumstances. This account is kept topped up to a figure determined by the Council of the Association through its F & GP Committee.

It is not always a matter of cash aid, or outside agencies being brought in, and here we come to what I think the Association does best by linking its welfare and mutual friendship aims. Many of the letters that have been received indicate a need for the local, personal touch such as visiting a fellow member who has hit a rough or lonely patch. Never have we asked in vain for someone to give of their time to make that necessary visit and offer personal or practical help to a needy colleague. I think you can be proud of that!

Nevertheless, no matter how willing or able we are to help to the best of our ability, the Association needs advice as to where and when such help is needed. My address is on page 1 of the Haltonian, and I will react as quickly as possible if you contact me on your own, or on another member's behalf.

David E Alexander  
58th, Association Welfare Co-ordinator

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## Thoughts for the Future of our Association

The Association and the Haltonian, in particular, is the vehicle for our nostalgia. With the impending closure of No 1 S of TT at Halton, from which our nostalgia is nurtured, I believe that we now need a more practical, positive and more forward looking challenge for the future of the Association, particularly for the younger members.

With the inevitable cut backs in the Armed Forces due to be announced later this year, I can foresee pressure being applied to HMG from 'certain influential quarters', that these cuts are much too severe to enable our Forces to act with sufficient strength in times of crisis. In this respect I believe that HMG will respond with the strengthening of existing and the re-formation of new weekend volunteer reserve Forces as we had pre-war and for a few years afterwards.

In the event of these reserve forces becoming a reality, my proposal is that our Association through the 'good offices' of our President, applies for the formation of one of the 'reserve squadrons' to be mainly staffed by 'ex-brats'.

With the formation of such a squadron it could be used as a new practical 'live base' for the continuing of our Association. I am sure that there would be sufficient serving members who would be willing to volunteer to form the full time regular nucleus that would be essential in such a squadron. There would, no doubt, be more than sufficient qualified part-time weekenders to support the regulars and also other members with suitable qualifications and experience to carry out the administrative and ancillary duties necessary to operate a squadron of this type.

As for the older members they could become Honorary Members and also carry out duties compatible with their age and ability.

Perhaps some dedication would be in order within the squadron - to the school and all it has meant to us as 'ex-brats', the importance to the RAF in particular and to the NATION as a whole. Flights could have names - KERMODE - HENDERSON - instead of letters and aircraft named - 'DOLLY' GREY, WHITTLE, etc.

I am sure that many of you have your own ideas and suggestions on this theme - lets see them - get writing.

Eric Saunders, 41st

## The Golden Oldies Pipe Band - Are You Still There?

By the time you read this 1992 will be just around the corner and the next reunion is set for September 1992. The Golden Oldies Pipe Band will once again emerge from behind the hangars to perform some of the old tunes with 'proper' drum beatings and bagfuls of nostalgia.

Sadly we have lost Pipe Major Bob Nichols and Drum Major Ray Merton, both of these men amongst men will be missed by us all.

Keith Arnott is the new Pipe Major and we are looking for a new 'Mace Basher' who can still whirl and twirl—there is room for about four of them if more than one volunteer appears because hopefully the band may be larger this time. RAF Halton band may well be joining us! 'Waxy' Crane is i/c the 'banger brigade' and he has promised a 'perfic' performance lead with his ancient side drum (should look and sound super). 'Tex' Ward has found a puncture outfit and his bag is now airtight, Geoff Ward is still trying to tune his drones to sound something like the rest of us, John McLaren is already trying to slim down from his 18 stone so that he can wear his ex-Leuchars kilt (obtained about 1970) and he has promised not to fall asleep between rehearsal and parade. so may manage to march on with the rest of us. Ken Gault may be persuaded to remove his front teeth and play—if someone will lend him a set of pipes, Bill Kelley our mag editor may well lay down his pen and appear with his tenor sticks (with flashes Bill?).

'Spider' Webb has been repaired by the medical men recently which will ensure that Waxy's drum corps has plenty of rhythm.

We want to provide a large happy band, the tunes are easy and well known (same as last time - less the reel) so there is - no excuse not to join in. Dress is come as you like - what more could you want?

I will be providing an information sheet containing tunes, timing and parade details based on the previous pattern in March 1992 which will be available to anyone who is interested. please send SAE if you would like one to:

Keith Harris, 8 The Cedars, Wendover, Nr Aylesbury, Bucks HP22 6LW.

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### Interesting Statistics?

Reading through the copies of Haltonian since Issue 9, it struck me that there was an imbalance in the input from the Entries. This started me on an analysis, which produced the following table:

<u>Entry Group</u>	<u>Input</u>	<u>Best Entry</u>	<u>Input</u>
0-9	26	5	5
10-19	32	19	10
20-29	56	23 & 24	9 each
30-39	198	36	36
40-49	102	41	26
50-59	49	55 & 57	9 each
60-69	19	67	6
70-79	20	70 & 73	5 each
80-89	13	82 & 88	3 each
90-99	12	99	4
100-109	7	<b>103</b>	3
110 onwards	0	-	-
<u>Total</u>	<u>534</u>	<u>36</u>	<u>36</u>

From this we can deduce that during the period Summer 1986 to Summer 1991, 37% of the contribution came from Entries 30 - 39 with the next most prolific with 19% being 40 - 49. I do not claim to be 100% accurate but believe it reasonably so. The 0 - 30 Entries fair well considering the age bracket.

It would be very interesting for us 'Golden Oldies' if the younger generation could submit some tales of the current Air Force, without breaking security regulations of course.

Joe Beckett

42nd. Leura, NZ

### And Finally...

Don't forget to send your contribution for the next edition of the Association newsletter in August. Résumés are very welcome, as are 'Sales & Wants' or whatever.

Please send to the editor:

MHF Watts  
122 Greenwood,  
Walters Ash,  
High Wycombe, Bucks. HPI 4 4XD

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