

CIRCUIT

WINTER 1974

The Journal of No. 1 Radio School, R.A.F. Locking



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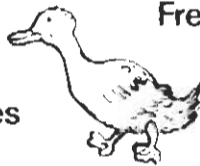
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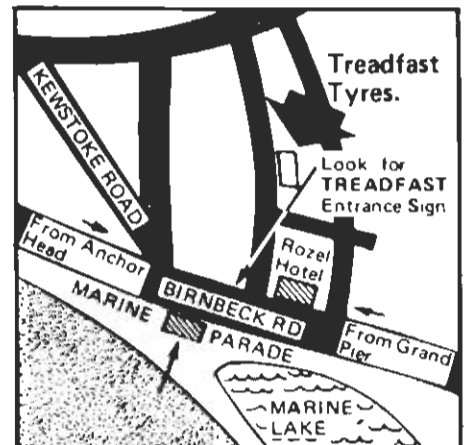
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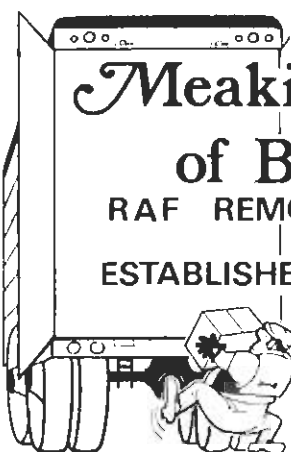
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A MERRY CHRISTMAS AND A HAPPY NEW YEAR FROM THE STAFF TO ALL OUR READERS



HONOURS AND AWARDS

On Wednesday, 13th November, H.R.H. The Princess Alexandra, presented the M.B.E. to FLIGHT LIEUTENANT W. M. KENDALL, at a special ceremony in Royal Air Force Hospital, Halton.

FREEDOM OF THE BOROUGH OF WESTON-SUPER-MARE PARADE

On 5th October, RAF Locking exercised the privilege of marching through the streets of Weston-super-Mare to celebrate the 18th anniversary of the granting of freedom of entry by the former Borough Council.

This was the first freedom parade since the local government reorganisation last April, so that an alteration to the original route was required: it was not practicable to march past the Town Mayor's Parlour, Grove House, so the parade took place along the sea front. The Mayor, Cllr. W. J. Prosser, took the salute outside the Winter Gardens Pavilion.

270 Station personnel took part, two squadrons of three flights each being under the command of Wing Commander C. W. Evans, OC Admin. Wing. The Western Band of the RAF accompanied the marchers.

FREEDOM COCKTAIL PARTY

A Cocktail Party to celebrate the Freedom Anniversary was held in the Officer's Mess in the evening of the same day, when a large number of Service and civilian guests were entertained.



EDITORIAL

Despite the recurring financial crises threatening the existence of the Station Quarterly Magazine, "Circuit" appears yet again, having been refloated after running aground at low tide off Weston Pier, with the distress signals flying high.

Our intrepid pilot, the Business Manager, immediately took positive action to overcome the escalating printing costs by finding on our doorstep a publisher who promised to produce an equally fine magazine at a far lower rate.

The present edition has been printed by Richmond Partners of Weston-super-Mare, to whom a warm welcome is extended on behalf of all readers, in the hope that a long and fruitful association has now been formed. The reading public may judge for itself by a ready comparison with the last publication in September: comments on the style, content and finish of this publication would be welcomed by the Staff, particularly those suggestions which are constructive and capable of being easily adopted.

Many Locking people will already have seen one or both of the first two monthly "Locking Scene" editions (distributors permitting): this publication is intended to become a smaller, sister newsheet, not a rival to "Circuit". Its aim is to present Servicemen, their families and civilian colleagues with an up-to-the-month picture of Locking life, bringing to your attention matters of immediate news value, thus including a personal column, advertisements, sales and wants, diary items and any useful information of a purely local nature, which anyone may submit for inclusion.

Editor: Sqn. Ldr. A.J.J. Hawkins
Business Manager: Flt. Lt. A.D.G. Pearson

Representatives:
Families Fg. Off. (W) Lovegrove
Student Wing Flt. Lt. Burns & Flt. Lt. Manser
Supply Sqn. Fg. Off. Perks
Commun. Sqn. C.T. Bates
Radar Sqn. F.S. Hucklesby
Computer Flts. & Linesman Sgt. Mann
Trade Pract. Sqn. Sgt. Pimm (to be succeeded by Cpl. Moir).

Ladies Page: Mrs. Sim Fellowes
Cartoonist: Miss Jo Benney
Photography: Mr. Wheeler
Printers: Messrs. Richmond Partners Weston-super-Mare.
Published by order of the Commandant, Group Captain F.M. Holroyd.

Cover Picture: Weston Freedom Parade 74.

CHURCH SERVICES



CHURCH OF ENGLAND

ST. GEORGE'S CHURCH -- Scarf Block

Mattins	Each Morning 0815 hours
Holy Communion	Wednesday 1000 hours Thursday 0730 hours
1st Sunday	1030 Morning Prayer & Holy Communion
2nd Sunday	1030 Morning Prayer & Holy Communion
3rd Sunday	1030 Family Service (incl. Brownies & Young People)
4th Sunday	1030 Holy Communion
5th Sunday	1030 Morning Prayer & Holy Communion

CHURCH OF SCOTLAND AND FREE CHURCHES-- ST. ANDREW'S CHURCH

Every Sunday	1030 Morning Worship 1030 Sunday School
Tuesday	1900 'Open House' at 1 Spinney Road
Wednesday	1630 Girls Club
2nd Wednesday each month	1030 St. Andrews Ladies Guild
Friday	Boys Brigade 1745 - 1915 Ages 8 - 11 years 1930 - 2100 Ages 12 - 17 years
Wednesday	1900 Prayer Meeting

ROMAN CATHOLIC CHURCH -- HOLY CROSS CHURCH, SCARF BLOCK

Sundays	Holy Mass at 1000 hours and 1800 hours
Daily Confessions	Holy Mass at 1000 hours Before all Masses and 1800-- 1900 hours on Thursday evenings.
Holy Days of Obligation	Holy Mass 1000 and 1900 hours
Rosary and Benediction	Tuesday 1900 hours

STATION CHURCHES

The three station chaplains would like to wish all of you a Very Happy Christmas season when the time comes. We live in a troubled and often perplexing age, an age when uncertainty and indifference seem to be prevailing themes. But the deep joy and happiness of Christmas is this: that into the midst of life's doubts there came the certainty of God's love in Jesus Christ: and challenging the indifference of people in all ages, there came the total commitment of God to mankind, all the way from the Crib to the Cross. We trust that these realities will escape none of us this Christmas-tide, and that all our celebrations will be rich, and meaningful, and very happy indeed.

