



Newsletter

Another issue another Dollar, the Virus goes on and on, I don't wish to dwell on this, enough has already been said by the Great and Over Paid. The committee wish you all the best of the season and really hope that you and yours have managed to avoid the virus and can look forward to an easier life in 2022

One of the things that we discussed at our last Committee meeting was to encourage you all to make sure that your next-of-kin know how to contact the Association should the inevitable happen. A bit morose, I know, but we ask that you consider this.

What did you do during lockdown (From Ken Bannister)

I'm sure many of you did a lot of things during lockdown but what follows is one of the things I did:

In late 2019, I had attended a signalman's experience day on the Nene Valley Heritage Railway which operates between the old London and North Western Railway station at Wansford next to the A1 and Peterborough. I liked the experience and signed up as a trainee signalman and commenced training in the signal box at Wansford. The practical, hands on experience was going well until the pandemic and lockdown struck. That put paid to that but it was decided by the instructor that we would continue the theory side of the job by having tutorials on Skype initially and later, on Zoom. We also were set various scenarios to work out which, again, proved very useful. We did have some more

turns of instruction in the signal box in between lock-downs but the crunch came as we neared the end of the theory phase and THE EXAM was mentioned. This would be an 88 question written paper, each answer may have two or three or more things the examiner would be looking for. I thought to myself - NO - not at my time of life having spent most of my working life being examined. I'd volunteered for this so I called it a day on being a signalman and instead, I am now the third operator of the OO gauge model railway which is situated in an old coach on platform three at Wansford station and I am really enjoying it.

Reunion Reminder - 16th & 17th July 2022

Our Reunion is still on track for July. The Hotel had kindly agreed to transfer everything en-bloc for us from 2021 - including individual room reservations that had been made. If you no longer want your room booking then **you need to cancel yourselves**, as the Hotel is working on the assumption that you will want to retain your reservation. Our deposit as well as all the originally agreed pricing/details, etc, have also been carried over. The Association will be subsidizing the cost (not your overnight accommodation!!); including putting money behind the bar. Tokens will be issued for drinks at 2 per person. The Hotel has blocked all its rooms out for us and there are still 9 available. At the time of writing we have 37 members & wives/partners attending and it would be nice to see a few more of you who we haven't seen in a while. Final details will be completed at our June Committee meeting. If you need to contact the Hotel then Ailish (Wedding & Event Coordinator) is the one to talk to quoting "103rd" - 01234-363281; Woodland Manor Hotel, Green Lane, Clapham, Bedford MK41 6EP. Our gallant Reunion Organiser is Mick Woodhouse, 07811-401040, mickjwoodhouse1946@gmail.com, who will be pleased to hear from you with any ideas/suggestions for the weekend.

Duncan 'Pat' Paterson

As many of you will remember, my husband, who you knew as 'Pat' Paterson, passed away in 2018. As we met after he had completed his RAF career, I learned all about his time at Halton and his subsequent career in the RAF through the stories he told to anyone who would listen. After his death I wanted to do something to commemorate both his lifetime obsession with aeroplanes, especially bombers such as the Lancaster & Vulcan, and his love of music which first surfaced when he played cornet (I think) in the RAF Halton band.

Then a friend asked if I would like to help the choir of the International Bomber Command Centre (IBCC) based in Lincoln by playing the piano for their rehearsals. This seemed like an ideal opportunity as Duncan (as he was generally known) and I originally met through music. Feeling rather intimidated, I went along to a rehearsal in February 2019 where I was warmly welcomed and thereafter I looked forward to our rehearsals. During lockdown we continued to rehearse on Zoom which was a surreal experience as we played/sang to a backing track without being able to actually hear the

other participants and since the middle of 2021 have been able to enjoy singing together "live" once again, including at a memorial service, Remembrance Sunday and the Christmas concert! The IBCC choir and orchestra musicians were originally brought together to perform at the IBCC opening ceremony in April 2018 and have performed regularly since then at Remembrance Services, Christmas gatherings and staged concerts both at the centre itself and in other venues to spread the word about the IBCC. The IBCC is a memorial that was built to commemorate the bravery and sacrifice of those who served and supported Bomber Command and has developed with a remit to tell the stories of all those involved in the Command. The staff team there are supported by over 500 volunteers, including the IBCC choir and orchestra (see photo), all sharing the same vision - Recognition, Remembrance and Reconciliation.

