

Notes:

Photo taken during a routine flight refuelling pod change on a Victor Mk K1/K1A the photo always made us smile as it was only the Sgt working!)

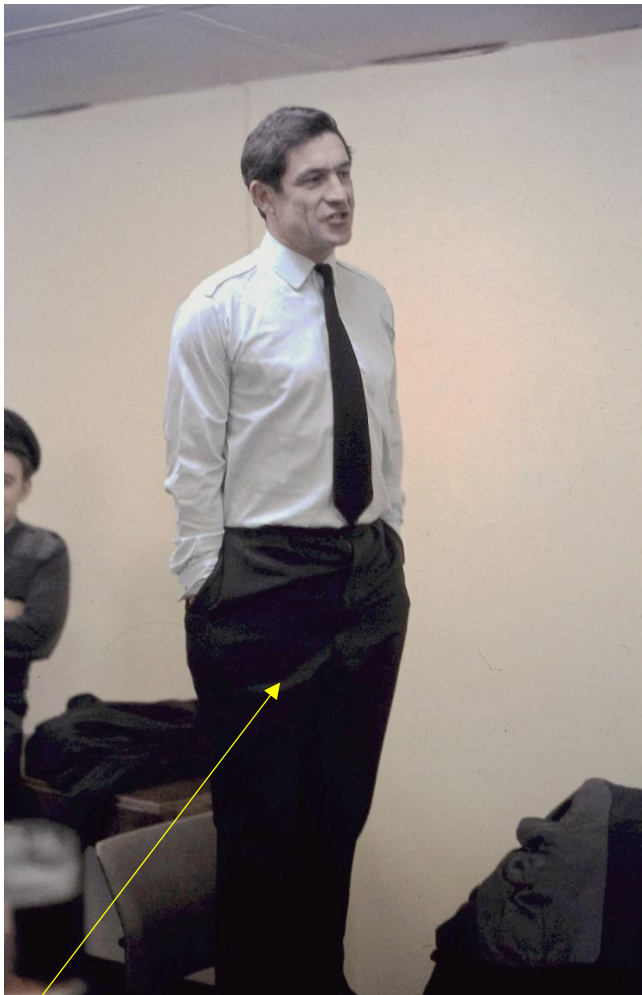
1. SAC Gary Savage arrived at RAF Marham and was posted to 214 Sqn he was collected from the domestic site along with another LAC airframe mechanic straight out of training, Gary Cooper. They were driven over to the 214's remote location on the other side of the airfield by other members of the ground crew. When the ground crew met them, they were each asked their name and both answered 'Gary' to which the reply came along the lines of 'We can't have two Gary's so we'll call you Eddie' pointing at Savage. So became known as 'Eddie Savage' for the rest of his time on 214 and possibly beyond. Eddie was sometimes referred to as 'Shady Eddie' or 'Shades' by some of the guys for reasons we won't go into but looking back they were funny.

2. You will notice Steve has a finger missing on his right hand this was lost when he was wearing a signet ring and slipped off a step on the 'budgie ladder' either entering or exiting the Victor and catching the ring on the metal corner plate on one of the rungs. (lots of stories revolve around his lost finger which I'm sure he would divulge) (we're still in touch). Losing fingers or parts of them happened a number of times to 214 groundcrew for some reason and not always on the aircraft).

Sqn Ldr G W Moffatt OC 214 Sqn 24<sup>th</sup> Decemeber 1976 – Disbandment 28<sup>th</sup> January 1977

This photo was taken during the final groundcrew 'beer call'. A unanimous vote of engineers was to use up the accumulated 'T Bar' funds (Of which there was a great deal) rather than hand them over to the Station etc after 214 disbanded. One way the 'T Bar' Committee decided to do this was to lay on barrels of beer and food for all of 214 personnel. This began c15<sup>th</sup> December 1976 with x3 barrels of bitter and x2 barrles of lagar along with curry etc bought through the messes. This continued every week night from the 15<sup>th</sup> Dec as the beer was consumed they were replaced. This went on virtually until the disbandment parade at the end of January. It became the routine and when during the daytime it was announced there would be a 'beer call' on tonight, rumblings came backwith 'Oh God not another one. For us single guys it was great but not so for those who were married or who drove distances to get ot work numbers attending dwindled dramtically as time went on.

