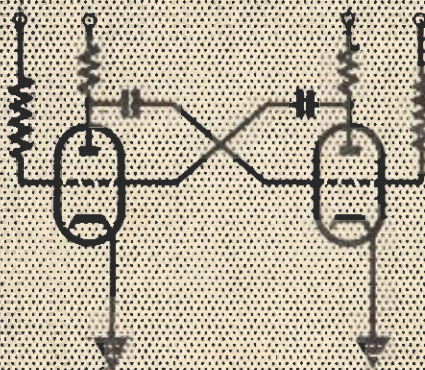


THE LOCKING REVIEW



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OF

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Royal Air Force, Locking

VOL. 2, No. 2

Price 2/- (2/6 post free)

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AIR TRAFFIC CONTROL RADAR

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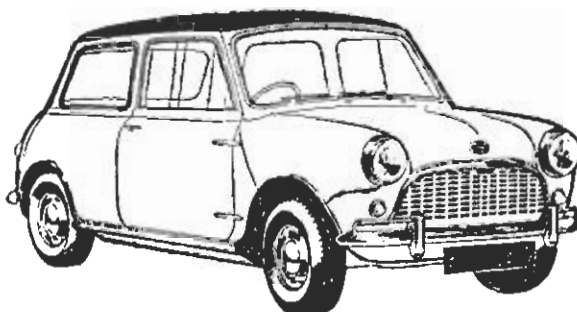
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Profile

The New Senior Training Officer

This term we welcome Group Captain A. F. Ward, O.B.E., as Senior Training Officer direct from a tour of liaison duties with U.S. Services in Washington. We hope that after experiencing the American way of life he will not find too much anti-climax in the "old-world charm" of Locking.

Group Captain Ward was educated at Easingwold Grammar School, Yorkshire, and from 1927 to 1930 at the R.A.F. Electrical and Wireless School, Flowerdown and Cranwell.

He served as Wireless and Electrical Mechanic in "Wessex Bombing Area" (the forerunner of Bomber Command), and in the Cruiser Catapult Flight of the Mediterranean Fleet Air Arm. In 1935 he went to R.A.E. Farnborough for training on the "Queen Bee" pilotless aircraft which had recently been developed there, and subsequently became an N.C.O. instructor on the "Queen Bee" wireless control technique.

He was trained as an Air Observer in 1938 and served in bomber squadrons, and in a bomber operational training unit, as Senior N.C.O. and Warrant Officer until commissioned in the Technical Signals Branch early in 1941. For the remainder of the war he served as Station or Base Headquarters Signals Officer at successive Bomber Command stations, including H.Q. No. 54 Base, Coningsby. This base contained the "Pathfinder" element of No. 5 Bomber Group, which was used for the radar marking of special targets, and No. 617 Squadron (The Dam Busters), which was then being employed against targets such as the *Tirpitz* and the German submarine shelters. He was promoted to Squadron Leader in 1943, mentioned in dispatches in 1944, and appointed O.B.E. in 1946.

At the end of the war he attended the first "Senior Signals Officers' Radar Conversion Course" at No. 8 Radio School, Cranwell, and

subsequently served at Headquarters No. 91 Bomber Group and at Headquarters Bomber Command. From there he went as a student to the R.A.F. Staff College, Bracknell, and thence in 1948 to the Directorate General of Signals, Air Ministry, in the department of Deputy Director of Signals (Navigation).

From 1950 to 1952 he was Senior Signals Officer of No. 82 Squadron (which was unique, as a Royal Air Force squadron, in having a total of five Technical Signals Officers). The Squadron was engaged in photographic survey of the British African colonies and protectorates using Gee-H guidance, and accomplished over one million square miles of photographic cover for use by the Colonial Office in map-making.

He was promoted to Wing Commander in 1952 and until 1955 served as the U.K. Joint Services member of the N.A.T.O. European Radio Frequency Agency in London. From 1955 to 1957 he was at the N.A.T.O. Headquarters of Allied Air Forces Central Europe

as Chief of the Telecommunications Plans Branch, and returned to the U.K. in 1957 to become Chief of the Radio Warfare Branch at Headquarters Signals Command.

On promotion to Group Captain in 1958, he commanded the Royal Air Force Central Signals Centre at Stanbridge, and in 1960, became Deputy Director of Signals (I) at the Air Ministry, where he was concerned with all R.A.F. radio communications. In 1962 Group Captain Ward went to R.A.F. Staff Washington for liaison duties with the U.S. Forces.