I would highly recommend a visit to the IBCC in Lincoln and you can find out further information on their website at internationalbcc.co.uk

*Thank you to all at the 103rd Entry Association for your support since 2018. Best Regards,
Andrea Paterson*

It is with great sadness that we have to let you know of the loss of our friend and comrade Al Simmonds. Below is a tribute to Al sent to the editor by Charlie Chaplin (let us hope that his next CO likes a smile or three!!), and his Obituary read at his funeral by Al & Catherine's daughter, Kelly

Al Simmonds and myself were 2 of about 9 from the entry to get posted to Wittering in December 65 we all kept in touch but worked in different sections on the station. Life was busy and we often went drinking in Stamford; Friday was Market day and we would go to Bill Paten's pub just off the market place and drink Bass Red Triangle hand drawn from the wooden barrel, then start night shift at 1630.

The Malcolm Club was the night shift watering hole for supper with John the barman doing a Burlington Bertie routine in the bar and on the bar. The A1 Club NAAFI was very up market in those days with plush carpets and furnishings better than any outside establishment and attracted lots of girls and very well known bands including Wittering's own Hedge Hoppers Anonymous.

We used to venture far and wide to Nottingham and Norwich for nights out as well as the many local pubs where Al enjoyed Mackeson Draught and Guinness later with a Pernod added for a laugh, we all remember Al was the joker and life and soul of the party.

Al met Catherine at Wittering, I was posted to Changi in 1967 and Al went to the Middle East. Over the years I met him at Deci a few times when he was doing his Sub Aqua training expeditions; he was still the joker!! In 1985 I was posted to 1 Squadron at Wittering and soon after I met Al again playing snooker in the Sgts Mess. In 1987 I went to 4 Squadron at Gutersloh but in 1990 was posted back to 1 Squadron as the Squadron Warrant Officer and

On behalf of the family, I would just like to take a few moments to remember Alan, before we bid him farewell. But where do I start with Alan? I could tell you about the family man who could light a BBQ so hot it could be seen by the International Space Station. Or about his amazing DIY skills and inventions, such as the "plug and go" hedge trimmer or the newly fitted bathroom light which could also be operated from the kitchen light switch. Or maybe about the time he turned all Phileas Fogg in Venice, insisting he knew a shortcut despite having never been before, and then spending over two hours leading us through parts of the city even the Venetians didn't know existed, rather than simply returning over the Rialto Bridge. So many stories... But let's start at the beginning....

Alan was born and raised in Portsmouth, where he lived with his Mum, Dad and favorite sister Jackie, until the age of 15 when he became an apprentice in

Al was the Flight Sergeant on the Harrier OCU - Loretta and I would meet up with Al & Catherine in the Mess on social occasions and it was just like 1965 again.

1995 saw me off to 1435 Flight in the Falklands on Tornado F3 which I had never come across before; on my return I was posted to Innsworth on the Internal Communications Team !!! but still kept in touch with Al by the military telephone system. The last time I met him and Catherine was at my demob party at Coltishall in 2002. Whilst at Wittering together, the Stn Cdr asked us to go with him to the Staff College at Bracknell to give a presentation on Leadership and Moral in the modern RAF to all the senior officers; I do not believe that he realised we had both joined up together and served together but needless to say the day became a 2 man show where we played our strengths and were rewarded by many Guinness and a long sleep back to Wittering.

I managed to keep in touch with Al by telephone after we both left the RAF and I last talked to him just over a year ago when he had dementia - Catherine thought he might not remember who I was but typical Al he rallied and we had a really good talk about the past and laughs we had. The funeral service was packed standing room only and a lot of serving airmen in Best Blue; Woodie and myself represented the Ton 3s. The best bit of Al's life was that he was The SWO at RAF MANSTON; I bet there were a lot of DI's turning in their graves on his appointment.

Charlie Chaplin

the Royal Air Force, a move that would determine so many more chapters of his --- to use his own very recent words --- "very full life". A posting to RAF Wittering resulted in him meeting Catherine, who would become his wife of 53 years, following him with his postings and supporting him in his various roles and ranks up to Warrant Officer, achievements of which we are all very proud. Ian and I have often said how lucky we feel to have been "forces" children because of the opportunities it afforded us, something which we certainly appreciate more with age, and now raising our own families. Owen, Edward and Joseph all loved their Grandad very much, particularly his skill for adding alternative lyrics to any song being played.

During his time in the Royal Air Force, Alan worked hard, (often perfecting his skills on a course on Friday afternoons). He was respected by all he worked with. But he also played hard. As a keen sportsman, he took up the opportunities available to him such as horse riding, fencing,

103rd Entry Newsletter No 52

bowling, waterskiing, fishing, and golfing to name a few, most of which he would declare he "had never been beaten" at if you ever challenged him to a match or game.