There is a series of photo's taken on one such nights and Sqn Ldr G W Moffatt jumped on a chair and addressed those of us who were present.



Sqn Ldr G W Moffatt was a lovely guy I flew with his a couple of times grabbing the 6<sup>th</sup> seat during one of the bombing competition practice sorties. It was during these 4 – 4.5 hour sorties that I discovered just how the crews 'While away the hours' until they spring into action going into the bombing run. As soon as post airborne checks were done the books came out. As the 6<sup>th</sup> crew member facing rearwards without a book they were long flights! My flight only being broken up by either being asked to move seat to enable access to the sextant or on one occasion desperating trying to view the northern lights through the winscreen or DV window.



Mark Clayton  
Jed Blankley  
Brian Whittles

Photo taken at RAF Gutersloh during a small detachment hence the number of personnel on the starter crew. Air crews having disembarked from the bus post briefing and gathering their belongings together prior to climbing aboard via a small set of A steps instead of the standard budgie ladder. Recognisable ground crew are Gerald (Jed) Blankley (JT Electrician) facing minus overalls. To his left the unmistakable figure of Mark Clayton (JT Engines) and to Marks left (side on) Brian Whittle (SAC Airframe) unfortunately I'm unable to identify the crew.

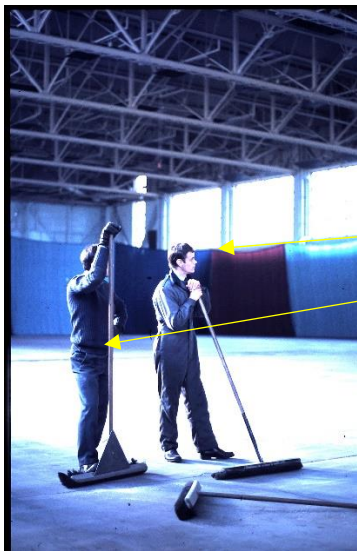


Photo taken during the hangar clean in preparation for the 214 Sqn disbandment parade. We were quite adept to brushing hangar floors (Our primary task)

Fred Hudson (SAC Engines)  
Bob Hendry (JT Avionics of some kind)



Photo taken in December 1976 at possibly the first attempt at drinking away the Sqn funds.

Flt Lt Fletcher (Junior Engineering Officer)

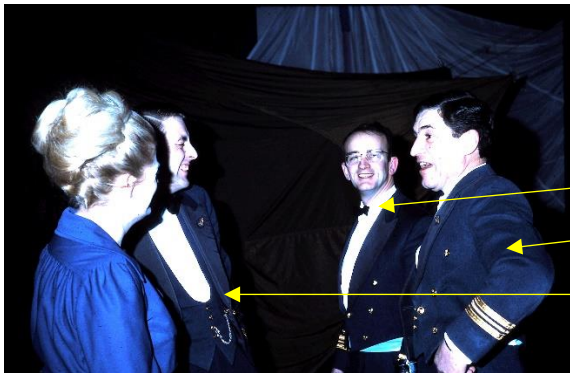


Photo taken during the disbandment party organised by the groundcrew Tea Bar committee above the Marham Airman's mess.

Sqn Ldr T V Davies (Eng Flt Commander)

Sqn Ldr G W Moffatt (OC 214 Sqn)

Unsure



Another photo taken at the disbandment party

Photo shows Ben Coombs 214's Engineering Warrant Officer and wife.

Ben took a while to be accepted by the urks as he was quite strict and employed a number of guys (one from each trade to clean the Sqn accommodation every Wednesday the day after the contract cleaner had already been in. His method was understandable as not only was the Sqn kept exceptionally clean but it took care of any husbandry that needed to be done. He always designated an Avionics (Fairy) Corporal to be in charge of the cleaning party this in Bens eyes was the only way they could demonstrate their leadership qualities. He didn't like skivers and had a reputation of checking the toilet block on his hands and knees to ensure no one had taken refuge in the traps to avoid the work detail. Following Bens death his obituary was an eye opener he had quite a history.