The Royal Air Force has already afforded Group Captain Ward a career of great technical variety and interest, and it is noteworthy that he has now returned as Senior Training Officer to the unit directly succeeding that which laid the foundation of his Air Force technical career. He is married, with three children, and his family hope to join him at Locking later in the year.

GAN - Reflections on an Island

by WING COMMANDER (Rev.)
D. A. FRIZELLE

Coral island, pounding surf, and hula-hula. These and more ideas bound into the imagination at the mention of Gan. Certainly it's coral island and the breakers pound incessantly on the barrier reef, some days providing the spectacular as the wind whips off the tops of giant rollers sending up a fan-tracery of spray high into the air. The wind is Gan's best friend. Ten miles south of the equator you need it and only when it stops do you realise how blistering hot it is working on a pan of concrete in a glare of shimmering haze.

Gan is concrete from end to end, a perfect runway with approach lights set out in the sea on the coral reefs, a white strip blackened at each end by a cluster of tyre-marks where expert hands have put down the Comets and Britannias for another scheduled flag-stop, with unerring aim. For crew and passengers Gan is refreshment. As a plane stops, so do

mobile steps, right in position, thrusting welcoming Movements Officers into the interior like firemen on the escape ladder. As passengers struggle with their safety belts, hoses for refuelling go unnoticed but they have already found their connections and the fuel flows as fast as the cool compressed air that is pumped into the belly of the plane through white, wide, concertina-like hoses. In one-hour-twenty the turn round is complete the plane hurtles up, off again, bound for Aden, El Adem and home or Singapore and "see you in two days time".

Gan means stretch your legs and a meal at a table served happily by dusky pigmy Maldivians in uniform sarongs and oh! so colourful shirts to match the childlike pleasure with which they play host. Gan is the glimpse of tropical splendour, of the deep purple of the lagoon contrasting the mauve and acid turquoise of the water over the coral or white sands inside.



Aerial view of GAN

There is only one oleander tree but look through its non-stop blooming crimson across to Fedu and Hittadu, next door islands, watching the multi-coloured square rigged sails of the local dhows, with their proud upswept Viking-like prows, making perspective into the distance, and the view is as breathtaking as the scent from the delicate blooms of the lush frangi-pangi. No wonder it appears the best posting in the world, but a pity more transients can't express what the visiting bishop did in his remark "We're not so stupid as to think you can live on a view". Nothing makes you feel more like murder than "It must be marvellous to be posted here!" especially when you haven't got over the hump and the seven months left to do seem nothing less than eternity. You probably wouldn't care if you hadn't been banking on some mail and some clots off loaded it at Aden --all 800 lbs of it. But what's the good of telling him that the last three schedules were diverted to Cyprus and the next won't be in for three days I'm going fishing! Gan is fishing croaking leather fish, poisonous spined coral fish, snappers, sea bream, mullet barracuda and shark and you have to be a specialist to catch any of them! They look so tame when you snorkle and you'll never see more millions or such fantastic shapes and

colours anywhere else in the world. The coral is as colourful as the fish but get either to the surface and the magic colours are gone as quickly as the sunsets which you've missed when you dash in to get your camera.

If you can divert from fishing, swimming, sailing, go-carting, bowling, soccer cricket and golf on the 9 hole course to fly north for some 700 miles, you find coral atolls all the way, some still under water showing up as vivid blue ringed patterns in the deep purple sea, some lipped with white sand formed from coral that has grown to the surface but so soon pounded to dust by the weight of the waves. On one tiny circle of sand is a solitary coconut palm where a coconut has floated maybe hundreds of miles before lodging itself in its new resting place, to grow, and start the vegetable life that will be the new island.

Perhaps in another thousand years there will be a whole new continent stretching down through the Indian ocean.

Cisterns and Cricket Balls

by GALFRIDUS

We all of us, at some time or another, have to sit examinations. We have to pass examinations to go to school, to be privileged to stay there, and subsequently to be allowed to leave. We then have to sit more examinations to be permitted to earn a living. Nobody is exempt: the sewage farm attendant and the plastic surgeon have this in common. Nowadays, we tend to take this state of affairs for granted. Examinations have become an inevitable constituent of Life like breakfast and baptism and sex, and we should now be lost without them. Imagine the absurdity of selecting, say, an ambassador on his personal merits rather than on whether he has an honours degree in Greek! Picture the recruiting officer trying vainly to decide whether a young man will make a good airman without the essential information as to whether he has a G.C.E. in chemistry! No, we must all be placed in neatly labelled pigeon-holes, strictly in order of merit—and what better way of doing this than by examination?

