



Service History of
681787 LAA BURT A J (John)
 7th May 1956 to 3rd October 1975

1956-1959	RAF Halton	Technical Training Command	No: 1 School of Technical Training. Apprenticeship as Engine Fitter
1959-1961	RAF Bassingbourne	Flying Training Command – No. 231 OCU	1 st and 2 nd Line Servicing - Canberra B Mk 2, T Mk 4 and PR Mk 3
1961-1963	RAF Feltwell and RAF North Luffenham	Bomber Command	Bomber Command Strategic Missile School (Thor Missile Fitter Propulsion course). Routine Missile and PTS Inspection and Maintenance (multi trades site work)
1963-1966	RAF Colerne	Transport Command	Power Plant Bay. Bristol Hercules 216 and 230 engines overhauls and power plant builds (Hastings and Valetta aircraft). DH Propeller overhauls and rebuild. NCO i/c Plug Bay.
1966-1969	RAF Wildenrath	RAF Germany, 2 ATAF Comm Flight and No. 60 Squadron	1 st and 2 nd Line Servicing Devon C Mk1, Heron CC Mk 4, Pembroke C Mk 1 and PR Mk 1, Valletta C Mk 2. Handling, refuels and 1 st line servicing of wide range of visiting RAF aircraft (bombers, fighters, transport and helicopters). NATO Cross Servicing for various aircraft types and air forces.
1969-1975	RAF Odiham	Air Support and Strike Commands, 38 Group, HOCF and No. 72 Squadron	Helicopter Operational Conversion Flight 1 st Line Servicing and visiting aircraft. ASF 2 nd Line Servicing. 72 Squadron – various base tasks and detachments (home and overseas) with Wessex HC Mk 2 and Puma HC Mk 1. Line Chief, Trades Manager and Team Leader.
1975	RAF Swanton Morley	Support Command	In-Service Development Team (Propulsion Flight) for the Multi Role Combat Aircraft (later named Tornado). Various tasks evaluating RB119-34R engines, the thrust reverse system and Secondary Power System. Training devices project report.

RANK ON COMPLETION OF SERVICE

Chief Technician



AWARDS



General Service Medal
(Northern Ireland) Long
Service and Good
Conduct Medal
Commendation – Air Officer Commanding in Chief –
Strike Command

POST HALTON CAREER



Junior Technician at RAF Bassingbourne c1960

After my first posting to RAF Bassingbourne working on the excellent English Electric Canberra bomber (B2, PR3 and T4), I embarked on one of the most fascinating periods of my career (from 1961 to 1963) when I was posted as a Junior Technician, onto the joint

RAF / USAF Thor IRBM (Intermediate Range Ballistic Missile) Force.

Initially, I joined the Bomber Command Strategic Missile School (BCSMS) at RAF Feltwell in February 1961 along with about 8 other Ex. Apprentices (hand-picked for the job!). Another of the 'chosen' from the 83rd Entry was Dave Smith. After an intensive 3 month technical training course covering everything except the war head and guidance systems we were then posted to the operational wings in June 1961.

I went to RAF North Luffenham, near Oakham in Rutland and spent my time, happily working as a Corporal Technician in the Propulsion Shop in the RIM Building (Repair, Inspection and Maintenance).

During my tour on Thor I was involved in regularly visiting the 5 dispersed squadrons doing routine maintenance, DP Flows, missile system checks and diagnostics, etc. I also did a spell in the LOX Clean Room undertaking component strip, rebuild and testing, etc. until August 1963, when the Thor Force was disbanded.

My last task, up to early October 1963, was as a member of the team that prepared the missiles and loaded them onto C-124 (Globemaster) and C-133 (Cargomaster) USAF MATS aircraft for transportation back to the USA.

For anyone with an interest in this fraught time during the 'Cold War' period, please [go to Notice Board 2013](#) to read an interesting article about the Thor Missile Force (courtesy of the RAFA Air Mail – January / March 2012).

Following my time on 'hi-tech' missiles I was posted to the distinctly 'low-tech' Power Plant Bay at RAF Colerne, primarily working on Bristol Hercules engine / power plant builds for the Handley Page Hastings. I arrived there along with a couple of other colleagues who I had served with at RAF Luffenham.