CHURCH ACTIVITIES -- DECEMBER

Dec. 1	St. Andrew's Day Advent 1	1000/1800	Holy Cross; Mass
		1030	St. George's; Morning Prayer.
		1030	St. Andrew's; Morning Service.
		1800	United Service at Holy Cross.
Dec. 8	Advent II	1000/1800	Holy Cross; Mass
		1030	St. George's; Toy Service.
		1030	St. Andrew's; Morning Service.
		1900	United Service at St. George's.
Dec. 15	Advent III	1000/1800	Holy Cross; Mass
		1030	St. George's; Brownie & Family Service.
		1030	St. Andrew's; Morning Service.
		1930	United Family Service of 9 lessons & Carols at the Flowerdown Club, followed by Mince Pies and Coffee.
Dec. 16			United Carol Singing round married quarters. Singers meet at Scarf Block at 1930.
Dec. 22	Advent IV	1000/1800	Holy Cross; Mass
		1030	St. George's; Holy Communion.
Dec. 24	Christmas Eve	1030	St. Andrew's; Morning Service.
		1130 pm	United Carol Singing in St. George's Church.
		1200 pm	Joint C of E and CSFC Christmas Service of Holy Communion at St. George's Church.
		1200 pm	Holy Mass at Holy Cross Church.
Dec. 25	Christmas Day	0800	
		and	St. George's; Holy
		1000	Communion.
		0830	
		and	Holy Cross; Holy Mass
		1030	
		1000	St. Andrew's; Sacrament of the Lord's Supper.

THE REVD. W.K.L.WEBB Station Chaplain RC.
THE REVD. H.B.TASKER Station Chaplain C of E.
THE REVD. A.H.SYMLINGTON Station Chaplain CSFC.

STUDENT SQUADRON

Passing-Out of No. 120 Entry of Technician Apprentices –
23rd October, 1974.

Addressing Technician Apprentices of No. 120 Entry and their relatives at the presentation of prizes ceremony to mark their passing-out from No. 1 Radio School, the Commandant said:

"Two out of every eleven apprentices trained at the School since the scheme was started in 1922 have been commissioned; at least 20 have reached air rank, and one became Commander-in-Chief of Signals Command.

"Although conditions have changed at Locking, and there is no formal passing-out parade, there is still a sense of occasion when young men, having negotiated the considerable hurdles of a demanding course of training, have actually qualified, and are leaving the School to embark upon the next stage of their Service careers.

"In 1972, we celebrated the 50th Anniversary of radio apprentice training, but sadly it seems that as far as RAF Locking is concerned, apprentice training is now ending with just two technician entries remaining at the School.

"As with the technical and educational phases of their training, the 120th have achieved very satisfactory results with their general service training. They have taken part in many parades and acquitted themselves well. Notable occasions include route-lining at Whitehall for the wedding of Princess Anne to Captain Mark Phillips, and for a State Visit by the President of Zaire.

"You members of 120 Entry have done your job well. Today marks the end of an important period in your career, and I would like to congratulate you on your results. You have learnt your trade, you have furthered your education and you have also learnt the rudiments of being good citizens and valuable members of the community.

"Remember the School's motto – "Thorough" – and be content only with the highest standards, particularly in all fields of servicing, for there again you have been trained to be part of the team responsible for the safety of aircraft and those who fly them, and perhaps the safety of our own country".



HANDLEY-PAGE FLIGHT

With the passing-out of 120 Entry to Bulmer and the apprentices 'dream posting' Neatishead, the Flight is now reduced to the last of the apprentices, 121 and 122 Entries, scheduled to pass-out in October 1975 and March 1976, respectively. Flight NCO's no longer exist (volunteers welcomed, plenty of overtime available) with the departure of Sgt. Dave Simms to Halton (where the - - - -'s that?) and Sgt. Gordon Cross to "Civvy Street" where are all eagerly awaiting the opening of his "Cordon Bleu" restaurant in Weston-super-Mare (ex-Flight members 25% reduction). The Flight Commander's plans for moving his office to the local golf course have recently been dashed by the news that he is taking over Westland Flight, so that Flt. Lt. 'King Rock' Bellers (OC) can return to his natural environment – teaching educators to dig holes !

R.C.H.M.

COMMUNICATIONS SQUADRON LINK

I put pen to paper for this edition, somewhat confused bear with me and I will explain. I had just returned to work after a week on my back (I had my tonsils out) and there on my desk was a chitty advising me that the old "Circuit" magazine had blown a final fuse and packed up. Ah, I thought, rubbing my hands, no more work; but reading on, I found that I was now squadron collator for a new monthly magazine or flight bulletin, which was to be full of up to the minute "gen" on this and that. No more hard graft for me though, just collect in the items and put them in some sort of order for publication. So I sat back for about a week waiting for all this "up to the minute information" to come rolling in. Far from being inundated, I might add, it was conspicuous by its absence.

FLASH out of the blue – another chitty. Once again it was telling me that the Editor required my contribution for "Circuit" in a week's time. "He's definitely flipped", I think to myself. I am however quite wrong, indeed the Phoenix has risen from the ashes in the nick of time, and I for one am glad to see it.

Last time I put pen to paper for "Circuit" was just before the Flowerdown Fair and now at the time of writing, Guy Fawkes Night is upon us. By the way, our squadron had intended to enter the 'Best Guy' competition, but unfortunately Ken Stephens had a prior engagement for Halloween !!

. Colin Hewitt, George Corbett and Co will henceforth be known as "The Swindle Singers".

The sound of marching feet is once again to be heard at Locking you never know, it might catch on again in the rest of the RAF. Did I hear someone say "About time too" ? Several old Chiefs in the squadron have in fact been observed in the early morning, standing at the doors of the block, their eyes closed and heads uplifted murmuring "Just like the good old days!"