Large as examinations loom in our lives, we rarely give a thought to the people who set them. Do they sit for days in sound-proof rooms, drinking gallons of black coffee and smoking pounds of tobacco? Or do they go for long country walks and wait for inspiration to come to them? This depends largely on the topic of the examination. For the most part, questions on the humanities can be dashed off fairly readily by the dozen. For example, it does not take a great deal of concentrated thinking by a Great Mind to come up with:

'Disraeli's approach to Europe was essentially bourgeois' (Potts).

Discuss.

The advantage of this sort of thing lies in the fact that there is no question of there being a right answer. Furthermore, the only knowledge required of the examiner is the existence of a man called Disraeli and how to spell his name. The question would have been just as good if Disraeli had been the Emperor of Ethiopia during the French Revolution or a medieval Flemish monk. Potts, of course, is a pure invention. This format can be used for almost any subject merely by modifying a few words. Thus:

'Sterling drift is largely stochastic' (Heppenshall).

Comment.

and

'St. Mark has opened the door to sentimentality' (Boothroyd).

Explain.

Only the mathematical sciences do not lend themselves immediately to this idea, but here the problem of setting examination questions is of quite a different order anyway.

Whereas questions in, say, history can be set by a mathematician, the reverse is not true. For mathematical questions it is actually necessary for the examiner to have a rudimentary acquaintance with the subject. This is not always obvious, particularly when the answer to a question about the speed of an aeroplane works out at approximately two miles per hour. Herein, of course, lies the difficulty: a question about something so essentially matter-of-fact as an aeroplane must bear some resemblance to reality, and while there is no theoretical reason why the aeroplane should not travel at two miles per hour, the candidate can be forgiven for mistrusting the rest of the paper. However, when the value of a capacitor turns out to be minus forty-five farads, the candidate should admit that at least some of the fault may be his.

The examiner in mathematics obviously has a very singular circle of acquaintances. There is the chap, for instance, whose sole leisure occupation is walking backwards and forwards across the decks of ships in such a way that he is always travelling in a direction thirty degrees West of North. Admittedly, he sometimes relieves the monotony by rowing a boat at right-angles to the flow of the river, and he has been known to ride his bicycle at an angle of sixty degrees into the wind, but such single-mindedness of purpose does not seem to be entirely healthy. Another friend of the examiner's is the man who has an obsession about cisterns. He clearly has at his disposal a vast store of cisterns of various sizes, and he spends most of his time filling them with water and noticing how long they take to fill. Now this occupation is not very intellectually fruitful, and he obviously realises this because he adds to the excitement by drilling holes in the bottoms of these cisterns so as to observe the effect this has on the general performance of his experiment. Not content even with this, he proceeds to fill his cisterns with hot water and records the drop in temperature when he drops lumps of ice into them. His most

treasured possession is his cistern in the shape of a truncated cone standing on a hemisphere. Of this he delightedly measures the position of the centre of gravity, the moment of inertia, the volume and the surface area. So beloved is this particular cistern that he repeatedly paints it or electro-plates it.

There is another man whom one comes across from time to time who has a passion for throwing things. He stands on the tops of cliffs and throws stones into the sea, he throws particles at forty-five degrees to the horizontal and he possesses the uncanny knack of being able to throw a ball accurately to any pre-ordained height. Occasionally, when he is in a lazy mood, he merely drops pebbles down wells, but in general he throws things. One of his more spectacular performances has been described thus:

'A man stands at the bottom of a 400 foot well and finds that he can just throw a cricket-ball weighing five and a half ounces so as to land on the rim of the well.'

Fortunately, this historic occasion has not gone unrecorded, and indeed a verbatim report of how it came about has been published. It was thus:

"You see that well over there? It is 400 feet deep!"

"Go on—is it really?"

"It is. I am in a position to verify the fact correct to three significant figures."

"Well now, that is very interesting. Do you know that I can just throw a cricket-ball weighing five and a half ounces vertically to a height of 400 feet?"

