



LOCKING

Review



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AUTUMN 1965

Malcolm Clarke

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of

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Royal Air Force, Locking

Vol. 2, No. 3

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Editorial

Many changes have taken place since our last edition. What appeared to be builders' junkyards on the camp are gradually developing into habitable buildings and postings in and out seem to be accelerating. In this edition we include an account of the progress of the building programme and a biography of the Principal Education Officer. Next term we hope to provide a profile of the new Commandant. Meanwhile we wish both Air Commodore Howlett and Group Captain Stevens every success in their new postings.

You will notice that the face of the Review has also been transformed. The obsolete circuit diagram on the cover has been replaced by a photograph which will change with each edition. Another printer has taken on the problem of converting our rough copy into a presentable magazine and we wish the men of the Somer Press good luck in this formidable task.

But to be seasonal :—

A West country village choir gives a performance of Handel's Messiah in its church every year at Christmas-time. Last year the organist was ill and a Royal Air Force Education Officer, skilled in playing the harmonium in a station church, came to the rescue. He was delighted to have the chance to play a large church organ and, without rehearsal, provided accompaniment for the performance in the best Handelian fashion. When the score demanded loudness he pulled out all the stops and the rafters shook. All was going well until half-way through the 'Hallelujah Chorus' the organ stopped without warning. His first reaction was that there must be a power failure but then he remembered that this old instrument was manually pumped. In panic he rushed to the alcove at the side of the organ and there, sitting back in his chair with arms folded and pipe in mouth, was a veteran organ pumper.

Near to panic the organist pleaded

"Quick, keep pumping, we haven't finished yet".

The old man unfolded his arms, removed the pipe from his mouth and with rustic eloquence said

"Young man, I bin blowin' this organ man and boy for the last fifty years and there's three thousand, two hunderd and zenty zeven pumps in the Messiah an yu've 'ad 'em!"

There are three hundred and ninety three words in this editorial and yu've 'ad all but seven:

A MERRY CHRISTMAS TO ALL OUR READERS



Profile The New Principal Education Officer

Group Captain M.E. Claxton, O.B.E., has returned for his third tour to No. 1 Radio School, this time as Principal Education Officer and Deputy Senior Training Officer. We hope he will find that the development now taking place on our Station is many stages ahead of the proposals which he contemplated when at Easter 1947 he was one of the members of a planning team flown to Locking to make proposals for the facilities needed for the impending move of East Camp Cranwell to the sunny South West.

Group Captain Claxton entered the Service at the beginning of the last war and, as he explains, was amazed to find that when posted to No. 1 Electrical and Wireless School, Cranwell, for duties at the Officers' Signals School, he was required to teach his previous colleagues from civilian teaching and not join them in receiving instruction. This must be his "line" for he stayed at the Officers' Signals

School for some eight years and there are several technical officers at Locking at the present time who still remember their final board when the Group Captain asked them searching questions about the equipments which they had studied on their Signals Course.

On the conclusion of his eight year tour at the Officers' Signals School he was still retained at Cranwell, where he devoted the next two years of his service working with a combined team of service and civilian personnel to construct the electrical and radio equipment required for the practical training of aircraft apprentices, in fundamental radio principles. Some of the members of this construction team are still serving at Locking and many of the training aids which they developed are in regular use in the School.

In 1950 after ten years service at Cranwell Group Captain Claxton was

posted to the Signals Division of the Technical College, Debden, the new home of the Officers' Signals School. At Debden he again held an appointment chiefly concerned with electronic laboratory development when he was tasked with producing the radio training equipment needed for the Technical Cadet Officer scheme which was then scheduled to be introduced at Henlow.

In 1953 he was posted to Headquarters Second Tactical Air Force for duties on the Command Education Officers' Staff. Here to use the Group Captain's words he was afforded an opportunity to discover the work done by the other half of his Branch, those officers engaged in the General Education Scheme. The stations at which he was responsible for overseeing the work of the General Education Scheme ranged from Sylt in the North to Vienna in the South, and from the Hook of Holland in the West to Berlin in the East. He therefore had ample opportunity to explore. After his "escapist" tour in Germany he returned to the fold of Technical Training Command and was posted to Locking for training duties with Aircraft Apprentices. This was one of the Group Captain's short tours for after only one year he was promoted wing commander and went to Compton Bassett as the Senior Education Officer. At Compton Bassett he was concerned chiefly with the training of Wireless Operators and Tele-

printers Operations but he again found an opportunity to participate in laboratory development for he controlled the Training Aids Team at his new station and whenever absent from his office could be found "working at the bench".

After a short tour at Compton Bassett he was posted two miles by road to Yatesbury, "Butlins by the A4" as he calls it. The Group Captain recalls his four and half year tour at Yatesbury with great pleasure for he found the task of mechanic-fitter conversion training a great challenge and is happy to remember that he was not only Senior Education Officer but also Officer Commanding the Radio Principles Squadron which was the organisation responsible for all fundamental radio training on the Station.

On leaving Yatesbury in March 1963, he had a very short tour at Compton Bassett and then was posted to Headquarters Technical Training Command for duties at the Weybridge Division of the British Aircraft Corporation. At Weybridge he was in charge of a team of technical officers and N.C.Os who were charged with planning the training of all ground personnel required for servicing T.S.R.2 aircraft. After the acceptance of the training plan for T.S.R.2 Group Capt. Claxton was posted last October to command Hemswell which he developed as the T.S.R.2 Ground School until the aircraft project was cancelled.

how to be an intellectual

by Galfridus

I once found myself in conversation with an Intellectual. I knew that he was an Intellectual because his name was Ingram Scargill-Bird and I had not the remotest idea of what he was talking about. The episode lasted about three minutes, but this was long enough for him to establish that I had the intelligence of a pubescent chimpanzee. This became clear to me when he abruptly changed the subject to something I could understand. I have forgotten what it was now, but I listened spell-bound while he put the whole matter in a nut-shell in words of

eight syllables. He was then rescued from me by the President of the Cheltenham Ladies Literary and Debating Society who wanted to know his views on Islamic eschatology. Here indeed was Genius! Here was a Great Man! I learned later that he was a temporary clerk at the Thames Conservancy Board.

I was so impressed with the impact of this man on myself and everyone else that I determined to discover how he did it. Accordingly, I have made a deep and searching study of the Intellectual, and I

have come to the conclusion that anybody can be one. There is not much to learn: a vocabulary of two dozen well-chosen words should suffice and it is not strictly necessary to know what they mean. A pale, haggard countenance must be acquired, and if one can give the impression of being on the point of death, so much the better. The voice, too, should be solemn and a nice balance between abject misery and extreme boredom must be achieved. Thus equipped, one is ready to pick the topics on which one will become a World Authority. Intellectuals, of course, are experts in everything, but for the beginner I recommend International Politics, The Arts, and Food. Let us consider Food first.

In order to become a Food Intellectual, it is necessary to become familiar with three axioms. These are:—

- a. Food is not intended to be eaten - it is a source of conversation only.
- b. Only food which takes several days and costs a fortune to prepare is worthy of discussion.
- c. Nothing English is edible.

From these precepts, one or two inferences can be drawn. For instance, it follows from a. that it does not matter what food tastes like. Indeed, if a particular dish resembles strips of army blanket boiled in linseed oil, it should become part of the Intellectual's repertoire. It must be given a suitable name, of course, preferably in some practically unknown language like Aztec. It might even be worth preparing some strips of army blankets in linseed oil and observing the effects on one's intellectual friends. It could be made to look like food by putting bits of limp lettuce on it and serving it with mustard pickles. Some suitable liquid poured into wine-glasses is essential: try mauve ink.

Occasionally, it becomes necessary to eat one's demonstration meals oneself. This can be very awkward, but a simple solution is to make an ordinary mutton stew, chuck bits of cucumber or horseradish in and call it Rakutskaye. It can be introduced by some casual remark as "I always go to Boothroyd's for my goat flesh, you know — so much gamier, I find."

The Food Intellectual must also be a Drink Intellectual, and here a fourth axiom must be remembered. It is:—

The drink of a foreign peasant is acceptable, that of an English peasant is not.

It may seem at first sight that this condemns beer and tea, and certainly the Drink Intellectual is never seen with a pint glass or a tea-cup. However, a considerable quantity of small beer can be consumed from a liqueur glass on the grounds that that is the way it is done in Latvian fish-markets. It is probably best to keep clear of tea altogether because most of the ways of drinking it in foreign countries are quiet nauseating. Rancid yak's butter is difficult to come by in England, and so that rules out the Tibetan method anyway.

Let us now turn our attention to The Arts. This is probably the easiest Intellectual Topic for the beginner for three reasons. In the first place, it is not necessary to be intelligent to be an Arts Intellectual: indeed it is a positive disadvantage. Secondly, nobody really understands what The Arts is or are, and so the conversation can be turned very neatly to almost any other convenient subject. For example, someone has just said "Surely Dvorak's intensive self-identification derives from his inherent emotive awareness". A suitable reply might be: "Ah! but can you believe it of Byron?" or "One cannot help but compare him with Spillane". The third reason is that, unlike engineering or newspapers, The Arts are not supposed to mean anything. This allows the Intellectual complete license to discuss endlessly what they do mean. The Non-Intellectual, for instance, is quite sure that "Winnie-the-Pooh" is about a small boy and his teddy-bear. To the Intellectual, however, this view is naive and unperceptive. He will argue variously that the book is :

- a. an allegorical representation of the relationship of Man to his God,
- b. an assessment of the extent to which the mentally retarded can be assimilated into Society,

- c. a condemnation of oligarchy, and
- d. a figurative account of the childhood of Peter Scott.

On the other hand, "Doctor Zhivago" is whimsical nonsense.

Unfortunately, it is frequently expected of the Intellectual that he will have written something. It is not necessary for this something to be long, and the beginner is recommended to try poetry. In the days when poetry rhymed, scanned and meant something, this would have been fairly difficult, but happily the modern poem is a much simpler affair. All that is strictly necessary is that the work should be intensely miserable and liberally scattered with Freudian aphorisms. A few lines will suffice, and one might try something like this :—

Humble and helpable, squeeling and
snivelling irretrievably lost in a dung-
heap of indolence

Mealy-mouthly musty-mousy aggre-
gation of psychotic despair

I recall the despondency of my
mother's uterus.

Every Great Work should have a title, and a suitable one for this offering would be "Hope".

The Arts Intellectual need not concern himself greatly with acquiring a vocabulary, because almost any words can be used in any context. However, the beginner should concentrate during the first few weeks on developing a stock of pairs of words entirely unrelated to one another. When casually dropped into the most trivial conversations, these will give the impression of An Original Thought. Suitable pairs might be, for instance, "fulfilment emergence" or "syntactic imagery". What is important is that together they should be completely meaningless. They can be strung together with any other words

that come to mind, and it will be found that a sentence like "His syntactic imagery loses nothing for all his fulfilment emergence" can be applied to anyone from the Prime Minister to Albert Steptoe.

The Intellectual Topic which seems to cause the greatest difficulty for the beginner is International Politics. This is because he is under the mistaken impression that it matters what people do and think. He is not, when all is said and done, the Foreign Secretary who has a living to earn: he is an Intellectual, and therefore nobody will understand what he is talking about, nor would they take any notice if they did. The important thing to remember is that Britain is always wrong (unless one is abroad, in which case Britain is always right). It follows that, since the function of the Intellectual is to be destructive, he need remember only the names of British politicians. Foreigners are always referred to by the names of their countries: thus "I feel some sympathy with Outer Mongolia in her reply to Turkey over the Israel question, and I can only hope that Healey knows what he is doing". Apparently meaningless phrases which one reads in the newspapers, such as "withdrawal of sanctions" and "unilateral recognition", must be avoided at all costs because they do actually mean something and therefore have no place in the conversation of the Intellectual. If one can manage it, one should be a socialist, and then one may freely use phrases like "emergence of the underprivileged" and "colonial exploitation". If one is not a socialist, one is at an immediate disadvantage because the others do not have so impressive a jargon.