Chief Technician on No: 72 Squadron at RAF Odiham c 1974

A Tribute to John Burt

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CIVILIAN CAREER

In 1975, joined offshore oil and gas industry as a Mechanical Engineer with Brown & Root UK and progressed to Lead Loss Control Engineer working on a variety of offshore engineering and construction projects. Based in London Head Offices at Montrose Site and offshore.

In 1978, appointed Principal Safety Engineer by Taywood-Santa Fe and seconded to Marathon Oil UK to lead Brae Development safety and environmental management, process and risk studies. In 1983, after PSSC Contract completion, hired by Marathon Oil UK as the Manager, Safety Health and Environment for Brae Development. Later appointed Corporate Safety Manager.



Civvy Street - October
1975

After 20 years in the industry, established own company in 1994 to provide specialist services in the UK and overseas for the management of safety, health and environment, focussing mainly on offshore helicopter operations.

Company portfolio includes a wide selection of engineering design and operational support / auditing projects undertaken in the UK and overseas for a wide range of oil and gas industry clients including major installation design and construction companies and international oil and gas companies.

Also, provided specialist aviation technical support to the UK Health & Safety Executive, Offshore Safety Division (up to 2003) and since 2004, retained as aviation advisor to Oil &

Gas UK, the industry trade association.

Company business continues in 2013.

Although long past normal retirement age, why give up doing something you really enjoy?

Arthur “John” Burt
2nd July 1940 – 29th April 2018

Over 100 family, friends, associates and 83rd Family members gathered at Guilford Crematorium on Friday 1st June 2018 to pay our final respects to someone who had been part of our life.

Janet requested that the 83rd members should walk the coffin in to the chapel. The coffin being draped by the Royal Air Force flag. We entered the chapel to the sound of “The Black Bear”. A piece of music John would have been associated with many times with his “Halton Band” times.

The service was conducted by a Funeral Celebrant, John Ford.

The Celebrant read the Eulogy on behalf of Janet.

I was invited to give a tribute regarding John’s Royal Air Force and 83rd Entry story.

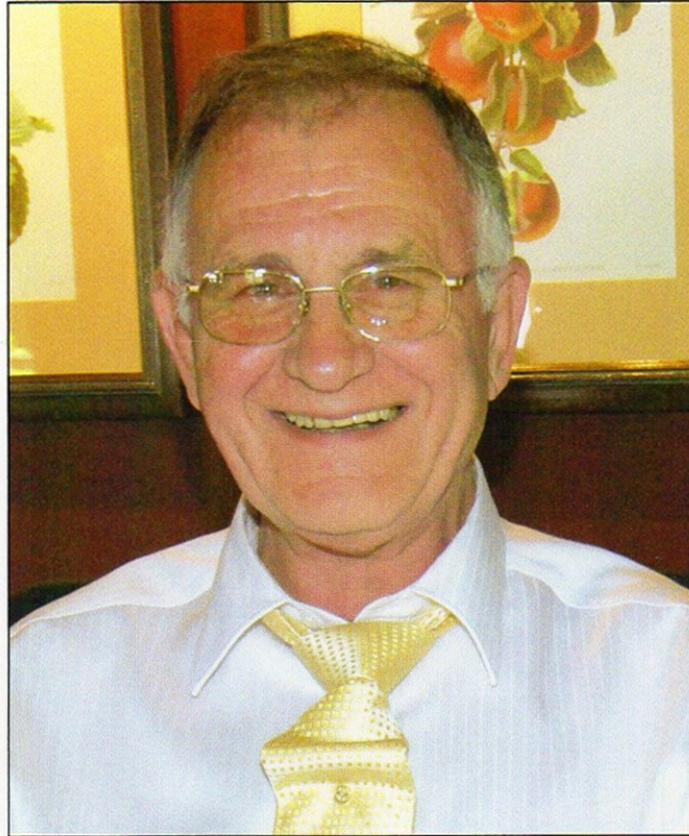
Simon Jones a colleague of John’s from Oil and Gas UK gave an insight and tribute to John’s contribution to the industry.

Emma, John’s step-daughter then read the poem “He is Gone” by David Harkins.

The congregation were all invited to the wake at Guildford Masonic Centre.