"Perhaps, then, you would care to verify my estimate of its depth. I happen to have with me a cricket-ball."

"With pleasure. Are you sure that the cricket-ball weighs exactly five and a half ounces?"

"As coincidence would have it, I weighed it only last night and I can assure you that it weighs five and a half ounces within an accuracy of half of one percent."

"If you will be so good as to lower me into the well, then, I will attempt to throw the ball so as just to reach the rim."

"Certainly. I have here a flexible, smooth, weightless rope with which I shall attempt to lower you with uniform velocity. Since the tension in the rope is now zero, I take it that you have reached the bottom of the well."

"Correct. I estimate that in order just to reach the rim of the well, the ball must be projected vertically with velocity one-hundred and sixty feet per second. Thus."

"Splendid. I observe that the cricket-ball has just come to rest on the rim of the well."

"You may be interested to hear that it was necessary for me to exert nearly a third of a horse-power in order to achieve this feat. Which is not nearly as much as you will have to exert in order to heave me out of this *!!*!! well!"

When the examiner runs out of ideas, a frequent method of filling in the requisite number of questions is to fall back on the "write short notes on" device. This is the omnibus question consisting of half a dozen entirely unrelated topics, on none of which is it really possible to write short notes. This sort of question has one great value: unless the candidate is completely conversant with the entire syllabus it is impossible for him to obtain more than a very small proportion of the marks available. Thus, for example:

'Write short notes on:

- (a) *the continent of Africa,*
- (b) *the continent of Europe,*
- (c) *North and South America,*
- and (d) *Australasia.'*

Since there is, in the same paper, a question which effectively asks for compendious notes on Asia, and another demanding an encyclopoedic knowledge of the Arctic and Antarctic, this question is useful in that it fills in the gaps. Again, this format applies to almost any subject with virtually no modification except for the odd word. For instance:

'Write short notes on:

- (a) *St. Matthew,*
- (b) *St. Mark,*
- (c) *St. Luke,*
- and (d) *St. John.'*

and

'Write short notes on:

- (a) *Heat,*
- (b) *Light,*
- and (c) *Sound.'*

In the latter case, of course, the rest of the paper will be on Magnetism and Electricity.

With these few ideas in mind, the candidate will realise that he has little to fear. The examiner is groping in the darkness as much as he is; the only difference being that the examiner does not have to pass the blasted thing!

A.R.1 - A Newcomer to Locking

By CHIEF TECHNICIAN WAREHAM

The latest addition to the 'famous' Locking skyline is The Decca A.R. 1 aerial mounted on its 30ft tower. The equipment housed in the building at the foot of this tower is perhaps not revolutionary but certainly a major advance in equipments of this type at present employed in the Service. The first sign of life in this the back garden of No. 2 (T) Block was the arrival of a sectioned hut that was 'dropped' into position in one day. The flooring was then completed and eventually the installation party from Henlow arrived to start work. The first job was to erect the tower which the riggers did with alacrity, strong language and large hammers. The rest of the outside work was completed and then the installation of the equipment itself began. This was of necessity a fairly lengthy process as the installation was a prototype. The paragraphs that follow give a general description of that equipment.

Decca A.R. 1 is a medium range, air surveillance radar designed to provide maximum serviceability. The whole of the equipment is transistorised where this is practical or possible and the use of printed cards is extensive. It is not yet possible to transistorise the transmitter end of things so two transmitters are used. These normally operate in frequency diversity into a common aerial. The loss of one or other of the transmitters has only a minimal effect on the overall efficiency of the system and so a continuous standby facility is therefore afforded. The transmitter that has gone unserviceable for whatever reason may be serviced without affecting the running of the other transmitter, or being apparent on the final indicators. The reason for this is that the video from the two transmitter receivers is switched so that the output from either or both may be displayed. The difficulty of firing two transmitters into a common aerial is relatively simply overcome by having a 2 microsecond delay between the two transmitter firings and employing a mechanical diversity unit between the two transmitter receivers and the aerial.