It would be convenient if one could light on a universal phrase to suit all occasions on which the Intellectual is called upon to converse. There is one which never fails, but you cannot use that because it is mine. It is: "I feel that one must agree with Scargill-Bird that....."

Taken Literally

One of the books missing at a recent audit of the Apprentices Library was "A Bird Book for the Pocket".

THE LOCKING MOTOR SHOW



No. 3 (T) Block acts in many roles in a year; as a training block, church, indoor parade ground, theatre, examination area and badminton hall, but on 6th and 7th November it must surely have played its most unusual part yet, as a miniature Earl's Court housing the first Locking Motor Show.

This show had the distinction of being the first provincial motor show to exhibit new cars. Other motor clubs have held motor shows but only second-hand cars have been allowed to be exhibited. Thanks to the determination of the RAF Locking Motor Club, the Society of Motor Manufacturers and Traders was persuaded to allow this show to be the first outside London and Glasgow to exhibit new cars.

One of the stipulations was that the show should not be advertised, but despite this it is estimated that there were over 4,000 visitors during the two days. In the main hall they saw fifty-one different cars exhibited by over 20 agents from the local area. The car which attracted most attention was perhaps the N.S.U. Wankel Spider with its unique rotary engine. It was also the most expensive and had been obtained especially for this show. The four racing cars which were loaned by local drivers were also very

popular.

A number of the first floor classrooms and offices had been converted into show-rooms for those two essential supporting branches of the motor trade, car accessory and hire purchase agents. In the assembly hall there was a demonstration of circuit racing in miniature with the Guards Scalxtric Racing Circuit, whilst in the cinema a continuous programme of films provided by manufacturers and the RAC showed to packed houses.

Amongst the distinguished guests who visited the show were Robin Turvey and "Tiny" Lewis the Rootes Group International Rally team which has had such a successful season in the Monte Carlo, Tulip and Scottish Rallies. The B.B.C. Motoring Correspondent, Douglas Chalmers also paid us a visit.

This ambitious venture was the result of many months of planning and hard work by Flight Lieutenant Robertson, Sergeant Locke and members of the Motor Club. They are to be congratulated not only for organising the first provincial show of new cars but for making such an unqualified success of it.

Those of us who work in 3 (T) Block will never quite see the 'workhouse' in the same light again.

AN AFRICAN SUNSET

by Flight Lieutenant P.H. Lane

The author served in various parts of Kenya between 1954 and 1964 first as a District Officer and finally towards the approach of independence in 1963 as an Education Officer.

When you leave a place where you have lived for a long time knowing that you will not return, the finality of departure is a spur to nostalgic memory. A chain of seemingly unrelated pictures flits across the mind the subtle connexion between which you do not explore even if you could.

Perhaps though ends do suggest beginnings and, as the ship began to lose the familiar face of Mombasa in the evening gloom, I remembered a different journey some ten years earlier. Then I had bumped and rattled over corrugated dust roads to my first station, Kitui in Southern Province, a hundred and twenty miles east of Nairobi. I arrived bemused at the speed by which I had been swallowed by the immensity of Kenya's open countryside. The askari's salute to my companion, the incomprehensible exchanges in Swahili, the unfamiliar and exotic foods that garnished the evening meal exhausted my already travel-taxed resources and it was with relief, therefore, that I was soon conducted to the guest-house in the garden of the District Officer's residence. There I stayed the night often unaware of the division between the prowess of my nocturnal imagination and the extravagances of nature's tropical productivity. The mosquito net was badly torn and long "stick-insects" were on the circular top of its inside. These I removed with quite unnecessary vigour by swiping at them with a tennis racquet. But those flat, fast-moving spiders, which darted irrationally across the mesh of the net, produced in the flickering flame of the oil night-lamp the mental seed-bed for a sequel to Poe's collection of horror stories. I had some dog-tooth clips and with these I fastened the edges of the torn net together so that whilst I was awake nothing could touch me.

Kitui was not, however, to be the site

of my apprenticeship. I moved after about two weeks to Fort Hall and exchanged this quite illogical nightmare for the very real anxieties and tensions of Mau Mau. Unlike Kitui this busy district headquarters was full of open Land-rovers occupied in the main by the weathered sons of Kenya settlers. They drove their vehicles as if speed and futile risks were the means by which the terrorists were to be beaten. It was not easy to win their trust. Your voice was wrong, your vocabulary ineffective, and your skin too pale. If you copied their borrowed Swahili phrases the result sounded ridiculous. If you persevered with your own idioms, now so painfully torn from their right context, you only earned their derision. Yet they infected you with a confidence born of a long exposure to the vicissitudes of Africa.

It was whilst in Fort Hall that I acquired my first servant, Jeremiah, who was a healthy middle-aged Kikuyu. He had recently been repatriated from the Rift Valley and, with his glib tongue, had managed to talk himself out of the district works camp which he had been temporarily confined. He even knew sufficient English to discourage me from learning Swahili. But I remember him most as the preparer of meals of which my ration-book-influenced background had denied me knowledge. He was a great boon, but I did not realise until later on what he had meant when I questioned him about his own tastes in food. His simple reply, that he ate all the things I did, had a naivety which prevented my more devious mind from fully appreciating its significance.

The thoughts raced by in a confused pictorial cacophony. In a moment I had left those early days and began to recall some of the strange individuals who lived in the settled areas where, after a few years, I was to complete my first tour. It was hard to imagine that many of the

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then prosperous coffee planters, with their fine houses and beautiful gardens, their cars and swimming pools, had twenty years previously fought not an underground organisation but an opponent no less indefatigable — world economic depression. Those who had not then gone to the wall were certainly not in this later crisis easily to be driven from their hard won life of wealth and ease. There was, however, the inevitable leaven of eccentricity amongst these hospitable people, who could swear at you because you represented a colonial authority they no longer trusted and yet wine and dine you as a personal friend. Only there could extravagance cause a rich widow to have bread for her parties flown from London, or make the desirability to reduce dust at a wedding the justification for covering the "murrum" road to the township church with valuable mulch grass. There the struggle to preserve an old order, with its privilege but often also its magnanimity to people of all colour, conflicted with the "wind of change" that everyone was so conscious of at the time. It was about then that a change of Governor was due and, as Renison was the eventual choice, it was a frequent quip that if you suffered from the winds of change you should take two R.....s. But, in the meantime, the inevitable changes were resented and the settlers' antipathy expressed itself in a resistance to all government plans and persuasion to improve the labour conditions of the plantation employees. In this way standards, which should have improved generally, became diversified and the discontent of those who worked for the reactionary amongst the local planters grew apace.

Then I left those recollections not much more abruptly than I left the situation. A new tour, a new job, different people all served to renew my faith in and admiration for Kenya. Elgon Nyanza, a border district in Western Kenya, north of but near to the shores of Lake Victoria, was to be my final station as a district officer.

In Elgon the people were generally frank, helpful and keen to co-operate with the government in the reforms then in progress, of which the most important



The Author on Safari.

was land enclosure. If there was any indiscipline, we were always pleased to ascribe it to our Uganda neighbours as when corruption in their tax collection system led to the Bukedi tax riots. On that occasion a motley band of Uganda chiefs and headmen sought protection on the Kenya side of the border. The compliment to our security arrangements was, however, marred by our difficulty in accommodating guests who might, if followed, bring with them the train of violence and arson which they had sought to leave behind. Eventually, much to their indignation, though pride is too dangerous a luxury at such times, I housed the visitors in the nearby leprosarium. There they were as safe from all points of view as they were ever likely to be.

Life was rewarding and enjoyable and punctuated by the natural seasons rather than organised recreation. One felt after a tour that rain and sun had their origins in this remote region, certainly nowhere else had I ever known either of them be so impossible to ignore.

In Kisumu, a sizeable lakeside port on the shores of Lake Victoria, where as a teacher I completed my Kenya career, the situation was very different. The population was mainly Asian in contrast to the African reserve surrounding it and people tended to live in racial enclaves, which gave the unfortunate appearance of a society with racial strata as its table of precedence. Any impetus to make changes was, however, lost in the desire to enjoy what remained of a collapsing social fabric. The exotic sunsets over the lake regularly foretold the fate that would inevitably

overtake us, either soon of our own choice or later with inescapable certainty. People knew that a way of life was over and the exclusive clubs writhed in a death agony that, despite the circumstances, did at times give some relief to the pain.

Memories crowded my disturbed mind and the clear consciousness of my surroundings faded as darkness excluded all but diminishing points of light from view. I wondered if I would ever return. If this should some day be possible it would mean a journey through time as well as space.

THE WORLD GLIDING CHAMPIONSHIPS

by A/A B.W. Murgatroyd, 103rd Entry

The World Gliding Championships were held in Great Britain this year at Royal Air Force South Cerney, near Cirencester. S/A/A Dixon and myself were lucky enough to be selected to act as official helpers in the Observing Section so what follows is an account of our personal observations.

The first two weeks of June were chosen because the Met men consider that this is the time of year when we expect least rain. Needless to say it did rain with monotonous regularity, but not enough to cancel the Championships. There were six contest days out of a possible fourteen. This year's Championships were the largest and most elaborate so

far and had taken eighteen months to organise.

When we arrived at South Cerney the site looked more like a large holiday camp than a Royal Air Force Station. The public address system was playing continental music and from time to time announcements would be made in a variety of European languages.

Teams from twenty-eight nations were competing and there were hundreds of helpers from the British Gliding Association, many of whom were from RAF Clubs. The main competitor of interest to us and RAF Locking was Flight Lieutenant Williamson, an instructor from 2 Wing, who was representing Great Britain in the Open Class.



Flight Lieutenant Williamson (left) who came sixth in the championships, with Captain Goodhart (RN)

The Royal Air Force provided thirty-one Chipmunks to tow the competing gliders. Unfortunately, after a towing incident one of the Chipmunks decided to try to retract its undercarriage (unusual, to say the least for a fixed undercarriage aircraft) and it was hastily withdrawn. The tug pilots were mainly new to glider towing, most of them coming from various operational commands. Their only opportunity to practise had been at the RAF Inter-Command and Inter-Service Championships at Royal Air Force Bicester. These pilots were supported by a nucleus of experienced tug pilots from the RAF Gliding and Soaring Association.

The Championships were divided into two classes, the Open and the Standard. The Open class was for gliders of any wing-span and allowed all refinements, but the Standard class had certain limiting specifications e.g. the wingspan had to be fifteen metres or less and flaps or retractable undercarriage were not allowed. The contests took the form of races and distance (seeing who could glide the farthest) events.

Britain had a very good chance of winning the championships after a triangle, when Flight Lieutenant Williamson came second. Unfortunately, not enough competitors passed a certain percentage of the distance and it was declared a 'no contest day'. On the final day Flight Lieutenant Williamson came fourth giving him a final position in the championships of sixth.

The winner of the championships in the Open Class was Jan Wroblewski, a 24 year old Polish student and the Standard Class winner was Francois Henry, a French Air Force pilot.

On Sunday 13th June, a banquet was held to conclude the championships and we were also treated to a performance by the Apprentice Band. The glider pilots had flown 48,264 miles and the Chipmunks had flown 660 hours providing 2,667 aerotows.

We left South Cerney with memories that we shall never forget and hope that it will not be too long before Britain is host to the World Gliding Championships again.

VIVE L'ENTENTE CORDIALE

In July of this year the annual exchange of Locking and Halton apprentices with those from Rochefort in France took place as usual. The following are accounts of these visits.

Frenchman in England

by Squadron Leader T.A. Alford.

It was with some trepidation that I awaited the arrival of my charges of the next ten days. I need not have worried. The ten young men who descended from the Hastings at Bovington were as well endowed with the polite confidence which typifies the young Frenchman, as any I had met.

Introductions made, the party split into two groups. Capitaine Legrand and five apprentices with me; the Sergeant-Chef and five apprentices to be conducted by Halton.