But it was his interest in sub aqua that led him to have many adventures and lots of laughter whilst travelling far and wide, making memories, friendships, and some hangovers, that lasted a lifetime. He logged hundreds and hundreds of open water dives between 1973 and 2015. In his retirement, he pursued his interests in fishing, golfing and holidays with Catherine, most of which by huge co-

incidence were taken just a short walk from the local Dive School.. How very lucky for them both?! It has been so moving to hear the stories that some of you have shared since his passing. It seems his knack for bringing humour, catchphrases and his quest to find a pub selling Diet Guinness will be fondly remembered by many. So, as we think about Alan, and the impact he has had on our lives, I think it can be agreed that he had a life well lived, and we can be grateful for the moments he shared with us.

Thank you Dad.

"Spoken by Kelly - Al & Catherine's Daughter"

From The Editor

The JEWEL

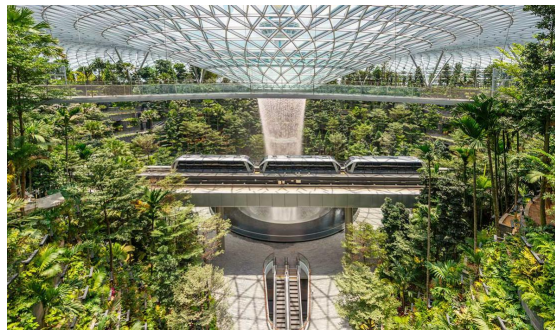
At the end of August 2019 Yvonne (My wife) and I were sitting on a British Airways 787 bound for Singapore to attend the wedding of Yvonne's relative and a chance to catch up with her family. It had been 3 years since we were last in the fast moving Republic of Singapore so no doubt there would be new things to see. An uneventful 13+ hours of flying brought us into Changi International Airport, a modern, clean, well run and efficient civilian facility on the site of what was known to many of us as Royal Air Force Changi. Since 1971 when the British left Singapore the island has seen many changes and has turned into a modern futuristic centre of excellence. Having attended the various wedding ceremonies and dinners, lunches and breakfasts we were told by a relative that we were going to visit "The Jewel" which was the latest Singaporean attraction. A 20 minute car ride later and we were on the approach road to Changi International Airport and there was the "JEWEL. After a few turns we were in the Airport underground car park and walking to the JEWEL featuring a dramatic, doughnut-shaped exterior framed in steel and glass, the 135,700-square-meter space (around 1.46 million square feet) is a multi-use complex designed to connect three of Changi Airport's four terminals. (No 5 is being built as this is written)



The star attraction is the 40-meter-tall (around 130 feet) HSBC Rain Vortex, which cascades through a huge oculus in the middle of the Jewel and is billed as the world's tallest indoor waterfall. It's a dramatic site that's usually heard before it's seen as passengers exit the retail and dining zones that wrap around the Jewel's outer sections and head toward the centre, where they're met with the thunderous sounds of a waterfall that appears to fall from the sky.

What exactly is the JEWEL?

Containing over 280 retail and food/beverage outlets, Jewel Changi Airport could easily be written off as a beautiful shopping mall filled with dramatic green spaces that just happens to be connected to an airport. After all, it's not an airport terminal -- there are no boarding gates or arrival halls, and anyone can visit, but the new Changi addition serves multiple purposes for travellers. In addition to linking Terminals 1, 2 and 3 (passengers heading to and from Terminal 4 need to take a shuttle bus). Offerings include early check-in services and baggage storage facilities as well as a 130-cabin YOTELAIR Singapore Changi Airport hotel. There's also the Changi Lounge, designed to complement a new intermodal transfer service that improves air-sea connectivity for cruise passengers. Beyond expected amenities like free WiFi, JEWEL offers a few little nice touches like power bank loans -- free for 12 hours. There are plenty of diversions for travellers stuck in Changi on a long layover, too, including an 11-cinema IMAX theatre.



Jewel's Shiseido Forest Valley is a four-story garden filled with walking trails set amid more than 235,000 square feet of landscaping, all surrounding the Vortex waterfall. "Rainwater is collected and it becomes a part of the Vortex as well and the volume of water flow can be controlled. Below the Vortex there are tanks to collect the rainwater so that it can be recycled. When there's an excess of rainwater, it can be used for irrigation of the plants in the Forest Valley." A Skytrain, which connects Changi terminals 1, 2 and 3, cuts through the middle of the Jewel, passing by the Vortex. The speed of the train is quite quick, but it slows down to a crawl when going past the Vortex so the passengers can enjoy the view and the sound of the water.