The transmitter receiver is of standard design utilising modern refinements such as a travelling wave tube r.f. amplifier. This ensures a good noise figure, somewhat better than six decibels representing an excellent signal:noise ratio. As the range of the equipment is limited to 75 miles this may seem a little unnecessary but as of course the signal:noise ratio is infinitely more important than

transmitter power the range employed allows for the transmitter power to be considerably reduced, this brings with it the attendant degree of extra reliability as the transmitter is in fact being under-run. The local oscillator is of the "S.T.A.L.O." type and because of the limitations on local oscillator frequency drift imposed by an m.t.i. (moving target indication) system, is accurate and stable to 1 part in 10^{10} . A.f.c. is employed but in fact only operates during the warm up period as at any other time the frequency stability of the "S.T.A.L.O." is much better than any servo type a.f.c. system could produce.

The "waveguidery" is kept dry by a dehydration plant which operates continuously, the used air being expelled at the horn, the boom arm feeding the horn contains the elements necessary for producing a circular polarisation of the radiated energy. This anti-precipitation clutter device is capable of being set to an elliptical position so that the clutter need not be removed entirely but reduced to a nuisance level to indicate storm areas to the controller.

The receiving side of the equipment is complicated by the use of an m.t.i. system designed by Mr. Peter Bradsell. The modern improvements in m.t.i. techniques are utilised to full advantage and in consequence a stable and reliable moving target indication is obtained. The pulse recurrence frequency is not a stable function but is a three period stagger arrangement which obviates the "blind flying speed" problem, normally a feature of m.t.i. systems. In fact the first "blind flying speed" is now beyond the circuit or landing speed of any normal aircraft, so to all intents and purposes it may be ignored. In



"which the riggers did with alacrity, strong language and large hammers."

order to improve the cancellation of fixed targets the cancellation loop is duplicated and to facilitate the use of single delay line frequency, modulation of the line drivers is employed. The delay line itself, which sets the final p.r.f. is a quartz line of polygon formation, the signal being "bounced" between the faces until the full delay is established. As well as being an integral part of the m.t.i. system the delay line is also used as an element in a video correlator device. The idea being simply to accept only signals that are of the same p.r.f. as the equipment, thereby eliminating interference from an adjacent radar set. As the p.r.f. is staggered, the signals must be destaggered on return before presentation.

This is effected by the same circuitry that caused the stagger in the first place so all signals need to be delayed somewhat after transmitter firing time before being displayed.

The whole of the above mentioned equipment is housed on the airfield while in the air traffic control building only the indicators and data processing racks will be accommodated. The indicators are termed autonomous and in fact are much more self contained than has hitherto been the case. The only inputs required are turning information trigger and

a.c. mains. The indicator does the rest and when the video is presented to the unit it may be on one of five channels. The cathode ray tube is a 12" one and a viewing hood can be provided to prevent too much light falling on the face of the screen. All the operators controls are mounted on a desk type front and the switches are of the push-on, push-off variety. The switches themselves are illuminated when on, enabling a rapid check of switched functions to be made.

The entire circuitry for display purposes is built onto four printed boards which are of the plug in type and may be removed rapidly and easily during installation and setting up. The boards are provided with test points and test switches which are available at the top edge of the boards, removing the necessity for any interruption of the operation of the equipment when checks are being made. For more detailed servicing and fault finding the units are provided with servicing stalks which take the place of the boards and into which the boards are plugged. This elevates the printed boards to a position where the whole circuitry is visible and accessible.

A c.r.d.f. line may be incorporated as one of the video inputs to the display and, if required, a secondary radar signal may be displayed. The facility of a range and bearing line is also provided so that the controller can accurately gauge the range and bearing of an aircraft for himself, from an adjacent airfield or from another aircraft. To enable this facility to be utilised to maximum benefit two drums with graduations of range in nautical miles and bearing in degrees are provided and are mounted on the controllers front panel.

In conclusion, I hope it can be seen that this equipment is an innovation as far as airfield radars are concerned in that it may be serviced in unit form. The plug in boards or the detachable units are not built to be serviced at first or second line but are replaceable items from the third line depot. This type of equipment lends itself to functional flow treatment in that it is basically a collection of standard circuits linked together, the logic of the equipment is comparatively simple whereas the individual units are at times complex.



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THE
ENEMY !