Ivor John

ORDER OF SERVICE



A Celebration for the Life of
ARTHUR JOHN BURT
'JOHN'

2nd July 1940 – 29th April 2018

Friday 1st June 2018 at 1.30pm
Guildford Crematorium

❧ ORDER OF SERVICE ❧

ENTRANCE MUSIC

'The Black Bear'

Pipes and Drums of The Royal Scots Dragoon Guards

WELCOME AND INTRODUCTION

John Ford, Funeral Celebrant

EULOGY

John Ford, Funeral Celebrant

REFLECTION MUSIC

'Nimrod'

(from the Enigma Variations) by Elgar



TRIBUTE

by Ivor John, friend and RAF 83rd Entry colleague

TRIBUTE

by Simon Jones, friend and Oil and Gas UK colleague

POEM

*'He is Gone' by David Harkins
read by Emma, John's step-daughter*

COMMITTAL AND FAREWELL

CLOSING MUSIC

*'Top Gun Anthem'
by Harold Faltermeyer*





The family thank you for your kind words of condolence, but
most of all for your attendance here today.

Following the service, they warmly invite you to join them at
Guildford Masonic Centre
Weybourne House, Hitherbury Close,
Guildford GU2 4DR



If you so wish, donations in John's memory can be made
to The Prostate Project via the online donations page at
www.lodgebrothers.co.uk
or c/o Lodge Brothers and Monk, 70, Woodbridge Road, Guildford, GU1 4RD.

Arthur John Burt
2nd July 1940- 29th April 2018
at Guildford Crematorium
on Friday 1st June at 1.30pm
Service Conducted by John Ford

Entrance Music: Black Bear

Opening Words

Good morning and welcome. I am John Ford, a Funeral Celebrant and I have been asked to lead today's ceremony. John's family would like to thank everyone for being here today and for the condolences they have received.

Today we are here not only to mourn, but also to celebrate the life of a kind and generous man who always put his family first. Someone who always did everything properly and in detail and was ever ready with a story. So I ask that you please feel free to be at one with your sorrow, your sadness, your grief and your memories - but I also ask you to feel the gladness, the happiness and the purpose of a life so well lived.

Many of you will have re-arranged your day today, asked friends, family and colleagues to cover or look after young ones and relatives, cancelled and re-scheduled meetings and appointments, swapped around shift patterns and possibly driven long distances. All these things so you could be here at on a Friday morning in June to pay your respects to John.

Some of you will have worries and fears of your own that you have pushed to one side so you can be here. So the fact that so many of you have done these things and are here must mean something special is happening. In my experience it suggests that it's not something, but someone that's special.

In many ways, death unites us all for it demands that each of us put aside our toil, our business and our pleasure to unite ourselves with everyone here—fellow mourners who share in a common bond of love and respect for John.

As with any funeral service, we gather to mourn a departed loved one, pay tribute to their achievements and their life, comfort one another and give our support to each other.

These are often not enough to soften the blow of the experience of such a loss. We can feel a great range of emotions—pain, hurt, sorrow and grief—but there is something that cannot be taken away, and that is the experience of loving and the experience of friendship.

At the conclusion of the service you are invited to join John's family at The Guildford Masonic Centre for refreshments, a chat and to share those special moments and memories. Donations will be gratefully received on behalf of The Prostate Project.

Tribute

It has been said that man dies twice, once when he passes away and again when he is forgotten. Some of you may believe that death is the end. Others may believe that we go on to another existence or that we may be re-born as another being. Some of you may not know what you believe. But death is never the end while there are those who follow and remember.

John was born on 2nd July 1940 to Evelyn and John (Jack) Burt in Dunsfold, Surrey and attended schools in the Reigate area.

John's father worked on a farm and the family eventually moved to a farm near Winchester owned by Lord Rank - he of the movie fame - it was here that John described himself as getting up to all sorts of scrapes and becoming public enemy number 1. From the stories he told, you would never believe he would have become involved in health and safety!

At 15 1/2 John joined the RAF apprentices scheme and became a Trenchard Brat at Halton in 1956 graduating in 1959 as an Engineer Fitter. To make some money to help him buy his cigarettes during this time, he used to cut apprentices' hair. His first posting was to RAF Bassingbourne working on Canberras.

John served in various operational units as an engineer on various planes and finished his service career on the MRCA Tornado and today it too is facing the end of its operational life. During his career John experienced the fraught times during the Cold War and the troubled times in Ireland. John was very proud of his service career and could always recall many stories to tell to the interested listener. He kept in touch with various members he had served with and even met some of them in his next career.