The next introduction was to our Morris J2. This must be a hair-raising experience at the best of times, so I kept my impressions of the vehicle to myself. This one was immediately dubbed "The Tumbrel". I had been calling it other things ever since leaving Locking that morning. However, it was to take us twelve hundred miles in the next ten days, and it ended up by becoming the eighth personality of our party, even being viewed with something approaching the affection of the farmer for the recalcitrant cow that nevertheless delivers the goods.

After spending the evening at Halton, and giving our guests their first taste of ten-pin bowling, we moved our centre of operations to Northolt, so as to be nearer the Big City.

After London and Collingwood we roared around to Beaulieu, where we were fortunate enough to see a sale of vintage cars, and photograph a number of pre-1914/18 "bangers" chugging around the stately home. So long did we spend there that it was a very late lunch we had at Wareham, and missing out projected visits to the Tank Museum and Stonehenge we arrived at Locking on Saturday just in time for a late tea.

Once installed at Locking, evening entertainment was conducted in excellent fashion by three of our departed friends from 102 Entry. The French lads, whose style had been a little cramped to date,

now began to show their mettle, and the following day's visit to Butlins, Minehead, gave full rein to the talents for which the Latin races are renowned. There was one near mis-hap when a neatly conducted pincer movement ended in red-face embarrassment. From this moment on the long hair styles of British young manhood, which hitherto had been considered merely ludicrous, were now to cause serious diplomatic delays in the betterment of Anglo-French relationships.

Monday was spent at Lyneham, where our visitors were royally treated. No V.I.P. could have bettered the method of our departure for Locking in the evening. The Comet training flight arranged in the afternoon lasted longer than anticipated. As a result our Varsity, which was to bring us back to Locking, taxied into the Comet bay and picked up the boys as they disembarked from the larger aircraft.

The next day, after being officially welcomed by the Commandant the party toured Locking. The afternoon was spent at the Station Sports, where the local press took a keen interest in our visitors and our visitors took an even keener interest in the Programme, which, it chanced were being handed out by some of our W.R.A.F. girls.

Wednesday was spent at Yeovil, examining helicopters and being shown films on the latest Hovercraft development.

Thursday marked the last full day of the visit and proved a fitting finale. Harvey's bottling plant filled an interesting two hours before we drove to the Unicorn Public House, built in the 13th century cellars in Denmark Street, Bristol, where Harveys entertain their guests. The atmosphere is perfect for the sampling of the excellent sherries stocked there and the French lads were very impressed to sign their names in the Visitors Book, just below the names of the Princess Margaret and Lord Snowdon.

School Fees

Substantial savings are to be made on ALL fees paid at schools, universities, colleges (or for professional services), provided planned provision is made and the actual cost to parents can be NIL.

Provision for Public School fees, with life assurance, for recently born children may be made by paying approximately one-third the cost now, spread over a few years, with the whole of the outlay returned at the end of the schooling period after the fees have been received as well.

If provision is to be made for both Preparatory and Public School fees, for recently born children, approximately half the cost paid in advance should also ensure return of the outlay made at the end of the schooling period.

Even when children are already at school a hundred per cent saving is possible though the outlay required is then substantially greater.

Parents quite frequently introduce their friends to Student Funds Limited so that they too can benefit from the savings in money to be made on the fees payable.

Some parents have from time to time referred the company's recommended plans to their own professional advisers and in one instance a solicitor completed for his own three daughters ahead of his client.

This is what some people have said:

A Trustee Department Manager of one of the Big Five Banks—"I have studied it very carefully and I consider it a most ingenious scheme and well worth taking up . . ."

A Parent—"I have passed all this to my Uncle, a Scottish C.A., who actually deals with most of my income tax position. He, incidentally, is also very pleased with your scheme. I've passed on your brochure to two other members of my company . . ."

Another Parent—" . . . I think it is an extremely good scheme as do the Bank Managers with whom I have discussed it."

A Major in the Royal Signals—"Thank you very much for your two letters and the illustration drawn up for me. I found your answers to all my questions complete and very helpful and am now convinced that this is just what I need to help me with the cost of education for my younger boy . . . I now regret that we had not been introduced when I was planning for my other son . . . !"

An Officer in the Royal Marines—"I must say I find this scheme for the payment of school fees most ingenious and thoroughly worthwhile."

A Director of a National Newspaper—"Thank you very much for all the trouble you have taken in arranging this magnificent policy . . ."

A Solicitor to a Director of a Public Company—"As I have said, the scheme is quite sound in my view and one which will be a great advantage."

A Lieutenant-Commander, Royal Navy—"I am grateful for the revised illustration . . . and after careful consideration have decided I should like to take out a policy based on it and should be grateful if you would arrange this. I have compared it with other policies and consider your proposals the best I have seen."

A Chartered Engineer—"Your proposal is very interesting—I showed it to my Bank Manager, who was impressed."

And a senior General in the Army said he was told by his Bank Manager that the plan we sent to him was a "must."

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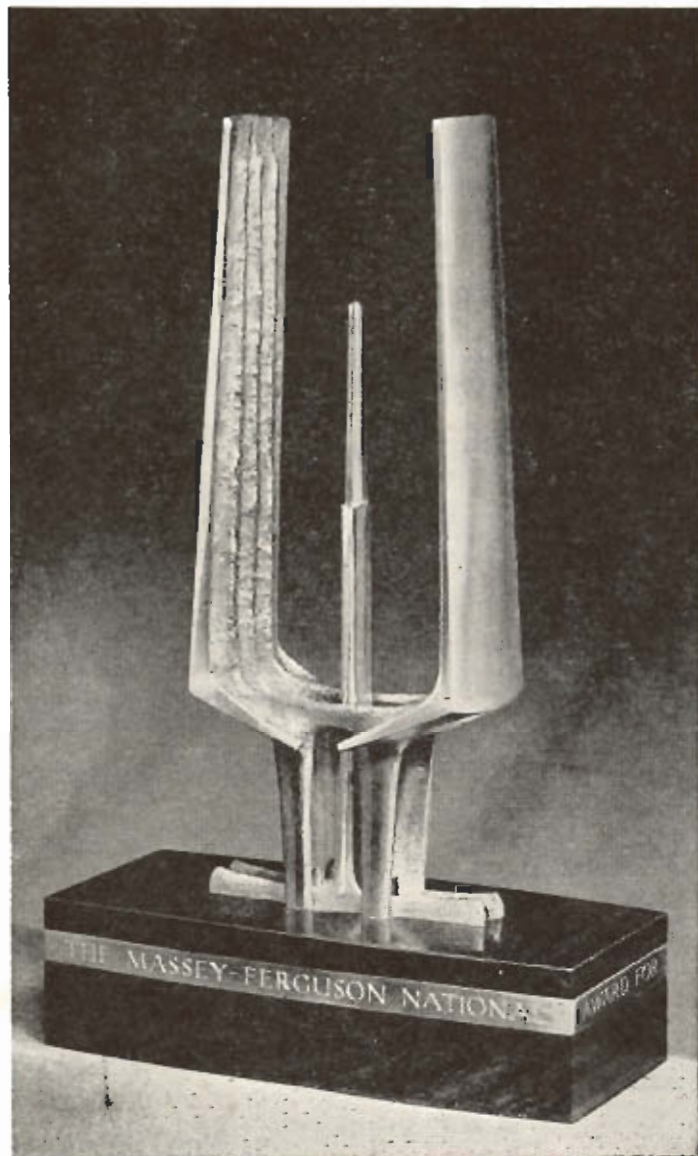
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In the afternoon we drove to Filton where we were conducted around B.A.C.'s Brabazon Hangar (now referred to as the "Place de la Concorde") to see the mock-up of the Concorde. Questions were answered by the Anglo-French staff whose confidence that here they have a winner was quite infectious.

That evening we drove back to Halton. Until now I had never realised just how conservative we are in our eating habits.

It was at the ninth stop that we found somewhere to eat and drink at a reasonable hour. Here, in an inn near Aylesbury we were quickly submerged in the general goodwill of the locals. French stored up from 1945 was soon forthcoming and we retired to bed at Halton quite late, but reasonably happy.

When our guests left the following day, I am sure, judging by their vows to come again, that they were extremely satisfied with their visit.

Englishmen in France

by CAA Wilmer.

We disembarked from our Hastings at Cognac into glorious sunshine, which was to stay with us for almost the whole of our visit. Cheered by the wine which we had with our lunch we went to meet the Commandant and were then taken on a brief tour of the Station, before being taken to our billets. After an excellent dinner we drove to the Chateau-de-la-Roche-Courbon at Porchoire, where we watched a 'Son et Lumiere' exposition of the history of the castle.

During a tour of the Station the next day we saw the computer-controlled tracking devices which form an essential part of the French air defence system. In the afternoon and early evening we drove to Rocamadour, a Station in the French interior and were introduced to the Commander of 'Base Aérienne 265'. Here we were to spend the next two nights.

Early on Thursday we set out to visit the Gouffre de Paderac, a nearby cave system, and then were entertained at the Town Hall and, later, at his shop, by the Mayor of Rocamadour. The afternoon was spent visiting the impressive Lacave caves. returned just in time for dinner, after which we strolled around the town of Rochefort, and watched some high-wire artists performing.

In the heat of the next day we spent much of our time sunbathing, but with the temperature touching 100°F we had to be careful to avoid severe sunburn.

That evening we visited the Casino at La Rochelle, where even a Coca Cola costs seven and sixpence.

On the Monday we drove to Saintes where French apprentices complete their first two years' training before spending a final year at Rochefort. The Commandant

presented us with the school badge.

The following morning, saying goodbye to our driver, who had been very kind and helpful we boarded the Dakota which had belonged to General de Gaulle and flew to the Military Airport just outside Paris. From here we drove to Le Bourget and then on to the Eiffel Tower where we stopped for a drink while problems of accommodation were smoothed out.

The following day contained a trip up the Seine, ascent of the Eiffel Tower and a tour of the magnificent Versailles Palace. The evening once again passed pleasantly sampling the attractions of Montmartre.

The last day of our visit was very enjoyably spent visiting the Paris Air Museum and Orly Airport. Here we were most impressed by the up to date efficiency of the whole organisation. Our last evening in France was once again spent 'on the town'.

It was rather a murky day when regretfully we boarded our aircraft at the end of a most useful and enjoyable visit.

A NEW LOOK AT LOCKING

by Sqn. Ldr. J. P. GLEDHILL,
OC Station Services Squadron



The New Airmen's Mess and dress regulation as envisaged by our artist in 1963.

It can be reasonably assumed that the majority of serving personnel, both permanent staff and trainees, has changed over the last two and a half years when an article on the rebuilding development programme at No 1 Radio School appeared in the Locking Review. At the risk, therefore of boring those who have witnessed this architectural face-lift from the very start it may well be a good idea to fill in some of the background to this vast re-development project.

No 1 Radio School has long been renowned for the extremely high standards achieved in its training programmes. The rebuilding and modernisation of RAF Locking, which came into existence as a huddled camp twenty-seven years ago, aimed at the gradual demolition of all wooden buildings, which would be replaced by permanent brick buildings of modern design, so that, apart from giving a boost to the morale of permanent staff and trainees, a more accurate, and indeed

pleasing, impression would be created in the minds of the many visitors to the station; an impression which could be more easily correlated to the high standard required and achieved at the school.

Originally, the whole scheme, costing some £2,750,000, was due to be completed by 1967/68 but, due to unforeseen circumstances, this has unfortunately been delayed by two or three years. However, it is obvious from the building activity around us that this redevelopment programme is progressing. The object of this article is to describe the progress so far and to give some idea of what the project holds in store.

The re-accommodation of all personnel on the station in modern barrack blocks and messes was priority one and the major part of this phase has been completed. Permanent staff, adult trainees and apprentices are enjoying the facilities offered by the twenty-one new-style barrack blocks and the modern SNCOs' and

Apprentice Messes. All that remains to complete this particular phase is the opening of the new Airmen's Mess and the building of the Officers' Mess. The former should be in use by the New Year and all who have seen it must agree that it is indeed a refreshing break from the traditional, with its distinctive ten-sided dining-hall, its lanterned copper roof and vast areas of glass. Alas, the Officer's Mess has not yet been started!