Well folks, due to the short notice and also to the fact that movements, births and the like are now taken care of in the monthly bulletin, copy is a bit thin on the ground for this edition, so I am going to pack up. Before I do, though, from the squadron to you and yours, a Very Merry Christmas and a Happy and Prosperous New Year.

D.B.

RADAR SQUADRON

It seems ear plugs are the "In Thing", not just for those on the G.D.T. courses, but, on one occasion recently, to quieten the curses of an irate instructor who found himself locked in the Supervisor's office during one hectic day.

"Comings" seem to have caught up with "Goings" just recently. Sgt. Dave Ahern, Sgt. Trev Reynaert, Sgt. Bill Ranson and Ch. Tech. Simon Cassidy have arrived. For Ch. Tech. Cassidy it's the start of another tour on instructional duties. They are a welcome addition, with another training peak on the way. It's welcome back, too, to Ch. Tech. Pete Noble from 4T Block. By the time this gets into print, Sgt. Pete Snelling and Ch. Tech. Dave Allsup will be civilians, Pete Snelling is taking up an appointment at G.C.H.Q. Cheltenham and Dave Allsup a teaching post in South Africa. Good luck chaps.

Ch. Tech. Bob Slipper has received congratulations on his £50 award under the Inventions and Ideas scheme. He's waiting for the money, and his colleagues are waiting for the beer. Well, it was just a thought!

And who said "Circuit" was on the way out? These frantic scribblings are to meet yesterday's deadline!

Happy Christmas, All.

F. S. HUCKLESBY

MAXWELL HOUSE

Casualties among our staff took a turn for the worse last month despite efforts to provide us with extremely good students. One instructor was forced to take refuge behind dark glasses after attending (so the story goes) a lager testing evening and apparently he still has some difficulty in focussing. Another instructor twisted his back while putting on his socks and had to suffer the discomfort of having to wear a support for a couple of weeks. Mind you — it took some explaining, especially as his wife was away at the time this unfortunate mishap was said to have occurred. Our latest casualty who has his leg in plaster can now claim to be the fastest instructor on one leg. There is no truth in the rumour that this had anything to do with violence on the soccer pitches.

One of the latest improvements in the training facilities 'chalked' up in Maxwell Block is that visitors can now inspect our reproduction unit in the library and marvel at Liz "performing" on her highly prized Gestetner machine. Since no one else is allowed to have a go, anyone daring to touch Liz's equipment does so at his own risk!!

In a recent mixed foursome golf tournament held at Worlebury, our Squadron Commander - Wing-Commander Cyd Henderson strongly supported by the captain of the ladies team held off the strong challenge of Mr. Trevor Ward and his lady partner to win the Butler Cup. Judging from the standard of play on that particular occasion the notion that these two gentlemen are likely contenders for the "Caddy of the Year" Trophy 1974, cannot be completely ruled out!

We bade farewell to both of our Flight Commanders who left Locking for pastures new, Wing-Commanders George Ramshaw and Mike Clark. Wing-Commander Ramshaw, usher extraordinaire, is better known for his long association with the Sailing Club. As one who always leads from the front, he is always first to show and set out the standards and the members of the Sailing Club would like it on record that they do really appreciate the fine example set when he was accidentally immersed in the sea at Weston at the time the sewer gates were open!! As Officer IC No. 1 Flight, he demonstrated quite effectively the dangers of electricity when trying to fix up a spot lamp. He was balanced quite precariously on a ladder above an ornamental fish pond and somehow managed to complete the inevitable short circuit which resulted in him joining the gold fish in the pond, which became known as "Ramshaw's Leap". Wing-Commander Ramshaw took up an appointment as Officer Commanding Electrical Squadron at that wonderful establishment, RAF Halton.

Wing-Commander Clark is a keen sub-aqua enthusiast who has spent many hours watching marine life — that is, of course, when he is not cycling to and from Sandford disguised as Percy Thrower. He also happens to be one of the most travelled officers in the Education Branch, having completed tours at Yatesbury, Cranwell and Locking since 1955 !! He has now returned to his favourite stamping ground at Cranwell, where he joined the Directing staff of the RAF College of Air Warfare. We wish both Wing Commanders every success in their appointments.

We extend a very warm welcome to Squadron Leader Stuart Hocknell who arrives totally enriched from that "holiday" resort at Southampton and who is a former RAF Modern Pentathlon Champion. Indeed, he held the title for three successive years and hopes to encourage recruits to pentathlon whilst at Locking.

One person who is no stranger to Locking is Squadron Leader John Mills, who joins the Squadron from that well-known punishment posting of the Third Reich at RAF Laarbruck. He is also bringing back the alarm clock which was presented on the occasion of his departure from Locking several

years ago. It was reported from Laarbruck that it didn't work there either !!!

Flight Lieutenant Cedric Maddox wishes to let everyone know that he can now legitimately enjoy his 9 o'clock coffee break which is one of the perks of the Exams Officer.

If there is anyone searching in vain for the Training Design Cell, it is situated in the cupboard under the stairs and it is not true that you have to spend a penny to gain entrance.

C. C-Y.

MAGPIE'S COLUMN

RAF Weston-in-the-Mire

I recently got a 'phone call from a friend of mine who is on the Supply Squadron at RAF Weston-in-the-Mire. Really, what he told me you wouldn't believe, but he assures me that it's true. First, it would appear that Weston-in-the-Mire is very, very similar to this Station in as much as it is training school for the ground radio and radar trades and has, as its seats of learning 1, 2, 3, 4, and 5 Teaching or T Blocks (Isn't it a small world?)

Now that I've described the set-up, I'll tell you the tale that he told me. Seemingly, they have as part of their 3T Block (one down, 4 Blocks to go) an organisation in which is invested the power to buy toys and goodies for deserving causes round the camp. Well, it seems that 3T Block bought 5T Block (two down, three to go) a model train set recently, and no sooner was the first piece of track laid than 2T Block (3 down two to go) asked 3T Block if they could have a picture gallery showing the history of the equipment that they taught. Almost immediately 1T Block (4 down and only 1 to go) decided that they needed a model airfield and, of course, 3T Block said they would buy it for them.

I can hardly wait until I find out what 4T Block want for Christmas.