John married Patricia in 1962 but they subsequently divorced.

On leaving the RAF in 1975 John joined Brown and Root based in its Colliers Wood office and thus began his career in the offshore oil and gas industry as a Mechanical Engineer.

In 1978 John met Janet while they both worked for Brown and Root. At this time, John was introduced to Janet's 9 year old daughter Emma and over the years he became a good father figure and mentor to her.

After nearly 32 years together, Janet and John decided the relationship was going to work and on John's 69th birthday they were married. This was mainly because Janet said it would help John remember their anniversary date in his advancing years!

In 1978 John joined Taywood Santa Fe and was seconded to Marathon Oil. Marathon Oil then employed John and he eventually became their Corporate Safety Manager.

In 1994 John set up his own company, John Burt Associates Limited, providing aviation specialist services to the offshore oil and gas industry. Whilst getting established, he spent time restoring a 1975 VW beetle which he went on to showing at various meets and winning prizes. There was even a photo shoot and a write up in a book about the car. Having completed this project to his usual high standard he got down to serious work!

He carried out consulting work for various companies but in recent times he was retained by Oil and Gas UK as an aviation adviser. Again, John found great satisfaction in his chosen career and the importance of the work being carried out for safety in offshore aviation. Janet is grateful to see that some of his colleagues are here today.

He was a Member of various Societies including the Royal Aeronautical Society and served on committees. He was instrumental in setting up The Alan Bristow Memorial Lecture and over the years secured many interesting speakers for what became a very well attended evening which Alan's wife and family were pleased to attend.

He became involved in various Jacobs Well village committees and always gave his time and experience generously. He involved himself in helping out in local politics and, in particular, the Flood Forum, chaired by our MP, a special subject with the flooding concerns in the area. Janet thanks local village residents and councillors who are with us today.

Another pet subject was the annual 83rd Entry RAF reunion get together which started in 1992 - he would help Ivor with the organisation. On the night of the reunion dinner he became "Lord Lichfield" with his camera and the highlight of the evening was the group photograph when he would just manage to set the timer on his camera and run to join the group so he was included in the photograph. He was always the photographer at many events but there are very few snaps with him in it! He set up an 83rd Entry website which is read by members both here and other ex Brats living abroad to keep them up to date with news of old comrades and various events still happening today. Of course, John, as with all things he did, put a lot of time and thought into this project and it has proved to be a great success. I suggest you would be interested in taking a look at the website on 83rdentry.co.uk. Janet is also so pleased to see some of the exBrats here today.

John realised at 77 he ought to think about retiring but he still enjoyed what he was doing. One of his great loves was model making and he could produce models to museum quality. Modelling aircraft and cars was where his expertise was best displayed. However, through his brother Roger he had become very interested in making up various models of 0-gauge steam, diesel engines, and wagons which Roger delivered for him to work his magic on. Not having done serious modelling for several years he was impressed by the new materials and techniques available and was keen to try them out. Never a one to do things by a half measures, he designed and had built a modelling desk and tool storage system to professional standards. Roger was allowed to sit at it and work, and even use the tools, but they had to be put back in the right place. He enjoyed the railway modelling shows he attended with Roger and chatting with the people on the stands and those demonstrating modelling techniques. He had finally got his modelling desk, the tools he needed, and materials properly sorted and produced models of railway wagons to his usual highly detailed standard – models to be treasured. It is a project he would have loved to have carried on with. Another high he enjoyed was when Roger booked a flight for him in a two seater P51 Mustang taking off from Goodwood and flying over Portsmouth and the surrounding area for half an hour on a beautiful clear day. He talked about this for a long time as a great experience.

Family life was important to John and he loved to meet up with them especially when his sister, June, was making bacon roly poly, school dinners as the family called them! He was proud of his brother Roger, a patent lawyer, with whom he shared the interests you have already heard about, and his younger brother Stephen who followed in their father's footsteps into the farming industry.

This is only a short resume of John's life in which he had achieved much. He was many things to many people as is evidenced by the wonderful messages received by Janet and the attendance of you all here today. His attention to detail in everything he did was 'just John'. He mentored and helped many people over the years and passed on his life's experiences.