Other buildings and facilities which have been provided in recent years are the PMUB church, St. Andrew's, No 5 Training Block and the magnificent Athletics Stadium which has just completed its first full season of meetings and has been graded as of international standard by the A.A.A.

Now, what of the future? Work on the Airmen's Social and Apprentice Clubs is nearing completion and both clubs should be in full use early in the New Year; the Social Club by mid-January and the Apprentice Club by March. The standards of furnishing, decoration and general amenities of the clubs will be of the highest order. The Social Club will be a far cry from the old style NAAFI and it is reputed to be the finest Airmen's Club in the country. Here, airmen will be able to entertain their wives, relatives and friends in a real club atmosphere. The day-to-day management will be in the hands of a Club Committee assisted by a Superintendent appointed by NAAFI.

Work on the Gymnasium and No 1 Wing Headquarters, which should have started by now, has been delayed for at least six months as will be the starting dates for the Station Sick Quarters and Officers' Mess. These projects have been affected by the embargo placed on public building, (with certain exceptions), by the Chancellor of the Exchequer in August.

The Gymnasium will be located between Nos. 2 and 5 (T) Blocks and is so designed that a swimming pool may be added at a later date. On the other side of Bowen Road, also opposite No 2 (T)

Block, is the site for the Apprentice Wing HQ whilst SSQ will be built on the site of the present Apprentice NAAFI. The Officers' Mess will be alongside, to the east of, the present Mess.

Also on the books, but still in the planning stage, is a new Station Headquarters which will overlook the parade ground; new churches for the C of E and RC faiths to be built at each end of SHQ and a new NAAFI Families/Service Shop/Post Office complex to be sited to the west of Mc Crae Road.

In February next year, work will start on 79 new airmen's married quarters bringing the total to 235 airmen's and 93 officers' quarters. Work is at present in hand to provide additional garages in the married quarters areas, 39 in AMQ and 5 in OMQ.

Towards the end of the development project, a combined Hobbies/Education Centre will be built on the present No 3 Area NAAFI site and behind this, adjacent to the parade ground, it is hoped to build a new Astra Cinema. Mention has already been made of the swimming pool to adjoin the new gymnasium.

In order to cater for the 1500 plus motor vehicles registered on the station it is planned to provide two new permanent car parks; one to cater for the SNCOs, adjacent to their Mess, and a larger one centrally located in the Social Club, Airmen's Mess and Gymnasium complex of buildings.

In a relatively short space of time now, Royal Air Force Locking will have undergone a complete "face-lift". After the cement mixers have been silenced and the dust has settled, the station will present a very attractive and impressive countenance to visitors to the south-west.

In such an environment it will surely be hard for apprentices, airmen and officers alike not to find the incentive to live up to the proud record of No 1 Radio School.

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No. 2 WING NOTES

What Will Become of Us?

I have always considered History on the same plane as clairvoyancy, and the only honest historian I have ever known was my old History master, whose favourite expression was: "I don't know, boy; I wasn't there".

It is bad enough to read all manner of complicated intentions into the minds of statesmen motivated almost entirely by self-adoration, generals who just loved fighting, or playwrights merely trying to earn a living. Far more dishonest is it when bearded gentlemen in pebble-lensed spectacles prod the bulbous nightmare inspiration of some prehistoric idiot, and pronounce it "A very good specimen of a Minoan Fertility Goddess".

It does lead one to ponder on our present civilisation and to wonder at the incredible interpretations which archeologists in the year 6000 AD might put on the fragmentary remains of, say 3 (T) Block, excavated by some Venusian Mortimore Wheeler.

"Prior to the destruction (ie demolition) of the building it had obviously been looted by temple robbers (Supply Squadron). Fortunately for posterity, some items of no immediate value were left". There, remarkably preserved for the minds of experts to boggle at would be remains of the multifarious uses of 3 (T) Block.

The first item, slowly revolving on the three-dimensional television screen is described by the compere as being a small, almost hemi-spherical piece of cork with some feathers stuck in it in the form of a crown.

"Ah yes! mm. Head of a small representation of a God-chief, I think similar to those of the North-American continent some centuries before".

"No, I must disagree. Definitely a bird-soul symbol, carrying the prayers of

the faithful - mm - ah - heavenwards".

"It's a shuttlecock".

"Eh?"

"A shuttlecock"

(Aside). Don't take offence, professor. Merely pretend you didn't hear him".

"To our next object. This is a wooden frame, with two or three strings of animal tissue stretched across it. From the holes around the frame there would appear to have been more strings originally".

"Mm-ah-yes. The doctor and I are agreed that this was a temple musical instru- "

"It's a racquet"

"Really, Sir Montagu, I can assure you that the Doctor and I have never — "

"I said it's a racquet"

"Gentlemen, gentlemen, please. The next object is some twelve inches long and made of a wax-like material".

"Yes, this was an early method of producing light. The taper running down the - "

"Aye, a candle. An Altar candle".

"Quite so, quite so"

"The next item has an outer covering of a baked mixture of flour and water, and seems to contain some cooked flesh and starchy vegetable"

"This must be a part of a votive offering - "

"Tiddy-Oggy"

"Really, I have suffered enough insults tonight! I must demand - "

"Tiddy-Oggy"

"Gentlemen, gentlemen, please!"
(Fade out)

No. 3 WING NOTES

Training. The training task of No 3 (Adult Training) Wing continues to increase. We are gradually overcoming the teething troubles on the new rationalised further training scheme for fitters and, after a break since June 1963, are again training mechanics. More postgraduate courses on new equipment have been introduced and we still have a steady intake of conversion courses.

During the last year we have successfully trained not less than 1,283 highly skilled fitters which, when looked at as a rate of one fitter every 76 minutes of the working day, gives the lie to any belief that the "(AT)" in 3 (AT) Wing stands for "arf time".

Equipment... Training facilities are being improved considerably by the installation of new or additional equipment. A Decca ARI Airfield Control Radar has recently been commissioned and is now available for training. Transistorised Automatic Telegraph Equipment will soon be installed in No 1 (T) Block and a completely new transistor laboratory is being set up in No 2 (T) Block.

In addition to the "old faithful" CEDUS computer, two Elliot 803 computers have been installed in No 5 (T) Block and a third should be ready for use before the end of the year. We can be proud of the fact that No 1 Radio School already

has better training facilities in the computer field than exist at any university or other training establishment in the United Kingdom.

We have already received American TRN 17 Tacan and have firm promises of additional ACR7, FPS-6 and H-series equipment which will permit significant improvements in pupil equipment ratios.

Sport. No. 3 Wing continues to make its mark in the sporting world as well (or at least, nearly as well) as in the technical. Congratulations go out to the following Wing personnel for gaining places in the Command and RAF teams:

Association Football

Cpl Makin	—	Command
J/T Bagley	—	Command
Cpl Jones	—	Command & RAF

Athletics

SAC McGowan	—	Command & RAF
SAC Bennett	—	Command & RAF
SAC Simpson	—	Command & RAF
Sgt Longstaff	—	Command & Somerset County

Rugby

SAC O'Malley	—	Command
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Recreation and Domestic. The new Air-men's Mess is scheduled to open very shortly which, together with the new Air-men's Club, should go a long way towards making the trainee's lot a much happier one.

Fairies in Daft Hats

We in the Royal Air Force, being semi permanent visitors in any locality, often find difficulty in following local dialects. But consider the puzzlement of the Locking village native when in conversation with one of us!

We have a highly expressive slang language, a conglomeration of colourful words and phrases derived from our

work, and from all districts, and further embellished by words of Arabic, Urdu and Swahili which have been in the fighting services for centuries.

Twenty five years ago it was the pilots and air crews who spoke an esoteric language of their own "Wizard prang!" "Bang on". Today, it is the ground staff who speak a language baffling to an out-

sider.

If an RAF man told you he had been "in the mob for yonks" would you understand? "The mob" is an affectionate term for the Service, while a "yonk" is an ambiguous term of time.

There are "fairies" (radar or electrical workers); "heavies" (airframe workers); "greasies" (mechanical tradesmen); and "shinies" (clerical types). "Sprogs" are chaps who have only enlisted recently, while "moonmen" are new arrivals on an overseas station who are yet untanned by the sun. When an airman feels ill he visits the "quack" and if admitted to S.S.Q he is "in dock".

What about the uniform? The peaked No 1 hat is known as a "daft hat", issue underwear is "shreddies" and parade boots, so detested by airmen, are "trog boots".

Anything that is superior, or the best of its kind could be described as "ace", "the essence" or "the arrows". Alternatively if it is inferior or poor it is "gash", "zift", "grotty" or "reesty". A pleased airman is a "chuffed" airman, an inquisitive airman is "trunky", an airman with money to spare is a "baron", and a well groomed airman is a "swayvie".

You complain about not understanding a thick Somerset accent, but what do they make of your conversation?

"I was smashed, so I tapped a fairy baron for a half dinar, and took a darling to the camp stack. It was grotty so we trogged to the Naafi and took our chi

and wads to the oggle room. She is the arrows, and I am seeing her again on Golden Eagle day."

Service slang is alive and ever changing and probably dates very quickly. The following are some common words and expressions often overhead on any RAF

Station:—	
I was smashed	— I had no money
Half dinar	— Ten shillings
Camp stack	— Station cinema
Trogged	— Walked
Chi and wads	— Tea and cakes
Golden Eagle day	— Pay day
Soggies	— Cornflakes
Mega-Yonks	— A very long time
Pads	— Living out personnel
Scalies	— Living out personnel overseas
Brats	— Ex boy entrants
Zobbit	— Officer
Snoops or Snowdrops	— RAF Police
Reesed	— Smelly
Grot Box	— A dive
Pit	— Bed
Reesty Pit	— A much slept in bed
Bed pan mechanic	— Hospital orderly
Chuff factor (of a course)	— Weeks done Weeks to go
Egyptian P.T. or Blanket-pressing	— Sleep
Wigging	— Telling off

The bumph-collector is grateful to the fairies of 3 Wing for filling him in with the gen for this screed. Further additions to the etymological directory of mob slang would be welcome.

The Difference

As a result of the "brain drain" from 3 Wing to 2 Wing a number of instructors have experienced teaching both Airmen and Apprentices. One of these instructors has defined the difference as follows:

"When you walk into a 3 Wing classroom and say 'Good morning', they either question the truth of the statement or ask for a translation, but in 2 Wing they all write it down!"

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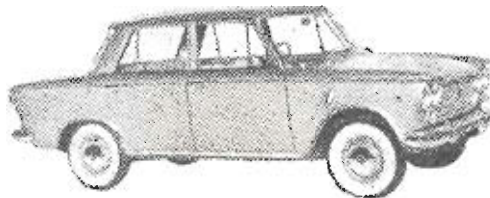
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Competition Page

A Party Problem

A class of twenty four airmen go out for a celebration (don't quite know what they're celebrating!) and as they haven't too much cash to spare, and don't want to over order, they decide to budget for the evening on the following basis. Each beer drinker, 5 pints, each spirit drinker, 8 tots, and twenty cigarettes for each smoker. Now of course before they can ponder the right amount they have to find out how many drink beer, how many drink spirits and how many smoke, and as a result of investigation the following facts appear.

No one just drinks beer but 10 drink only beer and smoke, while 5 drink beer, spirits and also smoke.

Altogether there are 13 spirit drinkers of whom 8 are also smokers.

There are five non smokers, of whom three drink only spirits.

One chap is going to have a pretty dull night out as he only smokes.

Assuming 26 tots to the bottle, just how much in the way of beer, spirits and cigarettes do they get through during the evening.

The cost of 5 pints of beer OR $\frac{1}{4}$ bottle of spirits will be given as a prize for the first correct solution opened by the Editor on 1st February 1966.

The solution and prize winner will be announced in the next edition of the Locking Review.