To date one remark, "How is the Netball going?", has led to me knocking down my childhood Vicar, a maiden aunt, an old family friend, and a Rugby player! (I must confess the latter was on his 14th pint, an extra B player, and some 50 odd years of age.) This remark does remind me of a very earnest discussion I had with James McGregor, a famous American coach, who was successfully coaching Italy to 4th place in the Rome Olympics (At the time I was just as successfully coaching Great Britain out of the Olympics!) Americans seem to have the happy knack of nutmegging situations and happenings into very apt phrases. After talking over the problems facing our team in the professional hot-bed of Olympic competition, James laconically remarked, "You realise of course, you're the only Amateurs here!", and followed this with, "Your trouble is that damned Channel curtain!" Now, on reflection, these remarks highlight the problems facing our Olympic teams and in particular Basketball. Few people in Britain realise the importance Basketball holds in the World of Sport. In world popularity rankings it is number two sport, behind Soccer, and in fact in numbers playing and spectating it is easily the number one sport! The major reason for the latter is that in 1891 a Dr. James Naismith introduced the game to keep his summer athletes in condition but free from injury during the winter. Many years ago, man, in order to survive, needed to run, leap, throw, and climb. Possibly Dr. James had this in mind, for this game incorporates running, leaping, throwing, and climbing. (The latter only when the whistle man isn't watching!) So one finds throughout the rest of the world Basketball is played by most athletes, and played all the year round.

I often think a sport's worst enemy is tradition, especially in Britain. As Cricket, Rugby, and Soccer followers well know, a change of laws happens less frequently than a change of government. Basketball does not have a great deal of tradition, and as a result many attempts have been made to perfect ideal rules of play. Americans have a shrewd saying in, "Cater for the spectator". Spectators provide finance, the backbone of any sport, but in return they expect to see a combination of athletic power, skill and grace, movement and speed, attack and counter-attack, colour and excitement, and a battle of

individual and team wits. In all these respects the "ball game" has proved itself as a great spectator sport. Being indoors, the sound is contained and sounds mean excitement. Little bodily contact allows all body types to play, and provides free running and movement, with less stoppages.

IT'S CHILD'S PLAY!

The natural way of controlling a ball (watch any child) enables a high degree of individual skill to be attained and more complex team-play to be effected. The coach influence, plus the laws, allow players to be substituted, time outs for strategies, a demand for speed in getting the ball into play or attempting to score, and a fascinating chess-like battle of wits. The Americans designed the present mode of dress which lends itself to creating a spectacle of colour and grace. (Compare the dress of Soccer players today with the players of but a few years ago.) In all the spectator benefits and so do the players. Unfortunately some of our fine sports are realising these facts after much harm has been done. For example, the Soccer authorities, after several disappointing Cup finals, are allowing substitution. In Cricket circles, the need to time-limit an innings and so increase the rate of scoring, has at last been realised.

Compare the one day Gillette cup matches with 5 day Tests (à la Barrington)!

CLASH OF GIANTS!

Anyone present at the annual clash of Apprentice giants—the Halton v Locking Basketball game, will appreciate some of the points which I have mentioned. We all had our heartbeats quickened and emotions stimulated by this fiercely competitive game. Halton, who were the better balanced team, were beaten by a couple of baskets in a thrilling finish.

The incessant chanting of, "Loc-king, Loc-king", by a wildly excited and most vociferous band of partisans, who cheered every home decision, raised the fighting spirit of our players to such a degree that they lifted their standard of play accordingly. To see many of the important personages and guests entering into the fun and excitement, and afterwards enthusiastically wanting to know more about the game, was a proof of the entertainment value of the sport.

OLYMPIC FEVER!

I well remember watching Spain play Belgium to qualify for the final 16 in the Rome Olympics. In an arena in Bologna, I was seated in a basin of 8,000 fanatical spectators with the time approaching midnight.

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SOEST (WESTPHALIA)

Feldmann & Co. GmbH, Arnsbergerstrasse 7, 477 Soest (Westphalia).

Or General Motors Continental, West German Sales Department, Antwerp, Belgium.

VAUXHALL

As these two teams attacked and counter-attacked at a furious speed and scores remained level throughout the majority of the game, the noise and the excitement reached a fever pitch. Officials had shirts and slacks saturated with sweat and faces pale with the responsibility of controlling the emotions. In a really tight finish with Spain snatching a dramatic win as the final bell went, players collapsed through exhaustion, and sinking back in my seat I discovered in the cool air-conditioned arena that I too was saturated with perspiration, and sapped of all emotion. Afterwards on regaining our breaths, we all commented, "If only we had a film of this game to show the people back home!"

HERE TO STAY!

