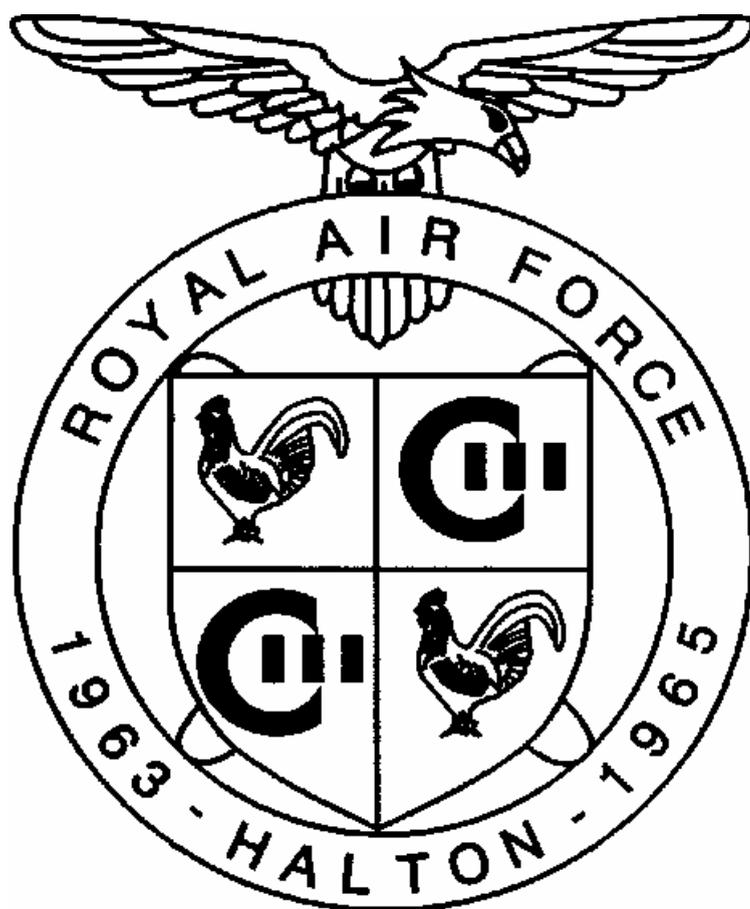


103rd Entry Association

Newsletter



No. 4

September 1991

Editor: MHF Watts

Editorial

As you will recall from the last newsletter, our previous editor Chris Wales was forced to hand over his responsibility in order to further his plans for an extended holiday in Greece. Despite his plea for a replacement, none was forthcoming from outside the committee. Fortunately at our last committee meeting in June, members were falling all over themselves to volunteer. In the end I beat Les Garden by a short nose to take up the cudgel. However, I don't think either of us believed that we would have been thought of as highly as Chris had suggested, although on second thoughts...Les...

Having taken up this task, I am of course hoping for some input from the membership to make my task easier. My thanks on this occasion go to Dick Horton and Bob Procter for their résumés and Les Garden for his little piece on the Halton Show. Who else would like to see their name in lights?

For this edition of the newsletter, you will notice that the format has changed very slightly, this is of course a continuing process of trying to improve the product which continues to consume our time and your money. The editor welcomes constructive criticism and positive feedback, the more, the merrier. I might even print them if the language can be moderated. I will hope that a 'Letters to the Editor' column can be included in the next issue.

Other ideas for filling the columns might include a 'Situations Wanted/Vacant' spot, 'Where are they Now' or 'Sales and Wants'. Its down to you. Should you be concerned about quantity and the cost of postage, any contributions are equally acceptable on magnetic media (3.5"), MS-DOS or Mac format. Floppies and photos will be returned on request, or become property of the Association.

MHFW

Halton Show

Despite Les Shardlow's' assurance that the show had not been rained on for many years... it poured! however, your intrepid committee (minus MHFW .. Ed) decided that we must brace the elements and suffer the beer tent.

For those of you who have not been to a show, the RAFHAA has its own beer tent. On this occasion Bob Gamble, on a very long weekend from your favourite airline, and Gerry (Dusty) Miller, who will happily sell you a 125-800/900/1000 with a discount to help his Tokyo expenses, were deep in discussion. I had not seen Dusty for some 25 years, so the brain cell had to go into overtime to regain some function of memory.