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There is absolutely no truth in the following rumours:

1. Trade Group 22 has been absorbed by Trade Group 2.
2. Col. Chesney has been voted Magpie's "Journalist of the year".
3. Statistics is the average by which a man with his feet in the oven and his head in the fridge is considered to be comfortable.

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Epilogue

I would like to take this opportunity of wishing all friends and acquaintances of Supply Squadron a very festive, but safe, Yule Tide.

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Prologue

All was silent in SCAF except for the noise of the technicians repairing our computer link. I have finally resolved the residual problems of the VVIP Visit back in June (well, almost) and my faith in the supply system has been restored by the announcement that our new computer may definitely be in full use by the first quarter of 1975. I do love these 'definite maybes' don't you?

N.B. Copy for the Spring '75 Edition of "CIRCUIT" must be to hand by 17 th. February.

TRADE PRACTICES SQUADRON

It has been so long since I last made a contribution to this highly popular magazine, with a circulation well in excess of 27, that I now have the task of catching up on all the comings and goings within the block over the past months.

On the arrivals side we welcome Ch. Techs. Ron Grant, Alex Taylor, Pat Dodsworth and Dereck 'Prof' Shaw, Cpls. John Day and Norrie Moir, and in the near future we should be blessed with the presence of Sgt. Fielden.

The Families Office have just set up shop within our empire and we now see the shapes of Mrs. Findlay, Mr. Evans and Fg. Off. Beverly Lovegrove gracing our shining corridors (did some ill-informed person say "of fame"?) I wondered, now, if perhaps a better name for the block might not be Faraday and Son.

Talking of shining corridors, we are now in possession of the only fully operational mobile, female, cleaning squad on the whole station (or so I have been reliably informed). This has been achieved by replacing the world's self-confessed worst cook, Tom Evans, by the only lady in the world who can make a cup of tea taste like Lancashire Hot-Pot (Phyl Fallon is the name, in case you wondered).

So much for the arrivals. I shall now deal with the departures. Pete Mount is said to be living in the lap of luxury as head of Communications in Saudi Arabia (or so I am informed by the Station Barber — or should it be Barberess?).

Guy Pedrick is repairing colour T.V.'s in New Zealand. I wonder if the sets are upside down, or, perhaps, the frame oscillator polarity is reversed causing the picture to be scanned from bottom to top (I should be the script writer for 'Mission Impossible').

Next time you hear a juggernaut go thundering past your bedroom window, spare a thought, for it may be under the guiding hands of Ch. Tech. Dave Upstone, who has purchased his own orry and is sub-contracting to the building trade.

Mike Farrow, however, has taken up more leisurely employment at a Teachers' Training College. I don't somehow think it will be more leisurely when he starts teaching in earnest, especially if the scholars are all like me.

Cpl. Terry Hill, our ex local stores basher, is now supplying whatever it is that these people supply, at RAF Coltishall, and Ch. Tech. Ed Polkinghorne is on the once friendly island of Cyprus

Sqn. Lr. Jack Cullen, our inimitable ex-Squadron Commander, is now resting on his laurels (whichever way you care to take that statement, it is probably true!) and can be seen most evenings propping up the bar of "The Coach House". Since making enquiries into his background, a couple of humorous stories, concerning him, have come to light. One innocent bystander, who, on observing the Parachute emblem emblazoned on Jack's arm, asked him how many jumps he had made. His reply is reported to have been: "Oh — never less than two a night!!".

Another story concerned the purchase of horses. Apparently, Jack, whilst filling a post somewhere in Palestine, was given £200 to buy a horse. Now, in his usual efficient manner, Jack discovered that whilst a horse cost £200 in Palestine, you could buy one in Baghdad for £50. After somehow managing to scrounge a lift there, he promptly bought four. Now came his first problem. How was he to get them back to Palestine? He contacted his camp which promptly sent out a plane (at fantastic cost) to pick the animals up. However, the animals had other ideas, and absolutely refused to be ushered into their transport. Once it became apparent that the task was impossible, Jack jumped onto the back of one of the beasts and, trailing the other three behind, rode (for the first time in his life) over a thousand miles back to camp. Had these stories been about anyone else, I would have been highly sceptical, but having known Jack (or "Father" as the cleaners called him) for a couple of years, I wouldn't put anything

past him. Anyway, Jack, many happy days of retirement and may you live as long as you want to, and want to as long as you live.

Many congratulations to SAC Neil Hempstead for his supreme effort in helping to secure the Wakefield Trophy for the Station. I do feel, however, that some credit must go to all the other members of the block for fulfilling Neil's primary tasks (whatever they may be) during the periods he was absent making preparations for the big event.

Belated congratulations are also in order to Arthur Morris on acquiring that little wheel above his three stripes.

Finally, I have been asked by the members of the Families Office to thank the hierarchy of the block — i.e. Messrs. Prior, Brown and McKenzie, for their assistance in making the changeover such a smooth affair.

SGT. D. M. J. PIMM

COMPUTER & LINESMAN FLIGHTS

Well, we're now back at the nasty time of Locking's annual season — the time when gas and electricity bills arrive with the decimal point on the amount charged one or two places too far to the right — the time when airmen put their hands in their pockets to keep them warm and not just in defiance of the establishment.

In the Block, we soldier on ("airman on" doesn't fit somehow) attempting to keep warm and yet cut down the fuel bill too — and if that's a contradiction to you, then it'll come as no surprise to learn that we haven't overcome the problem either. It has been suggested that as the classes do not have the luck to march from place to place for lessons, thereby warming up with arm-swinging etc., etc.,-type movements, that perhaps all the desks should be put in the middle of the room and the class leader could lead a '5-minute dash' round the classroom whenever anyone is spotted drifting off into hibernation.

Has anyone noticed the Christmas Illuminations on the top of the block? Nice, aren't they? When the lights were first erected, certain ladies in the drawing office were noted as saying that they thought we were opening up a Bordello. No more was said on the subject when it was pointed out that we had been open for 10 years! Actually, the lights are really there to attract "moths" for FLT. LT. WALTERS, who is the station Philately Officer (oh! — someone has said that's stamps, and I want a Lepidopterist!!).

Do you remember many months ago (end of October, when we had the Station Press Day and Locking took pride of place over at least 4 columns of the 'Weston Mercury'), there was much restrained excitement in the block, when, reading the section alluding to us here, we found that of the many computers in existence, the Air Force had TWO of them! Did the reporter somehow read wrong — or are we 90% of 5 Block in for a Golden Bowler Scheme? Alas, time has proved that we have still a full complement of instructors and the RAF still has MORE THAN TWO computers.

