



103rd Entry Association

Newsletter

Issue 27
January 2007



Editor's comments & Editorial

Hello Readers,

First of all belated as it may be, but a Happy New Year to you all.

Well it's time again for another newsletter and sadly not a lot to report on. At the last committee meeting it was decided that these newsletters will

now be once a year.

I am still urgently requiring articles for the newsletters so please sort out an old photo or a memory you are willing to share.

Send anything for inclusion into the newsletter to me either by e-mail or by letter if you

prefer to actually put pen to paper. It doesn't have to be RAF related, maybe you have had an interesting experience that you remember.

See the back page for where to send your article, comment or memoir.

Ed.

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The Entry Web Site.

John Dillon has handed over the entry web site to me as he wants to concentrate on other topics. Thanks go to him for the great job he has done in setting it up and then running the site for 7 years.

I hope that I can maintain a similar quality of service with its upkeep. If you have looked at it since January 2007 then you will have noticed the subtle changes and new layout. There have been some new additions to the pages as

well as deletions but nothing drastic.

Take a look at the Entry web site:

www.103rd-entry.org.uk, and let me know what else you might like to have included.

At present it is what I would call a 'static' site. That is, there are many fixed sections that are of the Entry's past.

I would like it to be more changeable with perhaps an 'Up to Date' page that reflects what some of us

are doing. Give me your ideas and I will see if they are feasible.

I would refrain from having a 'Blog' page as I feel it could get abused and become out of control with comments and input from non-entry users.

Use the e-mail links from the web site to send me your comments and suggestions.

Chris Wales

Letter from our Cyprus Correspondent - Jeff Lloyd



What's happening in this world?

December 2006 was the second driest December in Cyprus since records began in 1901, with rainfall only 7% of the normal average. (December is normally the wettest month of the year.) However, October 2006, was the second wettest month in the meteorological annals of the island. The Cyprus government has warned that with dams at only 22% capacity, there will be household water cuts throughout the island this year. Plans are being rushed through to build two new water

desalination plants, one in Limassol the other in Paphos.

Telecoms and road safety

Cyprus has one of the highest penetrations of mobile telephony in the EU, with 98% of its' young people being regular users. Hands free car kits are a rarity in Cyprus which I have no doubt helps contribute towards the island's abysmal road death toll: per capita, one of the worst in the World.

Property

Cyprus has come out fifth in the table of the most popular destinations for UK citizens to buy property, only slightly behind Spain and France. In recent years tourist revenues were the largest economic sector in Cyprus, this has now been overtaken by the Real Estate sector coupled with the money 'foreign' residents spend to live.

Cyprus is now concerned to minimise the effects over development may have in spoiling the country and making it a less attractive place.

Cyprus and Turkey

For those of us who remember Cyprus prior to the Turkish invasion in 1974, it is disappointing to note that almost 33 years later and despite repeated attempts by various agencies, reunification is still a very long way off.

Cyprus and the EU

Cyprus joined the EU in May 2004, and is on course to adopt the Euro in January 2008.

Jeff Lloyd

(Watch out for more stories of life in Cyprus. - Ed.)

A Résumé from Jim Mckenzie - Australia

First posting was Waddington on Vulcans and did stints at first and second line servicing. Completed first year of Higher National Certificate then to Newton for missile training. In 1968 was posted to Leuchars then applied for a commission under a "competitive" airmen scheme that included a one year course at Cranwell.

Commissioned in Aug 69 at Henlow then transferred to a three year course at Cranwell leading to a Higher National Diploma. Incidentally got married in 1969 and gained college colours in athletics.

Posted to Sealand in 1972 where my eldest son was born before moving to Coltishall in 1973. Currently he is an Executive Officer in the Australian Public Service and independently moved to Australia. Worked on Lightnings at First Line then

Second Line for the Jaguar. Second son born in 1974 who is currently in Rattray, Scotland. Then moved to Swanton Morley in 1976 followed by a ground communications tour at 2 SU, Stanbridge. Although miffed was compensated by a posting to Hong Kong from 1980 to 1983. My wife died there in 1981 and remarried back in the UK in 1984 and have two daughters from that marriage, the elder now completing her degree.

As a Squadron Leader filled various staff jobs covering ground training at Cosford, communications specialist at Henlow for Communications Centres and Telephone exchanges as well as support to the Nuclear Incident Team. Ended up at Tactical Communications Wing at Brize Norton in 1988, then spent four

months in the Gulf courtesy of Saddam Hussein. Retired from the RAF in 1991 and moved to Australia and joined the RAAF as a Squadron Leader. Spent all my time in Canberra working in a Joint Service environment in High Frequency and Satellite Communications initially in capability development and then in project implementation. During this time carried out the duties of a Royal Australian Navy Commander position for over three years. Left the RAAF in 2002 and continued the same work as a Public servant before retiring in March 2006.