The next event at Halton, where we would like to see a large turnout, is the TRIENNIAL RAFHAA Reunion to be held September 1992. We will advise the exact date in later issues of the Newsletter. This is normally a day where vast quantities of the amber liquid are consumed (at realistic prices .. Ed)..... this will be definitely 'Stag'!!!!

(I've since been informed that Dusty has recently clinched a deal to sell 29 HS125-800s to the Japanese.....Ed)
Les G

Where are they Now?

Rumours abound on the whereabouts of Bob Peele. I last saw him in Lincoln in 1969 when he was a Co-pilot on Vulcans. It is thought he 'retired' during the 70s to start a business somewhere in East Anglia. However, despite much investigation by the committee over the past 2 years no-one has yet to find him. I understand the committee are offering a reward for information, as he is wanted for our next major reunion in 1995.

Résumé from Bob Procter (13)

From Halton it was off to RAF St. Athan, major servicing Vulcans from Scampton and Waddington. In early '66 I joined the RAF Gymnastics Team performing all over the country including the Royal Tournament. I was also on the Team in '68, but a nasty accident forced a withdrawal from any further Team activities.

As a Corporal, in mid-summer 1969 I was posted out to Tengah in Singapore for 2 years where I was with 74 Sqn, who then flew Lightnings. Whilst out there I attended Chris Edgley's wedding!

Then CURSES! Back to St. Athan and still on Vulcans, and would you believe it, somebody in the u/c servicing bay asked if I'd had a nice holiday. He didn't realise I had been away for 2 years. St Athan was like that! Early in '75 I spent a month in a theological college to see if I was ready for offering myself for the church's ministry. I wasn't. So, in the middle of '75 I bade my farewell to the Forces and faced the culture shock of 'Civvy Street'.

After a couple of disastrous jobs, I found myself with Hawker Siddley at Hatfield building Tridents for China. Then in 1978 I moved up to Warton to build front fuselages for the Tornado. In 1979 I became a supervisor, which I still am, but now very quickly running out of Tornados to build. HELP!

I have a small town house in St. Annes (a good way of saying end-of-terrace), a Jack Russell terrier and I'm still not married. My main interest outside work is DTP on a Commodore Amiga computer.

Situations Wanted

Two male 103 offspring (18 years old) seek part-time holiday work during university/college holidays. Interests include cars (both have full clean

driving licences), computers, skiing, money and clean living. Offers please to the Editor

For Sale

Two male 103 offspring (18 years old). Prospective purchasers must be prepared to take on financial commitments already made.

Address List

I have it on oath from Nick Smith that an up-to-date list of known ex 103s will be available in time for distribution with this newsletter. As usual, it is requested that you check the details against your name and inform Nick of any changes.

Letter from Greece

Withdrawn at last minute.....Ed. Not even a postcard.

Association Ties

Nick Smith informs me that he still has some ties in stock. These are the 'longer/stronger' variety which remain excellent value at £4.50 (inc p&p).

Only Fools and Horses

During my time as editor, and being one of the few left in uniform, I will continue to look out for articles which may be of interest to those who have since lost touch with the intimate goings on within the RAF.

The following story received a brief mention in the national press during the Gulf crisis, so I thought it was worthy of inclusion on this occasion. It might even raise some cash for a worthy cause. It has been 'lifted' from the Station magazine at RAF High Wycombe, 'Wycombe World', and reproduced intact. My thanks are due to the Wycombe World editor.

"It was a red-letter day last March when Del Boy Trotter, alias TV actor David Jason, dropped into RAF High Wycombe to do his bit for queen and country. David and his Only Fools and Horses screen family, brother Rodney and Uncle Albert played by Nicholas Lyndhurst and Buster Merryfield, joined forces with a team from the Station to give servicemen in the Gulf and their families a laugh.