Of course, although we have as many instructors as ever, some names have gone and new ones allocated to duty. I suppose that I ought to name them so they can see themselves in print.

First there's 4130 A/C Computer (and that adds up to THREE in 5 Block alone!). Then we have Roy McNeir, Bill Cooper, Dave Standley, John Sellers, John Facey, Jerry Ruse, and Sqn. Ldr. George Young. At the time of going to press, not all were full fledged members because they hadn't been out for a section "Alcohol to Hangover" conversion course — but seeing as we're in the season of good cheer, all is well!

(Continued Overleaf)

MINISTRY OF DEFENCE POLICE STUDENT WING HQ

Road Safety

Is your child safe on the road? Now the winter is upon us, or as we know it "The Accident Season", it is extremely important to ensure that your child doesn't become an accident statistic. To this end please ensure that your children's cycles are roadworthy and are fitted with front and rear lights. In addition to these steps, why not enrol them in the cycling proficiency scheme which is held in 3(T) Block every Friday between 6 pm. and 7 pm. The present course is in its 6th week and a film show is scheduled for 29th November, 1974, to which all are invited. These courses are excellent value — they are FREE. Incidentally, the failure rate is 25% nationally, whereas Locking achieved an 85% pass. For further information please contact PC West on extension 253.

Found Property

We have a large number of items, ranging from gents sports cycle to a cuff link, which we would dearly like to return to their rightful owners. If you have lost anything, please come along to see us. You never know, we may have that long-lost family heirloom! If our ever growing mountain of property isn't claimed soon, we shall need to seek even larger premises.

Overheard in the Police Office

"Do I hand my thing in at the guardroom when I leave?"

"Could you give me a families pass for my dog please, as it's not registered on camp".

"Can I have a permit to bring my wife on camp?"

"I've lost my raincoat today, what I mean is I lost my raincoat two weeks ago; the one I lost today was someone else's".



TREE-PLANTING PROJECT AT RAF LOCKING

During recent years, this station has been transformed from a temporary, hutted camp into the modern permanent establishment that it is today.

Modern buildings tend to have hard, uncompromising lines, and need the softening effect of trees and shrubs in order to blend successfully into the landscape.

Many trees and shrubs remained from the old camp while DOE Lands and Lawns Department have planted many new varieties. However, there is still a need for many more, a need which can be met through the efforts of present and past personnel of RAF Locking who are asked to donate trees or shrubs.

All trees donated in this way will be identified by a small plaque, thereby forming a permanent reminder of the donor's association with the station.

Those who are interested, and therefore seek further information, are asked to get in touch with:

FLT. LT. D. M. POTTER (Watson-Watt - 2T Block) Ext. 299



N.B. Additional copies of this magazine are available from the Business Manager:— FLT. LT. PEARSON - Babbage (5T) Block.

As Winter marches on, I'm now free to reveal the extraordinary talents of one of our recently departed P.G. classes when it comes to 'Things Military'. The class in question was seen forming up outside their barrack block preparing to march to work. Up comes a supremely efficient class leader. "Right, lads — all turn to face the Sergeants Mess". (shuffle, shuffle) "O.K.? Right! Ready, steady, GO!" It must be said in fairness that they all started with their left leg, and they rounded all right-angle bends, etc., to 5(T) Block without a single word of command — and as the Queen's Colour Squadron can claim exactly the same, there's probably a moral there somewhere!

Oh yes — Merry Christmas! — and if you do see the Chap with the Red Suit and White Beard, tell him 5(T) would like some portable heaters for the next time our air conditioning decides that the thermostat setting is in degrees Fahrenheit rather than Centigrade.

This article is cold off the press



SGT. MANN

68th APPRENTICE ENTRY RE-UNION AT RAF LOCKING ON 25th OCTOBER 1974

On 25th October 1974, as the culmination of 3 months' intensive detective work and organisation, 24 ex-members of the 68th Entry of Aircraft Apprentices of the Radio Trades Group met together at the Flowerdown Club at RAF Locking for an informal re-union.

The detective work had been necessitated by the fact that over 20 years had elapsed since the Entry had graduated from RAF Locking, in April, 1954. Little contact between members had been maintained, and a high percentage of the Entry had left the Service in the interim.

The idea for the re-union had arisen out of discussions between 2 still-serving members who found themselves working in close proximity at RAF Locking. These 2 were Sqn. Ldr. Vic Ludlow and Flt. Lt. Dave Potter, both Education Officers.

The search for members extended across the world; one long-lost soul just happened to be in UK from Australia for a year and saw his first copy of the "RAF News" for many years. In it was a very small paragraph about a possible re-union of the 68th Entry!

The furthest distance actually travelled for the purposes of the re-union was that from RAF Buchan, where Flt. Lt. Vic Mitchell, a Fighter Controller, is currently stationed.

Many letters were received from more remote ex-members, running companies or departments in various parts of the world. Bobby Broomfield wrote from Geneva, Tony Leroy from America, and Alan Carter and Keith Smith (both of the RNZAF) from New Zealand.

Two surprise visitors at the meeting were Mr. Cleverly, a former Workshops Supervisor at Cranwell and Locking, and Sqn. Ldr. Ralph ('Sammy') Sweetlove (Retd.) who was C-Sqn. Commander at Cranwell and Locking. Both of these gentlemen were still very spry, and seemed to enjoy themselves very much indeed.

It is hoped to maintain and expand the contacts made so far, and to organise a more formal re-union, possibly at RAF Cranwell on 24th April, 1976, to celebrate the 25th Anniversary of the formation of the 68th Entry.

V. J. LUDLOW
Sqn.Ldr. RAP Flt.



WOODSPRING DISTRICT COUNCIL, led by Councillor DRIVER, visits No 1 Radio School and finds the Airmens' Mess catering facilities of a high standard.... (or "Careful with the Calories, Mum !)

Air Vice Marshal Sir NEVILLE STACK, KCB, CVO, AFC, RAF, discusses with Sqn Ldrs DAGGER and JOHN MERRY some of the finer points of the RAF Locking Stand at Biggin Hill Open Day last September.