It has been these and many other experiences that leads me to believe that one day this game will finally break through the "Channel Curtain" and become one of our major games. Certain signs show that progress in this direction is coming. Today Television is showing more and more of the game. The Royal Air Force team have appeared a good many times on television over the years.

In new school gymnasiums, basketball courts are now standard permanent equipment. Each of the four Home countries play at Schoolboy, Youth, and Senior International levels. It is just a question of today's generations maturing with a basic grounding in the game.

4 Wing Notes

It's a fact that:

Between January 1st and March 31st R.A.F. Locking bought 1,952,940 lbs of hot air.

In the last twelve months apprentices have drunk 36,369 pints of milk.

The station used 33,046,000 gallons of water and £24,000's worth of electricity in the last twelve months.

Eighty airmen from Locking were married last year and 80% of W.R.A.F.'S joining the Accounts Section get married.

(We are grateful to the Accounts Section for bringing these alarming statistics to our notice!).

Is it true that:

The fall-out on the A.O.C.'s parades this year exceeded that of the Chinese Nuclear explosions?

The best gardens on the unit are enriched with Heathers' mixture?

Following the award of the M.B.E. to the Beatles, at least two members of the staff are learning the guitar?

There has been a complaint about the cigarette machine adjoining the door to the Nursery School? The infants prefer non-tipped.

Motorists driving past the Weston Airport last May were confused by the 103 m.p.h. speed-limit signs.



SOLDERING INSTRUMENTS

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OBTAINED

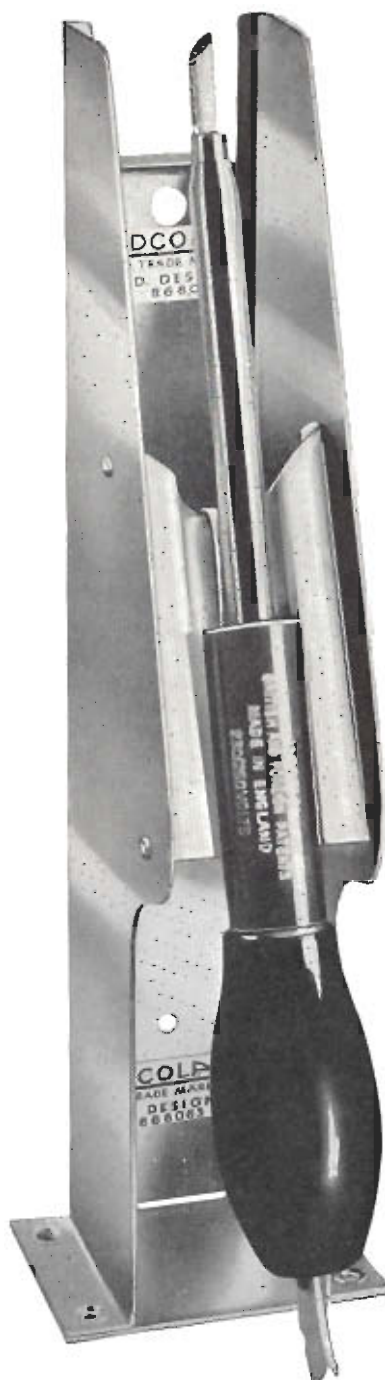
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Rolls Royce Air Force

by E. I. R.

"Within six months of joining the Royal Air Force you could be flying a jet" seems to be a successful slogan for recruiting the head-in-the-clouds type so why not "Within a year of becoming a service clerk you could own a Rolls Royce" to attract the ground tradesmen. Actually I did not own a Rolls Royce, I only had a fifth share in her and my portion was never clearly defined but at least this part ownership was achieved within my first twelve months of uniformed accounts clerking.

It was just a question of being in the right place, at the right time and with the right people. The place was the recoveries section of a maintenance unit; the time was that peaceful period on a Monday morning between the retreat of the last office cleaner and the advance of the first pay claim; the people were Taffy, Chalky, Spud, Lofty and myself, (even in those dark days of late '36 the wit used in devising nicknames was sparkling!). Taffy announced that his Father's cousin had a friend who knew a man who wanted to sell a Rolls Royce for only thirty-five pounds and that if we all clubbed together it would only cost us six pounds each. (His mental arithmetic was bad even for an accounts clerk!). Apparently this man lived near Clovelly. (The fact that he pronounced Clovelly with the Welsh double "l" proved to us that his Geography was worse!).