Comic Caption Competition



A one guinea prize will be given for the most humorous caption to accompany this photograph. Entries to the Editor please by January 31st., 1966. Results in next edition.

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PASSING OUT ENTRY

Parade Commander	F.S.A.A. McLeod, G.
Parade Adjutant	S.A.A. Keeble, A.J.
Parade Warrant Officer	S.A.A. McLeod, J.H.
Flight Commander No 1 Flight	S.A.A. Hauton, D.J.
Flight Commander No 2 Flight	S.A.A. Brown, M.R.

SUPPORTING SQUADRONS

Supporting Squadrons Commander	F.S.A.A. McGregor, R.B.
--------------------------------	-------------------------

No. 1 Squadron.

Squadron Commander	S.A.A. Brown, I.
No 1 Flight Commander	S.A.A. Morris, D.
No 2 Flight Commander	S.A.A. Dixon, M.

No. 2 Squadron.

Squadron Commander	S.A.A. Hodgson, M.
No 1 Flight Commander	S.A.A. Sweeney, R.D.
No 2 Flight Commander	S.A.A. Jones, K.

No 1 Radio School Apprentice Pine Band

Warrant Officer T.D. Williams, I.P.A.M., A.R.C.M.

No 5 Regional Band

Squadron Leader V.H. Hunt, I.P.A.M., A.R.C.M.

Prize List and Achievements

Lord Trenchard Memorial Prize	F.S.A.A. McLeod, G
Institution of Electronic and Radio Engineers' Prize	F.S.A.A. McLeod, G
Royal Aeronautical Society Prize	C.A.A. Hollowood, J.W.
Royal Air Force Prizes for:	
First in Order of Merit	C.A.A. Hollowood, J.W.
Best Air Radar Fitter	C.A.A. Hollowood, J.W.
Best Ground Radar Fitter	A.A. Prickett, D.I.
Best Ground Wireless Fitter	L.A.A. Hockley, T.G.
Educational Subjects (First)	C.A.A. Hollowood, J.W.
Educational Subjects (Second)	L.A.A. Bullock, P.R.
General Service Efficiency (First)	F.S.A.A. McLeod, G
General Service Efficiency (Second)	S.A.A. Lim, S.F.
Best Manual Exercise	S.A.A. Lim, S.F.
English and General Studies	C.A.A. Hollowood, J.W.
Best Set Task	C.A.A. Hollowood, J.W.
Parade Commander's Baton	F.S.A.A. McLeod, G

Victor Ludorum Trophy C.A.A. Sedman, D.M. **Wing Championship** "B" Squadron

WING COLOURS

The following Apprentices of the 102nd Entry have been awarded Wing Colours in the sports shown:

ATHLETICS

SAA Lim See Fong
CAA Sedman, D.M.
LAA Hudspeth, J.D.
AA Farr, G.
AA Lyall, R.A.

BOXING

AA Callander, G.H.
AA McParland, P.
AA Tinsley, W.K.J.

HOCKEY

AA Collin, J.P.
AA Thorley, L.R.

CRICKET

SAA Brown, M.R.

FENCING

AA Leadbetter, G.A.

BASKETBALL

CAA Doney, G.E.
LAA Bysouth, A.J.
LAA Every, D.G.
AA Moon, J.O.

SWIMMING & WATER POLO

SAA McLeod, J.H.
CAA Doney, G.E.
LAA Edmonds, W.G.

SOCCER

AA Whitfield, C.

GYMNASTICS

AA Lyall, R.A.

BADMINTON

SAA Lim See Fong
CAA Sedman, D.M.
AA Charman, M.R.

TENNIS

LAA Sanders, M.F.
AA Hall, A.
AA Tufts, C.D.

CANOEING

CAA Sedman, D.M.
LAA Jones, D.H.

.22 SHOOTING

CAA Braziel, B.F.
LAA Rayer, A.W.

SQUASH

LAA Sanders, M.F.

CROSS COUNTRY

LAA Hudspeth, J.D.

SAILING

AA Blake, M.

102nd Entry Posting List

Jnr Tech	Brown, M.R.	RAF Brizenorton	Jnr Tech	Reader, J.A.	No 120 Sqn RAF Kinloss
"	Coombes, T.J.	RAF Wattisham	"	Tinsley, W.K.J.	RAF Lyneham
"	Doney, G.E.	RAF Brizenorton	"	Bysouth, A.J.	RAF Wittering
"	Fowler, J.A.	No 1 FTS Linton-on-Ouse	"	Braziel, B.F.	RAF Marham
"	Fox, P.A.	RAF Leuchars	"	Cameron, I.N.	RAF Waddington
"	Gibbs, J.A.	RAF Wattisham	SAC	Dodd, R.N.	RAF Scampton
"	McGingley, H.J.	RAF Brizenorton	Jnr Tech	Fagg, P.	RAF Marham
"	McLeod, J.H.	RAF Scampton	"	Holly, N.J.	RAF Wittering
"	Mills, T.	RAF Leuchars	"	Hudspeth, J.D.	RAF Cottesmore
"	Moore, R.H.	RAF Leuchars	"	Law, C.	RAF Waddington
"	Prickett, D.J.	RAF Wattisham	"	Lyall, R.A.	RAF Waddington
"	Proffitt, F.	RAF Wattisham	"	Miles, P.R.	RAF Wittering
"	Richinson, H.J.	RAF Wittering	"	Miller, P.A.	RAF Wittering
"	Sallitt, D.P.	RAF Leuchars	SAC	Noyle, R.N.	RAF Wittering
"	Tufts, C.D.	RAF Marham	Jnr Tech	Sedman, D.E.	No 1 FTS South Cerney
"	Whittaker, J.M.	RAF Honnington	"	Wells, H.J.	RAF Wittering
Cpl	Burrows, J.A.	RAF Patrington	"	Beach, J.	RAF Scampton
Jnr Tech	Collins, J.P.	REU Henlow	"	Carter, D.N.	AES Topcliffe
"	Edmonds, W.G.	REU Henlow	"	Chapman, M.R.	Khormaksar
"	Every, D.G.	REU Henlow	"	Conaber, P.	RAF Benson
"	Ford J.P.	RAF Boulmer	"	Darbyshire, A.	RAF Patrington
"	Kenward, P.	RAF Boulmer	"	Henderson, I.G.	4 FTS Valley
"	Lowe, R.J.	REU Henlow	"	Jones, D.H.	RAF Lyneham
"	Mann, R.W.	REU Henlow	"	Leadbetter, G.A.	RAF Lyneham
"	Pimm, D.M.J.	REU Henlow	"	Pring, R.H.	RAF Brizenorton
"	Rice, C.L.	RAF Bawdsey	"	Rogers, C.G.	RAF Ternhill
"	Scofield, B.M.E.	RAF Patrington	"	Thorley, L.R.	RAF Wittering
"	Thrower, B.S.	RAF Patrington	SAC	Wade, P.	CFS Little Rissington
"	Williams, M.J.	REU Henlow	Jnr Tech	Guy, P.R.	HQ 18 Gp Turnhouse
"	Wakefield, R.W.	REU Henlow	"	Hockley, T.G.	CCC Stanbridge
"	Annensen, D.W.	RAF Buchan	"	Lawrey, M.J.	CCC Stanbridge
"	Callander, G.H.	RAF Boulmer	"	McGrath, S.C.	REU Henlow
"	Box, B.A.	RAF Boulmer	"	Neatham, D.C.	CCC Stanbridge
"	Farrer, M.L.	RAF Patrington	"	Sanders, M.F.	CCC Stanbridge
"	Gow, D.H.	RAF Buchan	"	Winsher, L.C.	REU Henlow
"	Hunt, G.R.	RAF Bawdsey	"	Gambrell, G.K.	HQ 18 Gp Turnhouse
"	Keeble, A.J.	REU Henlow	"	Hamblen, R.	RAF Henlow
"	Salter, R.M.	RAF Bawdsey	"	Rycroft.	REU Henlow
"	Stratton, B.	RAF Bawdsey	"	Whitfield, C.	HQ 18 Gp Turnhouse
"	Blake, M.	RAF Lyneham	"	Farrell, P.T.	Commcen Aden
"	Boland, J.E.	RAF Coll Cranwell	"	Hall, A.	Muharrag
"	Davis, A.	No 3 FTS Leeming	"	Kennett, R.	Muharrag
"	Brown, R.D.	RAF Ballykelly	"	Mouchner, J.E.	Commcen Aden
"	Bullock, P.R.	RAF Lyneham	"	Weller, D.	Commcen Aden
"	Grimley, A.C.	RAF Lyneham	"	Brisley, D.	Muharrag
Cpl	Haunton, D.	No 1 FTS South Cerney	"	Farr, G.	Commcen Gan
Jnr Tech	Hill, A.	No 3 FTS Leeming	"	Macey, B.I.	Commcen Gan
Cpl	Hollowood, J.W.	RAF Coll Cranwell	"	McParland, P.	Muharrag
Jnr Tech	Lermare, D.A.C.	RAF Coll Cranwell	"	Price, D.G.	Commcen Gan
Cpl	McLeod, G.	RAF Coll Cranwell	"	Rayler, A.W.	Commcen Gan
			"	Walker, W.T.	Commcen Aden

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No. 1 WING NOTES

Typist Reveals All

Amidst the quiet, peaceful and far flung reaches of Locking Camp, surrounded by pneumatic drills, mortar shells and 'piggy' smells, lies the unprepossessing hut commonly or uncommonly known as No 1 Wing Headquarters. Fed up with the question of, "Where's that?", and "Whoever works there?", and having answered the first question, I deny that the rumoured answer to the latter, "Nobody actually works down there", is correct. Many's the day when the smoke from the typing room has mingled with the smoke from the CO's pipe — (one of these days we will ask him if **this** is the Ultimate Weapon!)

Apart from wet nursing the Young Ones we also take under our Wing the strenuous activities of the PF Flight and the Fire Fighting/Crackshots of the Regiment Flight. So- we have to 'Jump to it' smartly or stand in danger of being extinguished.

At the moment there appears to be a rapid turnover in our Staff. They say that it is the normal moves to pastures of new postings — if this is so where is that draft coming from? Could it be united sighs of relief? And what are all those bodies doing on their knees outside the CO's Office? Not polishing the floor I can assure you.

The Adjutant, Flying Officer Lafferty (to name but a few), has decided to throw in the towel altogether while he still has a small degree of sanity left (and I use the word small advisedly) and joins the Other Ranks of us civilians in February. Our Wing Warrant Officer will soon be saying farewell as he is on PWR—personally I think WO McDonagh will be most sorry to say goodbye to Heathers (whose latest dietary fancy is newly potted geraniums), and so in this case PWR must stand for Pony Waves Regretfully. For who will rescue Heathers from Married Quarters now?

The sporting side of the Wing is very

well represented and we shall miss the tall stories - sorry long stories - of the one that got away (again?) from fisherman-cum-gardener Sgt. Cuthbert, or as he is officially known 'The Flowerpot Man'. His dahlias this year really were gorgeous. Meanwhile tunnelling his way through the vast unknown caves in the Mendips (he comes up occasionally for air and to answer that dreaded gadget the telephone), goes FO Lafferty accompanied by his Hardy companion Cpl Cowper.

Among our recently departed is our Civilian Clerk, Mr Pearse, gone to the saner atmosphere of P2 and replaced by Mr Trott - last seen ploughing his way through piles of notes of that celebrated event The Pass Out - (that is those occasions when the Apprentices march about with the bands and invariably without McCrackers). I myself have only been through the experience of a Pass Out twice so far - never mind they do say third time lucky.

Should anyone manage the trek to this oustation they might find themselves in the vacant role of Ring Master to our animal acts - for we number amongst our ranks the grand total of 3 cats and 3 kittens, the pony, 1 dove (sorry - he/she decided it was all too much and spread his wings - although one of our cats did look extraordinarily fat the morning after the bird went AWOL!) However, now we have the handsome Dovecote, handmade by Cpl 'Bucknell' Tennant, we are determined to keep the pair promised us to take the absentee's place. Add to this the two dogs owned by the better part of the wing and we can boast a fair menagerie. (Not counting the humans of course.) I would never be forgiven (after this piece I shant be anyway) if I did not mention our Wells Fargo Messenger Lou Roberts, who as well as dicing with death trying to beat the cycling records to and from Registry every day, makes an excellent cuppa, as the Squadron and Entry Commander will bear out.