PRESENTAT



Air Vice Marshal C.M. GIBBS, CBE, DFC, RAF, presents the "Lord Wakefield" Junior Championship Trophy to SAC Neil HEMPSTEAD of RAF Locking.

The Commandant presents medals for the Heavyweight Finalists in the Senior Championships to the winner, left, AC HUNTE (St Athan) and Cpl RIMMER (Wittering).





The Commandant presents a silver salver to Squadron Leader Keith EVANS- it was a gift from his team mates in recognition of his sterling efforts on behalf of station rugby.

Mr "Jock" CRAIG is presented by the Commandant with a clock to mark his retirement after eight years' service as Officers' Mess Barman.





Senior Technician S.L.RAM (NO 120 Entry) receives his prizes from the Commandant.

The late Flight Lieutenant W.M.KENDALL, MBE, hands over his collection of ATC insignia to the ACC Air Cadets, Air Commodore T.H. T.H.BLACKHAM, OBE, DFC, RAF.



THE VOYAGE OF THE GOOD SHIP DAMBUSTER JULY 26 — AUG 1, 1974

Expedition Members

Flt. Lt. P. Lacy
Fg. Off. A. South
Ch. Tech. M. Farrow
SAC E. Macmillan
AC Ord

Early on a Friday morning, the 26th July 1974, to be precise, a rather land-loving crew set out from RAF Locking to join the Royal Air Force Association's yacht, "Dambuster", for a week's off-shore sailing expedition. By mid-day we had arrived at Hamble and introduced ourselves to the Mate and Skipper (complete with telescope) for our voyage ahead.

Flying Officer South, given the job of Purser, set off to "victual" the ship from the local supermarket whilst the rest of us stowed our worldly goods on board. The boat was carefully checked over from stem to stern; by mid-afternoon we were finding out the difference between a "sheet" and a "halliard" as the sails were raised and we headed out into the Solent.

By eight that evening, with some of us a little the worse for wear, we put into Yarmouth on the north coast of the Isle of Wight. In the stillness of the harbour it was time to cook a good meal of "bangers and mash" and to check the stores to make sure nothing had been forgotten.

Early on Saturday morning we rowed ashore to visit the Chandler's, to buy the things needed, including new batteries for the radio, essential for receiving the latest weather forecasts and for fixing our position by using radio beacons sited along the Channel coasts. After completing the various jobs required to make the boat ready for the open sea we were able to have a couple of hours ashore before the tide turned to give us an easy passage past the Needles on the west end of the island and into the open sea.

By five in the evening, "Diesel Dick" Lampard had the engine ticking over as we edged our way out of the harbour. All sails were set and we headed out past the Needles, water foaming furiously around the bow of the boat. The wind heeling us over at an unbelievable angle, we pounded our way south, towards France, in a Force Six.

The Needles lighthouse faded into the distance as the last sightings were taken to fix our position accurately. From now on we relied on the compass and our skill in navigation as we set a course for Cherbourg on the Brittany coast. The crew was divided into "Watches" and as one Watch struggled below to get some sleep, the other Watch was responsible for sailing the boat. One job given highest priority was that of keeping a sharp eye open for coasters, tankers, etc., which inhabit those waters, especially as we were cutting through the shipping lanes. Many a yacht has been run down by them and sunk, the danger being greatest at night.

A delicious curry was simmering on the stove as we left port; alas, it did get a little burnt by the time we got around to eating it. Still, some were brave and hungry enough to try some. Unfortunately, I have to report that most of the curry, both eaten and uneaten portions, had gone overboard by midnight. Those suffering from sea-sickness were no doubt cheered by the lights off the French coast appearing on the horizon about two in the morning, and by four we were lying off Cherbourg awaiting the dawn before entering the harbour on a very quiet Continental Sunday morning.

After a good breakfast to fill many very empty stomachs, most of the crew turned in to get a few hours' calm sleep after a night one crew member ruefully likened to "being stuck in a lift, oscillating between the first and third floors, with the

difference that every time you passed the second a bucket of cold water was thrown over you!" The Skipper went off to clear with Customs and Immigration whilst the Mate went to buy bread. Alas, owing to problems with the lingo and kilogrammes, he returned with enough French bread to sink the Cutty Sark.

Monday morning saw us heading out eastwards along the French coast on a beautiful sunny morning with blue clear skies. By mid-day it was obvious that with the light winds, pleasant though they were, it was going to be a long sail to Le Havre, approximately 90 nautical miles away. When the fresh water ran out, with 20 hours sailing ahead of us, the Skipper decided to turn back to Cherbourg to sort out what looked like a possible leak in the fresh water tank.

Everything A1 at Lloyds, we set out once again on the Tuesday afternoon tide on a beautiful summer's day. The delights of off-shore sailing were obvious to us all as we pushed north-west past the Channel Islands at a fair six knots. As the sun set, the moon came out bright and full, and the plankton in the sea fluoresced as the boat cut through the waves. A change of course and by midnight the lighthouse off Portland Bill flashed on the horizon. An hour later the Needles Light appeared and we were able to fix our position accurately. It was very satisfying for the Navigator, and a great relief to the crew, so I am told, to find that we were within a mile or so of our calculated position.

By mid-day on Wednesday, we sailed into Gosport, a boat-load of very salty sea-dogs, much more experienced in off-shore sailing and the ways of the sea. Alas, it was here at Gosport, with only 15 miles to go, that Dambuster felt her age, all 12 years of it. The stays holding the mast had come adrift and after hauling one member to the top of the mast in a boatswain's chair to check it, it was obvious that no more sailing would be possible. On the Thursday tide, "Diesel Dick" at the helm, we motored ignominiously past Cowes and back to Hamble.

Off-shore sailing is certainly one activity in which one has to take the bad with the good. Seven or more crew members, locked together on a small boat in a very big sea, certainly rely on each other's active co-operation. It can be exciting, hair-raising, and it can certainly be "trying" in more ways than one. You "love it or hate it" but you need to try it to find out. If you think you're up to it, then contact Sqn. Ldr. John Hiron (extension 356) for more information of future expeditions.

Bon Voyage !