In the 40 years they spent together there are many happy memories for Janet to treasure. He loved his family and friends, was a great stepfather to Emma and will be greatly missed by Janet.

Time now for a period of quiet reflection. Time for each of you to remember John in your own way, and if you wish, to enter into a silent prayer. And while we think of John, we will listen to some music.

Reflective Music: Nimrod

Tribute from Ivor John

Tribute from Simon Jones

Poem read by Emma **He is Gone**

Committal (Curtains open)

Family and friends it is time to say our farewell to John. Let us be thankful for his life. For the love he gave. For the friendships he sustained. For his contribution to your world. Nothing good about John's life will be lost because it was of benefit to you. All that was important to him will be respected by those who follow, and all that was great about him will continue to mean so much to you.

As we gently yield John's body, we say farewell with sadness - but let your grief be tempered by happy wonderful memories, which will remain to comfort you.

At rest

Think of me as one at rest,
For me you should not weep,
I have no pain, no troubled thoughts
For I am just asleep.
The living thinking me that was,
Is now forever still,
And life goes on without me now,
As time forever will.
If your heart is heavy now
Because I've gone away,
Dwell not long upon it friend
For none of us can stay.
Those of you who liked me,
I sincerely thank you all
And those of you who loved me,
I thank you most of all.
And in my fleeting lifespan,
As time went rushing by
I found some time to hesitate,
To laugh, to love, to cry.
Matters it now if time began
If time will ever cease
I was here, I used it all,
And now I am at peace

Closing Words

Today we have gathered to pay our respects to John and to demonstrate the love and affection in which he was held by everyone who knew him. We have heard about his life and we have listened to some words and music which reflects the person he was and hopefully each of you feel that we have in some small way captured a little of the John that you knew.

The uniqueness of each human life is the basis of our grief in bereavement. Look through the whole world and there is no one like the one you have lost. But John still lives on in your memories and, though no longer a visible part of your lives, he will always remain a member in your family or of your circle, through the influence he has had on you and the special part he has played in your lives.

Leave now with peace in your hearts and in charity with one another. You were privileged to know John, remember him with joy. All his hopes and dreams now rest with you. Recall all those aspects of his life that you honoured, respected and loved, and let their influence make your life a living memorial to him.

Closing Music: Top Gun Anthem

John Burt

Memories by Ivor John

I first met John in May 1956 when we both joined the RAF as Aircraft Apprentices in the 83rd Entry. We both chose the trade of Aircraft Engine Fitter. We were also in 3 Wing together, John in 1 Sqn and me in 2 Sqn. The training would take 3 years and cover trade training, education, drill and general duties training. Several activities would also have to be undertaken. One was "Bull Night" on Friday evenings when the accommodation was cleaned from top to bottom. Everyone took part except "Bandsmen" who had to attend practice. I do not know what musical talent John had prior to joining but he joined the band as a Tenor drummer. These marched along side the Bass drum showing off and occasionally condescending to hit the drum. In modern terms, the "Gigs" John would do are the London Lord Mayors Show, marching through the Streets of the City of London and also appearing at the Royal Tournament at Earls Court. We both graduated from Halton and went separate paths.

In May 1970 I was posted to RAF Odiham and into Aircraft Servicing Flight. The team I was allocated to, had a certain John Burt there already. He had completed the official Rolls Royce Gnome engine course which was no longer available. John set about getting me up to speed in no time. I said to him I was going to apply to study for ONC. He said "If you go I am going with you". We both obtained our ONC. Following on to study for the HNC. During this period John was posted to 72 Sqn at Odiham and this meant doing detachment and stints in Northern Ireland. We worked out a system where I copied the work etc and John devised the logistics to get the work to him, and back. All credit to John he passed the HNC as I did. This stood him in good stead for his future career in the Oil & Gas Industry.

It is worth noting that whilst John was serving on 72 Sqn he was approached twice to join "Queens Flight". He refused both times, his 72 Sqn was more important to him.

Whilst at Odiham, John and I were both members of the Society of Licensed Aircraft Engineers & Technologists, later to be incorporated into the Royal Aeronautical Society. I was a committee member of the local Branch at Alton which mainly consisted of RAF Odiham and Dan Air personnel. Once a year we held a non-aviation but associated lecture. One of members secured the services of McLaren Motor Racing. We could not hold such a lecture in our normal pub room. I was asked to arrange something at RAF Odiham. I immediately recruited John to help having secured the old cinema as the venue. Everything was arranged and about 200 hundred people attended the presentation. McLarens were headed up by their Vice-President and their Chief designer. Bear in mind that McLarens had won the F1 championship and also Le Mans as well as competing in Indy 500 and CamAm.