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Space will not permit mention of our many other and varied personnel-ties but you must admit we are an egergetic lot (at least those who walk down from HQ every day are), and although I haven't mentioned the word work once I can assure readers of this expose that we do plenty of that - in between times!

So as the sun sinks slowly in the West

we bid a fond farewell to all those departing (hysterical) figures of No 1 Wing, as they jog slowly into the distance, with Heathers on their backs (it is the only way you can get the animal anywhere these days), as they make their way to their new postings. Good luck to you all and don't forget the famous words of Somebody or Other, "When you are at the bottom the only way is up".

ENTRY NOTES

103rd Entry

In our ninth and final term we can look back on three years' achievements with satisfaction. Our technical record is good but what is more important we have developed the spirit and comradeship typical of apprentice training.

Our high reputation can be largely attributed to our excellent sports record. The list below is of our outstanding sportsmen who have represented the Royal Air Force.

FSAA McGregor	Rugby
SAA Sweeney	"
SAA Hodgson	"
CAA Willson	"
LAA Hoseason	"
LAA Wishart	"
AA Mahoney	"
AA Barnes	Athletics
AA Simister	"
AA Williams	"
AA Adams	Basketball

Besides having eleven RAF players we have a number of Command competitors, innumerable station players and in most wing sports we have a monopoly of the 1st teams. Two of us have Gold DEAS

and a number of silver. Also our Ten Tors team did well in the senior course though not winning an award. We have rally drivers, glider pilots, canoeists, aircraft recognition experts and sailing enthusiasts just to mention a few clubs actively supported by the 103rd. The rugby team especially has brought the 103rd fame. With 12 out of 15 of the 1st XV members of the 103rd it appears that the rugby team will be in ruins after Christmas. We have representatives in shooting, athletics, squash, cross country tennis, badminton, basketball, football, five-a-side, cricket, swimming and table-tennis. No doubt in years to come the old lags will be saying, "I remember the time the 103rd was here....."

The 103rd also have a good reputation for immaculate appearance and faultless drill during the A versus B Squadron Drill Competitions. In spite of the claim by the 201st in the last Locking Review that they were going to win for B Squadron the 103rd beat A Squadron again for the third time. If we get the necessary backing for the next drill competition B Squadron should win again.

We are hoping for better weather than the 100th had for their pass out as we want to have a first class parade to match any before or after the 21st December 1965. Also on the 21st we have our pass out dance which we are all looking forward to. Flight Lieutenant Peters our old Flight Commander should be present as well as our present one Flight Lieutenant K.G. Evans.

To all the other intakes we wish the very best of luck and hope they still keep Locking foremost in the Apprentice Schools. Even though Locking will be

smaller it has the spirit fostered by the 103rd.

To our instructors at Tech we offer our warmest thanks for all their hard and diligent work which enabled the majority of us to pass 3 years' exams. For 1 Wing and our Flight commanders and NCOs we offer thanks and congratulations for surviving 3 years of the 103rd and still remaining calm.

Within a few weeks we will be 'bogies' and spread all over the world, but it will be something to be able to say, "I was in the 103rd at Locking".

104 Entry

Eight down and one to go! To the 104th Entry now in its penultimate term, this is a cry to warm the cockles of the heart. Not that we dislike No 1 Radio School - it's just that one can get too much of a good thing.

The greatest cause of anxiety this term has been Final Boards. 104GC1 and 104GC2 took their boards on Fixed Coil during the last days of the Summer Term and the results were published at the beginning of this term, much to the consternation of a small percentage of the Entry. Also, at the time of writing, the members of the other class 104GN, are swatting for the Final Board on their second equipment Cossor 787A.

Members of the Entry were very busy during Summer leave, this year AA Burchall visited Germany, travelling via Ostend and Cologne to Koblenz, where he saw the famous lighting of the Rhine firework display. A few days later he was able to represent the Entry at one of its favourite sports at the Heidelberg Wine Festival. Nearer home SAA Deffee, LAA Badcock and AA Hall canoed along the Severn, from Newton to Bridgenorth, covering the 130 miles in five days.

Locking who visited France on an exchange liaison visit with l'Armee de l'Air. During the ten day visit, the party visited Cognac, Rochefort, Rocamadour and Paris, seeing all the famous monuments, in particular La Pigalle. It is reported that, when the party left Paris for RAF Bovingdon, sales of French wine and cigarettes were seen to take a large jump.

The 104th Entry has not had outstanding success in most competitive wing sports, this term, but one sport in which

it really does shine is shooting. LAA Hewitt and AA Sutherland shot for the station in the Nobel Cup Competition and the former has fired for the station pistol team. In addition, CAA Frost, LAA Hewitt and AA's Sutherland, Wells, Humphrey and Jeffrey, have all fixed for the Wing shooting team.

Canoists in the Entry are SAA Deffee, LAA Badcock and AAs Hall and Toomer, all of who represented the Wing in a competition with Halton. Although heavily outnumbered, they all did very well, noticeably SAA Deffee and LAA Badcock, who came second and third respectively in the 500 metres 'singles' race.

Sailing has also become very popular. SAA Brady, LAAs Hewitt, Sinkinson and Buckel, and AAs Downes, Clowes and Harry are all keen sailors. AA Harry now having attained his 'R' helm certificate. The club races three Firefly dinghies and LAA Hewitt and AA Harry crewed in two of these for the Brady Cup Competition at RAF Mountbatten September. Considering the class of opposition, they did very well.

The 104th Entry is prominent in Locking Society activities, and has an almost complete monopoly in the Printing Guild. This is a very flourishing club, and at the end of last term LAAs Challingsworth and Sinkinson printed a number of items for the 102nd Pass Out.

Finally, we would like to bid welcome to AA Ball who joins us from the 103rd, bringing our numbers to forty-one, and to congratulate LAA Howe on his recent marriage. We wish Jean and George all the best for their future happiness.



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FINE OLD

FRENCH BRANDY

105th Entry

Old age is creeping up on us, and as we enter our last year at Locking the "Day of Reckoning" - when we shall all be pensioned off as "bogies" is all too near. With the illustrious (and 'infamous'.) 103rd Entry leaving we shall take on the mantle of senior entry; for although rumour has it that there is another entry between us and the 103rd we have yet to see signs of its existence.

Sport has run its expected course, "B" Squadron sweeping the board; although quantity is not our strong point, quality is, for we have our key men in every sport. In the inter-squadron boxing, held recently, "Huik" Holdcroft ceremoniously mangled Aircraft Apprentice Madge, our own protege now resident with that

'other' squadron. Our other entrant Aircraft Apprentice Pounds, won his own fight inventing a new dance craze at the same time, "Here we go round the boxing ring". In other sports we also have team members, Football, Rugby, and Hockey, all have participants from the 105th.

This term has also proved very successful educationally, of those in the ONC stream, 70% gained a 'pass' in the final examination, 60% of the stream also gained passes in 'A' level Physics. Two City and Guild passes were also obtained.

These academic achievements highlight the fact that the Entry is just as at home in the class-room as it is on the sportsfield.

106th Entry

A set of long-haired "civvies" returned from Summer leave somewhat unenthusiastically. This mob was quickly reinstated to its former order known as the 106th. The entry immediately prepared for what was to be an unforgettable experience - namely Summer Camp with the 201st.

The delightful scenery was greatly marred by the almost constant rain. The original site was swamped, so the advance party set up camp on a hillside overlooking Parracombe village, about 1500 feet up. Despite the conditions the camp survived cheerfully, and any mishaps were counterbalanced by pleasant visits to the local, and swimming at Ilfracombe.

A damp set of apprentices returned to Locking ten days later finding beds and dry clothes to be the latest style in luxury. It was later announced that Syndicate 'D', led by Leading Aircraft Apprentice Patrick had won the entry competition.

After six weeks the entry returned to life as normal and started to redigest all the complexities of radar. The term continued uneventfully, if life in 'I' Block can be called that. The only happening of notable interest being the mysterious disappearance of the Firestreak kindly donated by the 102nd. Due to more recent occurrences it appears evident that it is in the possession of that shower residing upstairs in 'H' block. Doubtless this appalling situation will be put right in the near future by some of our more intrepid colleagues.

Finally, we sadly announce the near departure of Evans and Woolley, who add themselves to the ranks of 106th civvies. We trust they will succeed in their future enterprises.

Please note, no prizes for guessing how many of the entry will actually pass-out!

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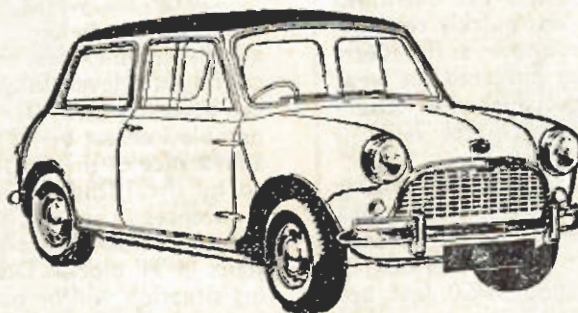
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107th Entry

Returning from Summer leave the entry was almost immediately plunged into the first year ONC qualifying examination. The results brought a varied measure of success. During the term we have lost "Doc" Halliday to the 108th Entry and 'B' Squadron. The entry wishes him the very best and expresses its regrets at losing him.

The examination, however, was not allowed to affect the success of our R & I exercise. For the first two days the weather held good and then on the third and final day we saw the other side of the weather, however, and we all got back on Friday afternoon - thus being just in time to have "Full Bull".

The entry has had quite a successful term at sport. Members of this entry

have represented the wing at Soccer, Rugby, Canoeing and Cross Country. The Inter-entry competition also provided some success. We reached the finals of the Rugby and the semi-finals of the soccer. Fraser and Lauchlan also became reserve and goalkeeper respectively for the Somerset boys' XI. This season Halliday has been constantly good at Rugby, but we hope that now he has moved to 'B' Squadron, his prowess in the inter-entry and inter-squadron matches is not of quite such a good standard.

With the mid-term promotions four of our number have become NCOs. We all wish them well in 'C' Squadron and hope to see their names in the promotion lists in the not too distant future.

Finally the entry would like to offer its sincere congratulations to our Flight Commander on his promotion.

108th Entry

Despite the background noise of an out of tune guitar, two tape recorders, three transistor radios and a record player, the following conversation was overheard during the 'quiet' period in 'N' block study room. Among those present were:-

POM:- Potential Officer Material

EDC:- Entry Darts Champion

CCC:- CC Charlie

MB:- Muscles but no brains

POM: Come on chaps, let's have some ideas; the Flight Commander wants our entry report by tomorrow morning.

EDC: What sort of ideas?

POM: Well, something about ourselves; something amusing; something to improve our image.

EDC: Do we need to improve our image?

POM: I'll say we do; some of them 103 blokes still treat us as sprogs and we've been here for six whole months.

CCC: Is that all, seems like six years.

MB: And they don't appreciate the fact that we won the swimming championship for 'B' Sqdn, and made sure of victory in the inter-squadron athletics.

POM: Let's not blow the sports trumpet they always do that in the Entry Notes section. Look at these old magazines - full of the stuff. There must be something else to sound off about, aren't we setting any new trends or records?