On the top floor is the 14,000-square-meter Canopy Park, which has several restaurants and themed gardens. Adventure play areas for the children are at this level.

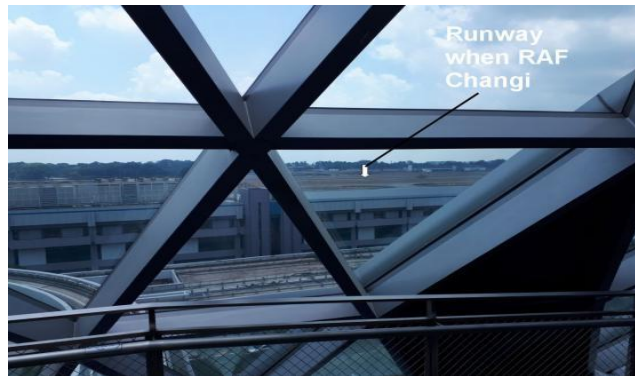
Background to the JEWEL (from parking lot to architectural paradise)

The Changi Airport Development Group has essentially turned a parking lot into an indoor paradise, inspired by Singapore's reputation as a "City in a garden." In 2010 the group were looking at expanding the capacity of Terminal 1 and decided that the open-air parking structure could potentially become a new integrated complex. The JEWEL provides a space for locals too. In most cities, a trip to the airport is not something people would consider "fun," beyond the excitement of knowing you're boarding a plane to go on a holiday or pick up a loved one. In Singapore, however, the airport is just 30 minutes or less from the central business district, making it feasible that locals will actually head there for a meal or to take in a film on a regular basis. The Changi Airport Group is banking on this and expect it to be a popular spot among Singapore residents. Already the JEWEL is popular as a backdrop for wedding pictures. Food

plays an important part of Singaporean life and the JEWEL provides an excellent choice of foods from all over the world. I had a Hamburger and a Kaya (Coconut) jam toastie

What's next for Changi?

Keeping the "world's best airport" ahead of the competition means there's no time to sit around and bask in the aquatic glow of the Vortex as thousands of visitors begin to use the JEWEL's facilities. For those who remember RAF Changi and need to get their bearings the picture below indicates where the main runway was.



Changi Airport is currently the world's seventh busiest airport for international traffic, with a record 65.6 million passengers passing through its four terminals in 2018, according to the most recent airport figures. It connects to over 400 cities globally and serves more than 100 airlines, with a plane taking off or landing every 80 seconds. According to the airport's data, passenger numbers have almost doubled in 10 years, hence the constant focus on growth. The construction of a massive Terminal 5 is well under way at the time of writing, this will be about the size of all four terminals put together and is expected to open in 2030. Terminal 2 is undergoing a five-year expansion project that will include an overhaul of the departure check-in hall and transit area. With the addition of the new capacity in Terminal 2, that will bring the overall passenger capacity of Changi airport to 90 million passengers per annum, and when Terminal 5 is complete this will add another 50 million passengers per annum capacity if everything goes according to plan that will be a total of about 140 million passengers per annum capacity.

I think those figures would have made Air Movements quake had they happened during the RAF tenure of the area and to think it all started off as a staging post in The British Empire.

Notes from a Committee Meeting held on Zoom on 6th December 2021

Our Treasurer submitted a report on our finances which was accepted, and later audited. Our Reunion discussion can be seen earlier in this newsletter. Progress on the new website platform was discussed and it is expected to be complete in the near future. An update was given on the progress of the RAFHAA under its new management. An observation was made that only our Association Committee members were attending the RAFHAA Reunion (20th August) so far and 4 of them would be working!! Over 300 members have already registered to attend, and the Chief of the Air Staff has written to Sir Dusty Miller confirming that as the event also coincides with the 100th anniversary of apprentice training at RAF Halton, priority has been given to reflect RAF interest in the plans. It is hoped that there will be some significant RAF representation on the day. Any members who are owners of Vintage, Veteran & Classic cars are being invited to park their vehicles on the Henderson Grove car park to form a display feature on the day. Anyone willing to participate in this should contact Les Shardlow, secretary@rafhaa.co.uk. It goes without saying that for members yet to book for the reunion, please do so now.