The idea came to the BAFTA award winner when he was having a drink in the Osborne Arms pub in Lane End with his friend Phil Prong, OC Estates Flight. Said Phil, "We were chatting away with the Gulf war being the main topic. A pint in your hand and the comfort of a pub a great many miles from the battle zone is always the best way to fight a war, and with the ideas we were coming up with, we just couldn't lose! Suddenly, Davey said to me, "I wish I could do something for the lads out there to somehow boost their morale." With that, a plan began to take shape.

Monday morning saw Sgt John Stenning and his merry men from

MTSS searching high and low for an old Robin Reliant which could be transformed into a Trotter's war machine. After three days an old battered three wheeler was located, dragged in and the

transformation commenced. The result was a desert camouflaged Saddam-buster, complete with a roof mounted machine gun and turret, a task that involved a lot of hard work on the part of the MT crew.

David then arranged for the rest of his TV family, the Trotters, to come to the unit and film a special Only Fools and Horses video, scripted by

John Sullivan and directed by Gareth Gwynlan, after which, and in the comfort of the Chiltern 100 Club, they were all introduced to the families of the RAF High Wycombe personnel serving in the Gulf. Said Phil, "A great deal of credit must go to the MT team who unselfishly put so much time and effort into the project; and for Davey Jason and the rest of the team to sacrifice their very valuable time to do this for the Forces is absolutely marvellous!"

If you want a copy of the video, they are available from the Estates Flight, RAF High Wycombe, HP14 4UE, at a knocked down price of £6. All proceeds will go to the RAF Benevolent Fund. Meanwhile, Del Boy had a further surprise in store for the lads in the Gulf. When the troops unloaded the van at Riyadh, Saudi Arabia, they found, among a great deal of other items he had loaded into it, a quantity of steamy videos! But when they played the 'blue' movies they found themselves watching... Danger Mouse and Count Duckula! David, who does the voice-overs for the cartoons, has replaced the real labels with ones from porn films.

Luvly jubbly!"

Résumé from Dick Horton (14)

After leaving Halton was posted to Line Servicing Squadron, R.A.F. Lyneham where I served for nearly two years. Worked with Britannias & Comets. Saw all these 'bl...y aircrew' taking my handiwork to foreign climes so decided to join them.

1967 - Joined Air Engineer No.8 Course at R.A.F. Topcliffe, Yorkshire. Qualified - so off to see the world.

1968 - Posted to 201 Sqn. R.A.F. Kinloss. Shackletons!! "That'll learn yer!"

1969 - Converted to Nimrod MRI's. Guarded the High Seas in my Nimrod until - 1971, then

1971 - Told to go to St. Mawgan to teach others how to guard the

Instructed ab-initio Air Engineers converting to the Nimrod and taught them how to cheat in their flight simulator checks.

1974 - Made the leap into 'Civvy Street' and joined British Caledonian Airways. They put me through a Boeing 707 course, got me a civil licence and most important of all - PAID FOR IT. For 18 months, nursed ageing 707's from Gatwick to Africa, South America and back. I was as happy as a sand boy in 'Civvy Street' - wife was not so impressed. Got divorced.

1976 - Was offered a post with British Airways flying Boeing 747's. Joined them, did the course, got the required stamp on my licence, and operated 747's from Heathrow to everywhere but Africa and South America!

1978 - Re-married. Whilst on flying training at Prestwick in '76, I had met a

girl from Yorkshire. The relationship continued when we both came south and we married in Maidenhead, Berks.

1986 - Took up instructing again and became a Type Rating Examiner on the B747. Still manage to spend about 6 months of the year 'flying the routes' and having a beer with Chris Lacey, Roy Saunders, and Bob Gamble (BA 747's) and with Dave Mathers (Cathay Pacific) when in Hong Kong.

1990 - Told by the management to "get organising" the B747 Flight Engineer training programme (a punishment for always complaining about it, I suppose.)

I now live in Dorset with my wife Maxine, and two sons James and Philip. Maxine helps at the local school and writes/directs the annual school pantomime...*What free time we have* etc. spent throwing handfuls of paint and plaster at our cottage. Any ex "tun-three" member is always welcome to come and watch us (if you're in the area). Tel: 0202 886671 {NOT AS PUBLISHED}.

And Finally...

Don't forget to send your contribution for the next edition of the Association newsletter. Résumés are very welcome, only another 170 to go.

Please send to the editor:

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