EDC: We'll probably set a record for hours spent on extra tech, but to write about that won't do a thing for our image. We could also throw in a word about remedial homework and ONC evening study,

- but they'll only think we're complaining.
- CCC: Aren't we?
- POM: OK Skip it. By the way anyone know what ONC stands for?
- EDC: Something to do with the Ordinary National isn't it?
- MB: Yes, but the hurdles are so stiff it's more like the Grand National.
- CCC: And talking of horses, we'd better get a move on, it's almost time for the Floor Polish Stakes.
- MB: But we only put polish down last week.
- CCC: I realise that mate, but we've got to keep our Leading Apprentice happy, you know what he always says
- Chorus: "We never had it so easy in my day"
- CCC: But he does worry me when he says that we'll have a nasty shock in 'B' Sqn. It seems there's no shortage of polish over there.
- MB: Ah, well, at least we'll have the fun of breaking in a new Flight Commander.
- CCC: Are you kidding? Nobody else will have us and Flt Lt Goucher is stuck with us for another term.
- MB: Poor chap. He's never been the same since he got home one night to find the baby bawling his head off, and the sitters we sent him - fast asleep.
- CCC: Do you think he'll give us any more kit inspections? Before the last series I never knew what the world looked like at 4 a.m.
- EDC: You can certainly say that of Locking, it really broadens your outlook: Who would have thought that six months ago, that it was possible to do thirty-five hours work in twenty four.
- POM: There you go again - remarks like that won't earn us any sympathy. This is our big chance to show the Wing that one entry has individuality, character and a 'with-it' outlook.
- CCC: Even in school mufti?
- POM: Yes, even in that. The way we dress isn't important.
- CCC: Exactly what I said to the Wing Dress CAA but I still didn't get to see my bird last Saturday.
- EDC: It would be very easy to go round the camp and change all the 103 signs into 108, except for those on the toilet of course.
- CCC: I've an uneasy feeling that we wouldn't be too popular after that.
- POM: Dead right mate. No, that won't do, somehow we've got to write about our achievements without being cocky about it.
- EDC: Maybe we should just list the names of our outstanding sportsmen.
- MB: Does the Review have that much space to spare?
- POM: Very funny. Perhaps you'd like to buy a page and advertise: Hurry, Hurry, Don't Be Late Get yourself Re-coursed to
ONE OH EIGHT!
- MB: I've heard that before somewhere.
- EDC: We don't seem to be getting on very well, do we?
- 2 Wing?
- POM: Surely we can come up with something, there's no lack of initiative in this entry. Look at the amount of trouble we get into on thirty bob a week
- EDC: Less barrack damages
- MB: Less Entry Fund subs
- POM: Less payments for track suits
- EDC: Less the cost of school mufti
- CCC: Less the cost of boot polish, button polish, rifle polish and Red Cardinal.
- MB: Less two bob for the Locking Review
- All: TWO BOB for the Locking Review!!!
- EDC: Perhaps it will cost less without our Entry Notes.
Silence all round
— — — — —
- And this is probably why we shall have to wait until the next issue of the magazine to hear how 108 Entry is getting on.

Ours is always one-sided

Extract from Quarterly Information Sheet:

"RAF Locking Referees' Society — of interest to all part, present and future referees"



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201st Entry

Despite our small size we are still enlarging our reputation at a steady pace. A pace, it seems that is too fast for SAA Sweeney and CAA Leyland. Our size, which is now 31, did not we are glad to say decrease over summer camp despite the efforts of Mother Nature, Officers and NCO's concerned. This particular phase of our career during summer camp, we all enjoyed very much, or so we have been told to say!! The 106th our counterparts in 'A' Squadron, who also went to summer camp with us, seem to be having rough time of it (in general - haircuts), and try as they might they have yet to

beat us in any sport, or activity. Talking of sport, our congratulations go to fellow member W. Gillies who got engaged during our summer break.

Congratulations go also to our first 'batch' of 201st NCOs who moved over to 'C' Squadron before summer grant, we all hope they do not treat the Junior Entries (s...gs), too gently. Talking of NCOs, Corporal Cowper (a great fan of ours), is departing from our midst to go to the 103rd. With him go our best wishes, and good luck (he'll need it), and so will we when they read this.

202nd Entry

The entry entered 'A' Squadron at the end of last term and were given quite a friendly welcome by the 106th. Corporal Melville was quite pleased to see us too it seems he celebrated by giving us a fair amount of bull. All he asked in return for this was 3" of hair and 1/9 donation each to the RAF Locking 'Destitute Barbers' Fund. After our rude awakening the entry settled down to the senior squadron way of life and with a few not to be forgotten words of wisdom from our flight commander, and some not to be repeated words from our beloved Corporal - we look forward to facing our last year at Locking.

Our sportsmen are becoming more numerous, our best sport being football in which we had four members in the wing football team. These were Ian Brown, Dave Craig, Ron Madge and Al Smith. Rab Archer did well for us as cross-country and we were well represented by Roy Snowden, Chris Denning-Duke, 'Tiny' Hill and Steve Patey. In all 15 of the entry have represented the wing in one way or another, and this makes almost our total force.

We would like to thank Flight Lieutenant White and Corporal Thornton for their guidance whilst we were in 'C' Squadron.

203rd Entry

The 203rd entry, now in its second term has been prominent in sporting activities and has represented the Wing in shooting, athletics, swimming and rugby. A commendable achievement for an entry of 32 members.

Nye continuing his rifle shooting

career represented the Wing in the Somerset County SR(a) Championships at Langport; French gave a useful performance in the inter-squadron boxing competition. The entry welcomes back Joyce recently returned after several weeks in hospital.

CHURCH NOTES

R.C. Chaplain's Note

by Father Duffy

The 107th and 108th Entries went to Prinknash Abbey for a weekend Moral Leadership Course during May and June. The Guest-Master lectured on topics connected with recent changes in the Liturgy, while Mgr. Roche and the Principal Chaplain and Fr. Bailey one of his assistants, talked on subject directly related to life in the RAF.

As this will be my last report for the Locking Review, I should like to take the opportunity to thank everyone with whom I came in contact directly or indirectly for all the help I received during my tour of

three years and eight months, particularly "The Heads of State" and ecclesiastical colleagues. I have no doubt that my successor, Fr. Meeds, will receive the same kind consideration, but will not require the toleration that had to be extended so liberally.

Fr. Meeds come to us from Leeds Diocese where he was a curate for eight years, having served in Bradford and Sheffield, specialising in youth work, a fine preparation for his present appointment. May I warn the Apprentices that he has heard all the excuses before.

Church of England Notes

Chaplains:—

Wing Commander (Rev) D.A. Frizzelle
Flt Lt (Rev) K.R. Morris

This year has brought us three entries of Craft Apprentices and two entries of Technician Apprentices, increasing our strength by 131. Of these 31 had already been presented for Confirmation and become Communicant members of the Church while in their home parishes and six had been servers. Since coming to Locking a further 17 have come forward for full adult membership in the Church and have been prepared and presented for Confirmation. A further 14 are at present attending preparation classes to be confirmed before Christmas.

It is gratifying that at the 7 a.m. Friday Communion Service 1,102 Communions have been made from the ranks of the Apprentices over 41 weeks this year. This is an example of the devotion and faithfulness of our young men who are prepared to deepen their relationship with God even though it means starting their day an hour earlier.

Our Servers at the Altar and at Par-

ade Services have been yet another example of diligence in witness and work. Our numbers have grown in spite of the fact that we lost many of the 107th Entry when they went to Cosford where they are completing their training. Our loss is Cosford's gain and we welcome those who now join us from the 204th and 109th Entries. The Servers have added a great reverence to all our services. Many of them have visited other Churches in the monthly service guild meetings when we join up with servers from all over the local Deanery.

It isn't often we can have two different Chaplains-in-Chief at our Passing Out Services in one year. The Venerable F.W. Cocks, CB, QHC, MA, who is now Archdeacon of Wolverhampton came to preach this time last year and the Venerable W.E.G. Payton, CB, QHC, MA, the present Chaplain-in-Chief, is coming to preach at the Passing-Out service for the 103rd Entry. We also welcomed the Reverend Canon R.S.O. Stevens the Industrial Chaplain from Birmingham who gave a rousing

message to the 101st Entry at the Palm Sunday Passing-out Service. These Services are now being combined and with the Church of England, The Roman Catholic Church and Other Denominations worshipping together there is a new sense of corporateness for each individual member of the Entry.

For almost half of this year I have been alone. Padre James who assisted me for the first part of the year returned to life in a Parish and is now happily installed at Long and Little Whittingham in Oxfordshire. We are glad to hear that all goes well with him. This term we welcome Padre Ken Morris who brings youth

and enthusiasm as he starts his work here and we all hope for his family's and our sake that he will be given at least a year here.

This Christmas we are asking the Apprentices to support our appeal to help the aged and infirm of Weston-super-Mare. Their gift of £15 last year was so very much appreciated, as indeed was the £30 which they contributed to Famine Relief through their personal saving boxes during the six weeks of Lent.

My thanks for a full happy year go out to all the staff here and all our loyal supporters.

P.M.U.B. Church Notes

by Padre Rabson

It is a little difficult for me to recall the events of the past year, as I am asked to do, because my stay at Locking has been comparatively short and twelve months ago St. Andrews Locking was just a name to me - albeit an illustrious one. Many ex apprentices subsequently posted to RAF Bruggen in Germany paid fine tribute to the work here and commented that of all the things that went to make life pleasant on this station, St Andrews Church and club was the most significant. Furthermore the Church building was said to be one of the most beautiful in the Royal Air Force.

I quickly found that report had not exaggerated and that the past in one of which we may well be proud. One of my first duties however was to say 'Farewell' to W.O. and Mrs Hunt who had served the Church in many capacities for four years. Hard upon this came the retirement of Padre and Mrs MacNab, and these events coupled with a projected redecoration programme on the Church Club premises, emphasised the fact that no organisation stands still, and that a constant renewal and reorganisation of our activities

is necessary.

With this in mind, therefore, the Autumn term saw a reorganisation of our Church and Club life. The Club premises are now open every night from 18.00 hrs and from 14.00 hrs on Saturdays and Sundays, and the work is superintended by a Committee drawn from most entries. One room is in process of being transformed into a 'home from home' in the shape of a lounge, complete with comfortable chairs, T.V., games, etc, and to cater for more formal entertainment a projector has been secured. Canteen facilities are available, a club membership roll has been opened, and a subscription list introduced. Moreover certain special events in the form of Socials, Competition nights, and films, have been arranged, and needless to say new members are always welcomed.

In other words, we are conscious that a fine past record, and a good set of buildings are not enough. The newest member of the junior entry is not particularly helped by what happened last month or last year, and a beautiful church that is empty is of no use to anyone. It's up to us to make St Andrews LIVE.

LOCKING LINE-UP



They make us play in teams, they work as a team and they even photograph like a team (of what?) Who are they? From right to left:—

Squadron Leader "Steve" Mayhew. Joined 1931, "when padres were LACs" (his quote). Instructor at Uxbridge Depot and School of P.T. in Egypt, Transjordan and Cosford. Youngest (and most handsome) Warrant Officer in Air Force in 1939. Commissioned 1952, spent 6 years at Cranwell. Has represented RAF at Hockey, Fencing and Athletics and at station level has played nearly every sport. Chairman of Youth Boxing until recently. Retires this coming January. Intends to write a book on his service life called "The Misfits".

Flying Officer W.H.G. Wilkinson. Joined 1948. Commissioned 1963. Has played basketball for England, coached the Olympic Team, Vice-President of the English A.B.B.A. and a National Executive examiner. (How do you examine National Executives?) A qualified coach also in Cricket, Badminton, Squash and R.L.S.S. (Rehearsing Loud Sports Songs). Has played Basketball and Badminton for the RAF and was a trialist at cricket.

Some say that he owes his success to the fact that he attended a co-ed school and captained the netball team.

Warrant Officer Ron Sully. Joined 1939 after being professional boxer (fought many well-known West of England boxers including Francis Pook, Noshor Powell and Will Nancurvis). Served in France, Belgium, Holland and Germany during 1944 and later in Iraq, Hongkong and Singapore. Has coached RAF and Command Youth Boxing teams. One command team included Brian London, Bruce Wells, Dick McTaggart and Freddie Cross. Claims that he is the living example that boxing does not destroy good looks.