What was the shock of the night for me was that when doing pre-arrangements John had spotted a flaw and not told me but had set about fixing it. The McLaren team would be up on the stage sat at a table, we would all be basically looking at their legs. John had produced a fantastic drawing of the current McLaren to cover the front of the table. At the end of the meeting the Vice-Chairman stated no fees were asked for or needed but the drawing was going back to hang in their workshop.

If you ever visited John and Janet's home there is a display cabinet that has a model of each years Ferrari F1 racing cars.

John left the RAF in 1976.

We met again in 1990 when a wife of one of the 83rd Entry decided to hold a birthday party for her husband at their pub in Bath. Of the few that were present I sensed that we ought to

form the 83rd Entry Family. We held our first reunion in 1992 in Sheringham in Norfolk. It was a success and John immediately took on the role of Lord Lichfield, recording the occasion on camera. We returned for a total of 12 years until the owners sold up and we had to find new places to go each year. At this point we formed what you could call a management team of John, Janet, my wife Margaret and myself. We would vet and arrange the pricing, menus etc. This had worked well. John sponsored and was the webmaster for the excellent 83rd Entry website. All members appreciate the site especially those of our members overseas.

In 2000 unbeknown to me for my 60th birthday I was to have a special treat. I was driven from my house and eventually I was blind folded. We ended up at John and Janet's house. Having had a cup of tea we set off again, once again blind folded. We ended up at the site for a balloon flight. John had been brought in on what to do and had suggested this event. Myself, Son Robert and son-in-law Andy went up for an hour's trip over the Surrey countryside. Thanks, John, most enjoyable and memorable.

John made a successful career in the UK Oil and Gas Industry. His expertise help develop many rules/regulations, some of which are applied internationally. He told me of one occasion when he was certifying on a rig. The rig housed 2 Avon engines used to generate the electricity for the rig. He declined to sign it off because the noise from the housing exceeded limits. They called him back about a fortnight later having sound proofed the housing. It still failed inspection. The team were lost for remedy. John mentioned changing the gear box. He returned about a week later and all was well. Of course, they asked how he knew. His first RAF posting was on Canberra's.

In 2007 John being on the Rotary Craft Group at the Royal Aeronautical Society raised the issue of the centenary of the first rotary flight. There was no great celebration planned as with the Wright brothers 4 years before regarding powered flight. John set about altering that. RAF Halton was selected as the site. John wanted 2 airframes from the RAF Museum to be on display. One would normally be an achievement but John got 2. John spoke to me as to whether I would become part of the small team from the 83rd to put it on. I had a nephew who had done time as a Chief Petty Officer on the MARTSU team. This is the organisation that moves the MOD broken helicopters about. I was able to make contact with the commander and he passed me onto the Warrant Officer who said he could look at the request. I then handed over to John and a team was allocated. When the Petty Officer came up to Halton for briefing, it finished with John saying, "That's it then, anything else?" The Petty Officer said "Yes, we haven't discussed the bacon butties". With that, John turned to Janet and said "You need to listen to this". I don't know where the butties came from, but they were always there when the lads arrived. The Display was supported by Emma who help provide certain backdrop and photographs, of which some now on display at the RAF Museum, Hendon in the Rotary Aircraft section.

John also posed me a problem with the fact he had written a book to celebrate 75 years of RAF Rotary Flight but how could he get it printed. I had served at RAF Northolt and was at that time on the RAF Northolt Community Liaison Group. Via this we were able to make contact with the production manager, Warrant Officer Mark Chapman in the Aeronautical Information and Documentation Unit. Once he saw the product he said he was allowed to do additional MOD related work as test programmes for if the Unit was to go to greater capacity in times of emergency. He promised to produce 2500 with the stipulation they could not be sold but could be used to raise money for charity by donation. Both the RAF Halton Apprentices Association and the RAF Museum received funds via this system. The Duke of Cambridge as a copy.

No task was too big and it had to be done to perfection. This was the John Burt I knew as a person and a friend. Solely missed by me and my family.