Jim McKenzie

(Jim has volunteered to be the newsletter Australia correspondent. So watch this space. Ed)

Memories – from Chris Wales

As I have now taken over the running of the Entry web site I was looking through some photos from the not so distant past and came across the following.



L to R - Les Shardlow, Mick Woodhouse, Les Garden, Barry Neal, Malcolm Watts & Brian Lee

This photo above is from one of the RAF Halton Triennial meetings that a few of us attended. It is always great for a 'chin wag' and meeting others from the past. For those of you who have not been back to Halton since you finished training, then these triennial meetings are very nostalgic.

This next photo was taken back in 2003 when Shaun O'Rourke was on one of his rare visits back to UK.

Shaun 'lives' out in the Bahamas somewhere on his catamaran. He was back on

business and wanted to catch up with a few of us from the past.



L to R - Dave Post, Shaun O'Rourke, Les Shardlow & Chris Wales.

Four of us met up at the Queen's Head pub in Aylesbury. It was just like the old days!!

CJW

Letters to the Editor

(From Leong Yew Chew. Via Brian Lee)

Hi Brian & Yvonne,

It is news to me that there is a 103 newsletter, which I have yet to receive any. (One has now been sent. Ed.)

My resume? Why not.

I was posted to a "chopper" squadron in Kuala Lumpur, capital of Malaysia and after a few months, I was selected to be the first detachment to Butterworth into the first team to operate the squadron in the RAAF base there.

Within less than a year, I was transferred to RMAF Labuan to ASF - 2nd line servicing.

After a year there, I was again transferred to RMAF Kuantan, Pahang state, for five years in another chopper squadron and the Instrument Bay. While I was there, I met my present wife and had two children (a boy and a girl).

Then I was posted back to Kuala Lumpur serving in the R & D Section, where all servicing schedules for all trades were written and produced for 1st, 2nd

and 3rd line servicing. I was there for 11 years, during that period, I was sent to the States for the C120 course on instruments and upon returning, I completed my service of 22 years in the RMAF after having spent the last 11 years in the R & D Section.

Upon discharged, I was working as a golf club manager for a couple of months before I join a pre-fab construction company for three years as an assistant manager of the pre-fab factory.

Left that and joined an entertaining company for a year before I join an Oil and Gas company, as a warehouse supervisor and now still working in the same company as a Procurement and Logistic senior executive (for the past 16 years).

At the beginning of this year, I was loan to one of our overseas operation in Turkmenistan for 8 months to set up the base operational system there.

I am at present working as a yearly contract staff and enjoy the company of my wife (38 years

of marriage), two grandsons (one each from my son and daughter) and of late (2 weeks ago) welcomed my first granddaughter (my son's).

Beside that I have five god sons, one god daughter (completing her Hotel Management degree in Switzerland this month) and a god granddaughter.

Spends my week-ends play golf with a handicap of 20 and making full use of my manhood while it is still functioning (pressing my luck a bit far)

For health reasons, drinks only one glass of beer once in a blue moon, but still smoke 10 "cancer sticks" a day.

According to our Chinese book of fate, I still have 20 years to serve on Earth.

Well? How is it?

Have a nice day and hope to hear from you soon.

Regards

Leong

Letters continued on next page

Letters continued

Hello Chris,

As I've now paid my dues and joined the Association, here's a bit of history to help fill your pages.

I left the service of the Queen in 1989-as my mate said, once you've done 22 you're working for peanuts! Highlights I suppose were six years as a crew chief on Vulcans and Victors including some very good trips -my first was with Mick Bath to an air display in New England. The locals looked after us very well, and we had a great time - it was mid-July and the local beach was like Baywatch. We also managed to break down and return home several days late (no surprise there!) Other good times were 15 years motor cycle racing from 1969 to 1984, including two trips to race in the Singapore GP, and quite a few Isle of Man races.

This prompted a move to the Island in 1989 after working for British Midland for a few months to join Manx Airlines, which has evolved thru British Airways Regional, BA Citiexpress, and is now BA Connect. As a licensed engineer in the hangar I work 4 on 4 off 12 hour days, it's quite a varied job with a good view of the sea and Jeremy Clarkson's

cottages when the hangar doors are open!

I've been married to Susan for 33 years this December (pew), my son is 24 and has been away a few times, but keeps coming back! He's been to Uni and got his degree, and is enjoying his youth working as a ski rep and mountain bike guide in the Alps, in between earning a bit of money back here. My daughter is 19, and is a medical student at University in Canada.

Island life has things for and against it, the advantages are ten minutes to get to work, out of the back door and you're in the hills, no traffic jams, and a cheap tax rate. My main passions are mountain biking up and down some serious topography, and I enjoy as many ski trips as I can fit in every winter, has to be at least 4. Luckily my good lady is a half decent skier, but it's quite dangerous trying to keep up with the boy. I also manage a couple of good swims a week to keep me going.