Barry Neal, Chairman

Members' Whereabouts

Mick Woodhouse spoke with Catherine Simmonds, and Tony and Loretta Chaplin, at Al Simmond's funeral and he realised that, apart from Committee Members, our members don't know who else is a member and roughly where they all live, let alone know how to contact one another if they wish. Wives and Partners, some of who become Friends of the Association, have perhaps not been told how to contact us, perhaps because members feel that they are immortal! Contact details can be found on our website for those members who have agreed for their details to be released (GDPR) and are protected by a password which most, perhaps, will have forgotten; at the moment a new website is being constructed and the 'old' one is not accessible. To remedy this situation, maybe only temporarily, and to answer a question that is regularly asked "who else is going to the reunion?", we have produced a list of members' names with generic whereabouts which should not contravene data protection regulations; whether intending to attend the reunion; and whether contact details on the website have been allowed. A list is attached to the newsletter.

Members who have not done so are encouraged to permit their details to be revealed; please contact me at barry.r.neal@gmail.com. Hopefully, the list will also encourage more of you to book for the reunion and encourage you to contact each other, which is surely one of the aims of our Association.

Barry Neal, Chairman

You can follow us on Facebook

Ton Threes

<https://m.facebook.com/profile.php?id=100003874764371>

And on our website (when the new one is up & running)

<http://www.103rdentry.org.uk/>

Committee Members:

*Les Shardlow, Les Garden,
Chris Wales, Barry Neal,
Ken Bannister, Brian Lee, Dave Post,
Malcolm Watts, Mick Woodhouse*

Contributions, mail or abuse about the Newsletter to

*The Editor
Brian Lee
Omaha House, London Road
Ipswich IP2 0SS*

Or e-mail: steam707@hotmail.com

*Entry website
<http://www.103rdentry.org.uk/>*

Members' Whereabouts

		AWR	Reunion			AWR	Reunion
Les Shardlow	Bucks	y	y+1	Jess Myers	Northants		
Mick Bossy	Cambs	y		Bill Davidson	Notts	y	
Rod Goodhew	Cambs			Richard Hughes	Oxon		
Bill Rawden	Cheshire			Pete Ince	Oxon		
John Stevenson	Co Down	y		Nick Smith	Oxon	y	
Jeff Lloyd	Cyprus	y		Mick Woodhouse	Oxon	y	y+1
Pete Slawson	Derbyshire			Paul Collins	Oz		
Alan Parr	Devon			Eric Perks	Perthshire	y	
Chris Wales	Dorset	y	y+1	Kevin Murnan	S Wales		y+1
Glynn Hayes	E Yorks	y		Dave Post	S Wales	y	y+1
Pete Laslett	E Yorks			Brian Lee	Suffolk	y	y+1
Kevin Sheehan	E Yorks	y		Mike Lewry	Suffolk	y	
Ron Dent	Essex			Gwyn Weallens	Suffolk	y	
Nick Lamming	Essex	y		Dave Adams	Surrey	y	y+1
Roger Flitter	Hants	y		Les Garden	Surrey	y	y+1
Chris Mount	Hants	y	y+1	Ian Kennedy	Sussex		y
Barry Neal	Hants	y	y+1	Barry Spalding	Sussex	y	
Doug Pearson	Hants			Malcolm Watts	Sussex	y	y+1
Vince Cooper	Hunts			Dinga Bell	Somerset	y	y+1
Dave Arnold	IofM	y		Chris Lacey	Somerset		y
Ken Warburton	Kent	y	y	Gary McMenemy	Somerset	y	y
Colin Frame	Lancs			Alex Nicholson	Teeside	y	
Ian Armitage	Lincs	y		Roger Evanson	W Mids	y	
Ken Bannister	Lincs	y	y+1	Bob Gamble	Wilts		y+1
Mick Bath	Lincs	y		Dave Mathers	Wilts	y	y
Dave Lomas	Lincs	y		Alan Cowsill	Yorkshire	y	
Geoff Owen	Lincs	y		Milton Hey	Yorkshire	y	y
John Taylor	Lincs			Shaun O'Rourke	??		
Tony Chaplin	Norfolk		y+1	Ian Sturges	??		
John Lister	Norfolk						

Honorary Members

Ernie Fox, Yorks; John Perry, Cumbria

Overseas Life Members

John Carhart, RSA; Dick Horton, Philippines; Jim McKenzie, Oz; Tom Maxwell, Oz; Raja Baharrudin Raja Galib, Malaysia; Song Tiam Swee, Malaysia; Aloysius 'Joe' Surin, Malaysia.

AWR - Association Website Register