P. A. L.

FLIGHT LIEUTENANT WILLIAM MICHAEL
KENDALL, M.B.E.
ROYAL AIR FORCE REGIMENT

Early in the morning on Friday, November 15th, 1974, Flight Lieutenant Kendall died peacefully at Halton Hospital after a long illness, most bravely borne. And so a faithful warrior passed to his rest, and we who remain mourn a beloved relative, and a dear friend. Michael Kendall served in the Royal Air Force all his working life with a single-minded devotion to the Service he loved. And it was highly fitting that two days before he died, his career was crowned with the award of the M.B.E. in Halton by Princess Alexandra.

To his wife, Mavis, to his daughter Wendy, and to his father, we would all extend our deepest sympathy in their sad loss. But they can take pride in the host of great memories which will be theirs for the rest of their lives. Not only was he a man devoted to the Royal Air Force, but he was also one who unselfishly gave of his time and talents to the Air Training Corps. And there are many boys and men who will remember him with gratitude and affection. Perhaps if there are any words which could sum up such a life, they are these which are found at the end of Shakespeare's "Julius Caesar":

"Natura might say to all the world: 'This was a man!'"

THE REV. A. H. SYMINGTON
Station Chaplain C/SFC.

BOXING

Lord Wakefield Novices Boxing Competition

The Lord Wakefield Novices Boxing Competition was this year held at RAF Locking on 4th/5th/6th November.

The competition was introduced in 1918 when the late Colonel Sir Charles Wakefield presented the trophies to the RAFBA with the object of promoting team spirit, and of encouraging all ranks in the service to take an active interest in boxing. The competition is divided into two parts. The Senior competition is open to teams from stations with a strength of over 1,000 and the Junior competition for stations below that number.

The competition is confined to novice boxers.

The devotion, determination and hard work of the station boxers gained a convincing win over all the other stations entered in the Junior competition, thus making RAF Locking the proud possessors of the Junior trophy for the next year.

Team			
Flyweight		Bantamweight	
AC John Taylor	DC8	LAC Phil Furnivall	EESF
Lightwiewght		Welterweight	
SAC Eddie Lum You	Supply	AC Jim Lawless	DC 11
Light Middleweight		Middleweight	
AC Ray Smith	DC 11	SAC Alfie Massiah	Supply
Light*Heavyweight		Heavyweight	
AC Dai Rees	DC 12	AC Vic Harry	DC 11
Individuals			
AC Glen Nelson	DC 9	AC Jim Stevenson	GC 11

* * * * *

Credit and a heartfelt thanks must also go to SAC Neil Hempstead who passed on his expertise and gave so much of his spare time to coaching such a successful team. Congratulations must also go to Neil on passing the ABA Coaching Course and on being selected as the RAF coach. Well done, Neil!

Thanks must also go to Ch. Tech. Ron Grant and SAC Lennie Abrahams for their encouragement and support in the corner during the tournament and for lending a hand during training sessions.

LORD WAKEFIELD BOXING CHAMPIONSHIPS 1974 JUNIOR STATION

J. F. M.

<u>POSITION</u>	<u>NAME</u>	<u>POINTS</u>
8 =	ABINGDON	2
8 =	BAWDSEY	2
7	BIGGIN HILL	3
3	CATTERICK	15
2	COLERNE	21
9 =	DIGBY	1
6	HALTON	5
4	HENDON	14
1	LOCKING	32
9 =	SWANTON M.	1
5	THORNEY IS.	7

HOW TO BECOME MAD FOR JUST £100! — OR HOW I GAVE UP DRINKING SMOKING AND LYING ON THE SOFA !

RPM are set at 12,500; 30 degrees of flap, a quick check of free and full movement of rudder and elevator, brakes off, and the aircraft is rushing along the runway, as I, holding on a touch of up elevator and right rudder to counteract the torque. The tail's lifting — ease off the elevator and rudder — just a few more yards and its heave-ho on the stick and the bright red aircraft rears upwards towards the sky at an angle of something better than 50 degrees showing off its STOL capability.

A quick circuit and it's time for a few mild aerobatics. Turn downwind, apply a touch of down elevator to bring the speed up and heave ho time again. Wait till we're inverted, chop the throttle and after a few more seconds open up again and centralise the elevator — loop completed. Gain fifty feet more height, turn cross wind and we're nicely set up for a barrel roll. Nose down for a bit of speed, up elevator and full right rudder and we're pointing at the sky and rolling round to the right. Inverted for a few seconds so centralise everything for a micro-second and then the same again, barrelling nicely, and now we're out of it feeling pretty pleased with our performance, so reckon we're ready for a full power spin. First priority is to gain plenty of height, make sure the wings are level — right, apply full power, full up elevator and full left rudder. Wow ! Up she goes, skewing like she's been hit by a grenade, over she goes and into a full blooded spin — one, two, three, four turns and we've lost about a hundred feet, so it's time we stopped this crazy scheme (wish I'd never started this one !) OK - centralise everything, pause, and then apply a touch of "up" and we're out of it.

Fuel state must be a bit dodgy now, so I reckon it's back to Mother Earth again. Turn downwind, losing some height on the way, turn left onto the base leg, still losing height and turn onto finals. Straighten up these wings, apply landing flap and ease off the power some more at the same time applying more and more up elevator. We're just a shade below the glide path - add a bit more power and we're almost at the field threshold bit more up elevator, keep an eye on the slight cross wind, add more elevator and the wheels are almost touching, yes — there she goes — madly chopping up the throttle holding on the up elevator and push/pulling the rudder to taxi back to the dispersal area. Stop at the control box, a further quick check of the airborne power supplies and control surfaces, switch off the engine and power supplies. The groundcrew then applies the ground power cable and refuel line to prepare for the next flight and the pilot stretches out on the grass for a well deserved fag and a drink.

A report on Concorde? Or maybe an excerpt from some war hero's memoirs? No such thing. Just a model aircraft fanatic's view of a flight with a radio controlled model. For the price of 700 pints of best bitter, 6000 Embassy or maybe a second mortgage, you too can join the increasing band of mad-men prepared to forsake TV and feet-up-on-the-sofa time for the life of an aeromodeller — once bitten by the bug, there's no time for anything else. New plans are flaunted at one in the modelling press and are gloated over like a raving sex maniac drooling over Mayfair and the like. New bits of gear are discussed between the stricken numbers and such phrases as "Cor, I like the look of the latest Glo-Acc!" and "Have you seen those micro servos with three wire amps?" or "I've tried a 225 but prefer a 500 — I wonder if I can wire up two 225s in parallel with safety?" Conversation never ceases once the mad bunch have congregated, revolving around aeroplanes and their ancillary equipment.