So that's me then - if any of you visit the Island, look me up, I'm in the phone book.

Best wishes,

Dave Arnold

Hi Chris,

I think the new pdf format is a good idea. My only comment is that in PDF format I did not receive the questionnaire you mentioned in the text.

Thanks Chris. Keep up the good work. I hope you get some decent contributions apart from obituaries. My main train of thoughts at present are, a) how to improve my golf, b) worry about my enlarged prostate, c) try to work out an understandable way to avoid inheritance tax.

None would seem to be a candidate for waxing lyrical about but I will keep the newsletter requirements in mind.

Kind regards,

Doug Pearson

[Thanks to those letters. Please keep them coming. Ed.]

Miscellaneous Section

A DELICACY

On holiday in exotic Mexico, Mike stops to dine at a restaurant. The man at the next table is eating something that looks and smells wonderful. Mike asks the waiter what it is. "Bull's testicles from the bullfight this morning," the waiter replies. "A delicacy."

Initially appalled, Mike then thinks, "What the hell?" and asks the waiter to bring him some.

"Sorry, señor. There is only one fight each morning so there is only one serving per day. Come back tomorrow."

Next evening, Mike is the first person in the restaurant and

orders the testicles. They taste great, but after a few bites he notices the contents of his plate are much smaller than the ones he'd seen the day before. He asks the waiter why.

The waiter shrugs and replies, "Señor, sometimes the bull wins."

Sudoku

This is classed as difficult. Not for the faint hearted.

Answer in the next Newsletter issue 28

9		1			5			8
		2			6			
4	3			7				
			8				6	7
		9				5		
2	1				4			
				3			7	6
			2			8		
3			1			9		5

Answer to Newsletter 26 Sudoku puzzle.

8	5	1	9	3	6	2	4	7
4	6	3	5	7	2	1	8	9
7	2	9	4	1	8	6	5	3
9	7	2	6	5	1	4	3	8
1	3	8	2	9	4	7	6	5
6	4	5	3	8	7	9	2	1
5	9	6	7	4	3	8	1	2
2	8	7	1	6	5	3	9	4
3	1	4	8	2	9	5	7	6

Competition – NL27

This is any easy one for you all to have a go at, so I am expecting a flood of answers.

What is the name given to the study of Flags?

Send your answers along with your name and address to the editor at either of the addresses below by Tuesday 31st July 2007. The first correct answer drawn from the hat will win £10 worth of gift tokens.

(Committee members and their families are not eligible to enter the competition.)

Answer to competition – NL26

Again the response could have been better, never the less there was a winner. The first drawn from the hat with the correct answer to the question:

What international communication was officially disbanded in August 1999?

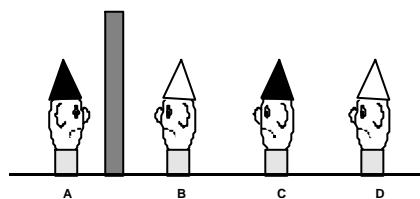
Was Dave Post with the answer:

The Morse Code.

Dave wins the £10 gift voucher.

Congratulations on his successful entry.

A puzzler. Something for those who don't do Sudoku but still like a challenge.



Four men are buried up to their necks with a wall separating A from the others.

They cannot move and can only see forward.

They know that between them they have 4 hats – 2 black and 2 white – but they don't know which colour hat they are wearing.

In order to save themselves from execution one of them must shout out what colour hat he is wearing. If he gets the answer wrong, they will all be shot!

Their executioners have given them just 10 minutes to decide. They must not talk and have no way of communicating.

After just 1 minute one of them calls out.

Which one was it? Why was he so sure of his answer?

NB: A cannot see any of the others

B cannot see any of the others

C can see B

D can see C and B

Answer in the next Newsletter – NL28

For Sale

I have two Royal Doulton limited edition collector's plates for sale. They are from the series '**Heroes of the Sky**', and are reproduced from the original work by Michael Turner. Both have a 'Certificate of Authenticity'. Each plate is approx 8" diameter.

1. **Spitfire Coming Home**



2. **Lancaster Low Overhead**



The plates are £10.00 each including P&P in the UK. If you are interested then contact me, Chris Wales, at the address on the bottom of this page.

Did you know...

Until 1959 it was illegal **not** to celebrate the day of Guy Fawkes arrest, 5 November 1605!

Dates for your Diary

Next Committee Meeting:-

5th May 2007, at Les Garden's House. - 11:00hrs.

9th Triennial Reunion at RAF Halton

Saturday 22nd September 2007.

Committee Members:

Les Shardlow, Les Garden, Chris Wales, Barry Neal
Ken Banister, Malcolm Watts, Mick Woodhouse, Brian Lee.

103rd Entry Association Newsletter

Editor:

C. J. Wales

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