Corporal Ron Wilmott. Member of the RAF Gymnastic Team which performed at Earl's Court and Albert Hall and toured Australia. Command Trialist at Basketball. Station Hockey Goalkeeper. Never accept his offer of a friendly game of darts.

Corporal Bert Taylor. ABA Bantamweight Champion 1948. Holds the SABA National Coaching award and coached 1950 Malayan Olympic Team.

Holds a 1st Dan Black Belt in Judo and has represented Great Britain on three occasions in this sport.

We dare not make any rude comments about a man with such qualifications!

Sergeant Steve Wilson. Joined 1952. Sub-Aqua specialist. Has taken expeditions to Sardinia, Sicily and Gaza. Helped to discover the largest Roman anchor in the world.

A qualified coach in Tennis, Basketball, Squash, Badminton, Hockey, Soccer and Swimming.

The section anchor-man in more ways than one.

Corporal Tony Elgie. RAF and Combined Services 440 and 880 yards champion. Has represented Scotland (versus Holland), Southern Counties and S.W. Counties in Athletics. Was fourth in Indoor National Championships at Wembley and 6th in the British Games. Hopes to represent Great Britain.

A leading hypo-chondriac, he lives mainly on glucose and wheat-germ.

Sergeant Len Cain. A school star in Isle of Man Soccer and Athletics. Has represented RAF, BAFO and Northern Ireland in fencing. Was fencing coach for Hong

Kong university. Recently took linguist's exam in German and is now studying Chinese. Just to think, before he joined the section the only language he knew was bad!

Corporal Brian Samways. Born in hotbed of Welsh Rugby. Captain Welsh ATC XV and played for Great Britain ATC XV. Is now devoting himself to swimming and expedition work and has an ambition to manage the RAF Junior Swimming team. About to fall foul of a take-over bid.

Corporal Tom Lovering. Played for Halton as an apprentice at Rugby, tennis, athletics and gymnastics. Became a P.T.I. in 1956. Has played rugby for Salisbury Town, Ipswich, Suffolk County and Fighter Command, and is a keen coach of the sport. It takes an ex-apprentice to find an apprentice!

Flight Sergeant Pete Mastin. Joined in 1946. Staff Instructor at School of P.T. and Parachute School (8 years). Qualified coach and official in Soccer, boxing, rugby, tennis and fencing.

Hobbies: Chess, reading and "do it yourself".

We are still trying to find his secret of eternal youth!

The things you say!

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FULL-BORE SHOOTING



Group Captain A.F. Ward, O.B.E. congratulates J/T Andrews — winner of the Lord Lieutenant's Cup, together with Sgt. Finch and AA Pearson, who won silver and bronze medals respectively.

Since the end of last term the Station Full Bore Shooting team and the Apprentice Full Bore team have taken part in four competitions.

Between the 9th and 17th of July Sgt Finch and SAC Newman represented the station at the National Rifle Association's 96th Annual Meeting at Bisley. Sgt Offord was also picked for the meeting and had been selected as a Command probable but unfortunately could not attend. However, the following results were achieved:—

Sac Newman - represented Technical Training Command and Somerset County.

Sgt Finch - represented Technical Training Command, Somerset County and shot his way into the Queen's 100.

The Queen's 100 is a difficult competition between Marksmen from all over

the Commonwealth. Sgt Finch's achievement is an excellent effort and we must sympathise with SAC Newman who failed to get a place by only one point.

On August 8th the station and apprentices took part in the Somerset County Rifle Association Davey Cup and Yeomanry Cup competitions. The former was an SR(b) shoot in which Sgt Finch came equal second - the latter was an SR(a) shoot which AA Cook of 103rd Entry won. The Yeomanry Cup used to be called the Late Lord Lieutenant's Trophy but as there two other Lord Lieutenants Cups in existence in the county this one was renamed. A further point of interest is that this trophy has been won three times by 103rd Entry, once by AA Murgatroyd and twice by AA Cook.

Sunday September 19th saw the Full Bore shots in action again. This time the Station Team consisted of three regular

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members and three apprentices, who we wanted to give a spot of SR(b) experience. Sgt Finch, Ch Tech Bryan and SAC Newman with Apprentices Cook, Methven and Nye represented us at the Somerset County Rifle Association NRA Bronze Medal for 1965 competition. Sgt Finch took away the Bronze Medal.

Lastly on October 3rd we had another success. WO Flannagan, Sgt Finch and JT Andrews entered for the Individual Somerset County SR(a) Championships and the Apprentice Wing entered two

teams in the team and individual competitions. The teams, one of experienced shots and one of inexperienced shots had an off day and didn't do as well as in the past, but JT Andrews won the Lord Lieutenant's Cup and Gilt Medal - becoming the County SR(a) Champion for 1965. Sgt Finch won the silver medal and AA Pearson of 103rd Entry won the bronze.

All in all we have had a very successful season.



LAST YEAR'S "POT-HUNTERS"

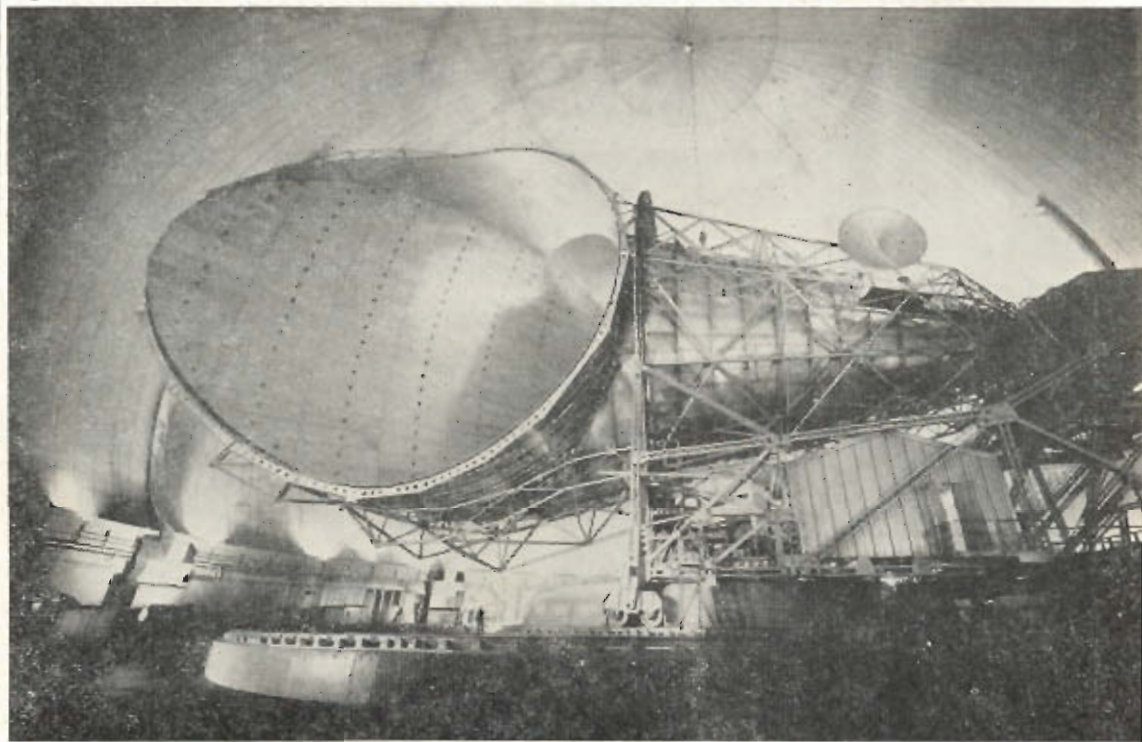
The above photograph was taken after the team had convincingly beaten Halton to win the 'B' Cup, against the form book. Later on the team beat St. Lukes College, Exeter, to win the West of England Championship. A good run in the National Intermediate Championships was

ended by the Doncaster Panthers who went on to win the title. Missing from the photograph were several players who had been posted. Amongst these were Apprentice Peter Larter and Corporal Pete Exon, a Command player.

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CANOE CLUB



For the second year running the club entered apprentice teams in the Westminster to Devizes canoe race (Doubles). Owing to lack of hard training only two teams were fit enough to take part. These were now in the Senior Class, which meant approximately 125 miles non-stop. The race is a hard gruelling and monotonous grind which requires great courage and determination. Unhappily, one team

was forced to give in after approximately 85 miles due to extreme fatigue, and the other team after doing over the ton missed the tide and with a malfunctioning rudder system was forced to retire.

A 120 mile trip down the Severn from Newton to Bridgnorth was undertaken in August. One double and two single canoes took part. The course included a fair amount of "White Water".

RAF Halton held a Canoe Regatta at Pangbourne on the 25th and 26th September - which they hope to make an Annual Event. Sgt Botterill and nine apprentices from Locking took part, camping on the banks of the Thames. The weather was atrocious, but the meeting was enjoyed by all nevertheless.

BOXING

by Warrant Officer R.G. Sully

The future of boxing is the subject of much speculation, and even now at this early stage of the current season, the question is already being asked, "Is boxing finished as a sport?"



At the Royal Air Force Boxing Association's annual general meeting held in London on the 2nd of September, concern was expressed over the low standard of boxing at youth schools. This was understandable when one realises that our adult representative teams are dependant on a steady flow of potential champions from the youth schools.

It appears that would-be boxers have found less arduous ways of expending their energy. However, I don't feel that this is the sole reason for boxing's decline over the past few years.

Too many reformers are publicly giving adverse criticism about the sport and although their foundations are baseless, a lad is easily swayed.

I recall the keen competition that prevailed about ten years ago in the youth schools between trainers and boxers whose ultimate aim was to put into the ring a winning team, irrespective of whether the competition was at inter-squadron or inter-school level. I had the privilege of training the Halton boys, ex. Warrant Officer Parkes had the Locking boys, ex. Sgt. Bruce Wells the Cosford boys. Our own rivalry was as strong as that of the boxers themselves and it produced a Royal Air Force representative team worthy of its title. Such a team I was again privileged to take to the Army Apprentices school at Arborfield on the 24th February, 1955 for the Inter-Services Championships. The result speaks for itself, Royal Air Force 26 points; Royal Navy 19 points and Army 15 points.

The structure of the Services may have changed in the passing years but not that of the boys. They are as tough and as hardy as ever. This was proved to me after a week on Exmoor, where the boys did their September summer camp training.

Boxing will survive, providing that its teachers, coaches and administrators are prepared to make an all out effort to restore it to its rightful place in our major sports.

It is regrettable that some of our intellectuals have formed an opinion that boxing is a sport only for the under-developed minds. Boxing is an art that can be learnt only by constant study and practice.

ANGLING



loosely split into two sections; Freshwater and Sea Angling.

Many people think that fishing is a boring sport, but more people relax with a rod and line than watch football on a Saturday afternoon.

There are plenty of good places for fishing around Weston. Two of the best places that can be fished from the land are the town side of Brean Down and the Old Pier. In these two places it is advisable to use a strong tackle as it is possible to hook some very good conger eels.

The Apprentice Angling Association was formed at the beginning of November 1957. Then there were 20 members. This number has risen to over 100, but recently it has dropped to under 50. The club is

The sea anglers have fished the south coast from Teignmouth to Southampton, the North Devon and Somerset Coast and the Bristol Channel. At one time 25 members were stuck in a boat for five hours on a sandbank at Exmouth. Recently the sea section has started going out boat fishing in the Bristol Channel. The area usually fished is Weston Bay, Brean Down and Steep Holme.

Until recently the fresh water anglers had the fishing rights of a pond alongside the main Weston-Bristol Railway line. As well as this pond they also had permission to fish on waters belonging to the Weston Club. Other places the club has fished are the Hampshire Avon, Rixer Axe, Sheenister and the River Exe.

The club arranges regular outings to various locations to fish. The club room is situated at the rear of Sick Quarters. There is plenty of room for new members, especially from the Junior Entries, and for those who have not got any tackle of their own, the club has a selection that can be borrowed. The club meets mainly on Friday evenings at 1815 hours.