If you too feel that you'd like to be just a shade concentric (no - that's wrong), pop along and meet one of the chaps you see holding a funny box with a flag on top, on the sports pitches around camp, and ask him all about it — he's really quite friendly and the streaming eyes and nervous laughter don't really mean he's mad — it's more likely that he's just flown through the sun, and can't see a @@!?!?!!* thing !!

CPL. R. C. CHESNEY

What a hectic month we have had !

SPOTLIGHT ON:-

SUSAN ROTHWELL – T.V. Make-Up Artist

I wonder how many of you notice the names on the Credits at the end of a television programme. For the past few weeks, my family have been playing 'spot the name' at the end of the comedy series "No Strings" starring Keith Barron and Rita Tushingham, for there we have seen: SUSAN ROTHWELL – MAKE UP.

Susan is the only daughter of Wg. Cdr. and Mrs. J. Rothwell, stationed here at RAF Locking, and it was to them I went for details of Susan's career. During school holidays, Susan had helped in a local hairdressers, and when at 16 years of age she asked to leave school to study hairdressing, her parents agreed on the condition that she followed a full three-year course. On completing this she then did a further year at College enabling her to obtain her City & Guilds Certificate. During this time she met a Lecturer who suggested she apply for a trainees position in the Make-Up Department of BBC T.V. After a gruelling interview before six BBC experts, Susan was offered a job. The first year was hard, always at people's beck and call. The hours were erratic and often boring. Actors' tantrums had to be faced with patient understanding. It was usually due to 'last minute nerves'. During the following four years, Susan worked on the "Onedin Line" and "The Fall of Eagles" and also spent 5 weeks in Peru making a documentary on the Incas. Currently, she is working on the new series of "The Likely Lads" and has just returned from doing location shots in Newcastle. I am sure to many of us this must seem to be an exciting and glamorous job, but no doubt Susan would assure us that it is also very hard work

.

Flower Arranging Classes will be held in the New Year. Mr. Berry of Burnham-on-Sea will be instructing. This course is for the enjoyment of all wives and those interested please give their name to me, or ring Banwell 2992.

Keep—Fit

At the request of the wives, I will be holding Classes in the Roundel Club on Mondays at 2.00 pm. All children welcome, whether as participants or rioters !

SIM FELLOWES



Brownie Packs from Avon South put on a concert, and as we only had one week's notice of this, we had to think up something quickly. We entered a group of Brownies from our Pack playing recorders and singing a song with actions. The standard was very high and must have been difficult to judge, as the best items from each Pack were chosen to enter a final concert at the Technical College Weston, on the Saturday afternoon. There was also a Handicrafts display from each Pack.

We were thrilled when Cathy Bates and Patricia Fould were chosen to represent our Pack playing their recorders so beautifully.

The Technical College was packed to capacity, so it was quite an ordeal for them.

Our Handicraft display was of such high standard that we were asked to send it to London Headquarters for display. The toys the Brownies made themselves are going to the Church of England Children's Society, and the blankets we have knitted are going to the Cheshire Homes, so we could not let them go to London.

At our Church Parade in November we are having the blankets blessed, then we hope to deliver them to the Homes.

At our December Church Parade, the toys will be blessed before going to the children.

We seem to have lost many of our older Brownies, due to postings, but hope soon to fill up with new Tweenies.

Many have gained more badges this month. We had a most enjoyable Hallowe'en Party where all Brownies came dressed as witches complete with broomsticks: a great deal of effort and hard work went into their costumes, and they all looked most frightening. Karen Jones won first prize and Stephanie Marr, second prize.

Mr. Wheeler, the photographer, kindly judged the witches, and Padre Tasker presented the prizes.

We had the Padre ducking for apples, and there was plenty to eat for all.

We were pleased to have Flt. Lt. South our Officer I/C join us, and the Brownies presented him with a little gift for his new son.

We hope to see all Brownies and parents at our Church Parades, as the Brownies write their own prayers, and sing some of their own hymns, accompanied by the guitar.

There are a few vacancies for Brownies, so if any little girl of the age of 7 years would like to join us, we meet every Thursday at the Brownie Hut between 6 pm. and 7.30 p.m. Please come along and join in the fun.

TAWNY OWL

" You can see why he was thrown out of Trade Group 7....."





SUSAN ROTHWELL

JUNIOR FAMILIES CLUB

It is now 4½ months since the first meeting was held with a view to forming a club for our youngsters. Throughout this time the Wednesday night Disco has continued — first under the auspices of John West, and more recently with John McLeod, Paul Rennie and Co.

Our membership has grown to 100, and this includes local lads and lasses from Locking Village, Banwell, Winscombe and Worle.

If you saw Bob Lewis and Dave Ball snooping around the hutted accommodation behind SMC, or Bev Lovegrove crawling all over the wooden hut in the DOE compound, don't tell a policeman — we were just examining possibilities for a clubroom. Our secondary occupation was badgering the staff in SHQ to provide clubroom facilities for us, so if you were wondering why Winco "A" and OC SSS turned tail at the sight of any of the JFC committee, you now know why. Happily, we have now been given two rooms in the Flowerdown Club in which we can make ourselves at home, for which we say "Thank You".

The youngsters had a buffet/dance to celebrate Hallowe'en, with dancing to the 'Variations'. It was a most successful evening, and the group have been booked for the Christmas dance to be held on December 18th.

The effort spent in collecting waste paper and cardboard brought its first rewards this week, when it was sold for £18, a most worthwhile contribution to the club funds. We thank all our friends in married quarters for their support in this venture, and hope that they will continue to save their paper and cardboard for us.

Facilities for the Clubroom are coming along. We now have table tennis, darts, draughts, and our own disco equipment with a small collection of singles. Membership is open to all between the ages of 13 and 18, so if you haven't yet come along, do so on Wednesdays at the Flowerdown Club at 8 pm. You will be sure of a welcome.

SGT. LEWIS



1st Locking (RAF) Guides and Brownies, Summer '74.



Mrs F.M.HOLROYD presents First Prize to the BAILEY family, winners of the "Best Guy Fawkes" Competition.



SELLARS IS SOLD!



The Locking Brownies enjoy their Hallowe'en Party

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