We were not impressed. A Rolls Royce for thirty-five pounds was the most suspect offer that Taffy's Celtic contacts had yet made and his announcement was met with a spontaneous burst of indifference. But he continued undeterred.

"It's a chance in a life-time. The engine is fine, the body-work immaculate and there has only been one owner who has never driven it faster than thirty miles per hour".

Our eyes must have lost some of their apathetic glaze because he was spurred on to further effusive eloquence worthy of his bardic ancestry.

"The upholstery gleams, the tyres are like new and even the clock works. There is only one snag but that won't worry us..."

He paused for breath and we knew that our initial incredulity was justified.

"... It's actually a 1936 hearse, but we could easily..."

The rest of his explanation was lost in a barrage of barrack-room ribaldry and as we all seemed to agree that we would not be seen dead in it, the topic was closed; but only for the time being.

The seeds of an idea had been sown and each day we could think of more reasons why we should spend our savings on owning a hearse. By Saturday morning our minds were made up. We could hardly wait to start the journey westwards to collect our new status symbol.

The ability to look grief-stricken had been one of the Devonshire Undertaker's professional skills but we felt that on this occasion he was genuinely sad.

"Us be sorry to see 'er go" he said. "Her've been of great service in this area".

We tried to look suitably bereaved and reflected that she would be involved in less serious motoring in the future. Perhaps after being wept over for so many years she deserved to see happier times.

As the mists of the evening began to fall we were the anxious owners of a Rolls Royce travelling cautiously through West Country villages, with innocent by-standers raising their hats in reverential salutation.

During subsequent months it was not only innocent by-standers who showed us respect. Other road users tended to give us priority and we invariably accepted their courtesy before they realized their mistake. Town parking was easy. Once in desperation we parked neatly by a "No-Waiting" sign and the only observed reaction from the local police was a shy salute from a constable as he walked by with bowed head on the other side of the street.

Lofty once complained that the owner of an Indian Restaurant in Birmingham asked him to move on when he parked the hearse outside the rococo entrance. This was the only occasion that this "bad for business" attitude was adopted towards our hearse. We did find however that we were unable to bring her onto the station because she was too long to park in the normal parking bays. This at any rate was the official explanation!

Despite this slight drawback there were always plenty of enthusiasts wanting to climb onto the banned wagon. There were never more than five shareholders at one time

but when the original owners were posted we sold our shares. Within twelve months the share values rocketed from £7 4s. to £10. Such was the prestige of Rolls Royce ownership.

When Spud heard of his posting to France he wanted to make a take-over bid, and offered twelve pounds for all ordinary shares. We suspected that he had an eye on the vehicle's potential as a carrier of contraband across international frontiers and refused to sell. Rumour had it that a local 'pop' group wanted to buy in order that they could rename themselves "The Undertakers" but we felt that we could be no party to such discourtesy.

It was six months after I had sold my share and moved to the lower reaches of the Norfolk Broads that I received a black-edged letter telling me the tragic news. Apparently

Taffy had led a camping expedition to his native Pembrokeshire. Somehow they had managed to get the hearse stuck in soft sand on a beach within yards of a fierce incoming tide and all that could be salvaged was the bonnet mascot and the interior mirror. The next day the wreckage was washed up on the rocks some two miles further down the coast and the natives of the nearby fishing village probably invented their own legend of how it got there. No doubt on winter nights when television reception is poor they still talk of the eccentric land-bound sailor who chose this bizarre method of burial.

On second thoughts, perhaps our story told in full would not assist a recruiting campaign. But what about "Within two years of joining the Royal Air Force you could own a six-foot Anaconda"! At least it happened to me. It was just a case of being in the right place at the right time, with . . . !!!

3 Wing Notes

Since the last edition Wing Commander Vanstone has replaced Wing Commander Parker, another A.O.C.'s inspection has passed and 392 Trainees have graduated from their respective courses within the Wing. Basic studies squadron has moved again, this time to 2T block. This has been the third move within the year, so perhaps the nickname "peripatetic paraplegics" is justified.

The magic phrase of the moment is "rationalised training". This is designed to replace the present three phase system, and in the weeks to come new classes coming in will follow the rationalised syllabus. Whatever its effects, it will be more congenial to all, they say. Against this, the range of work will be greater.

Once again we appeal to "the men's department" for material for this section of the magazine. Our potential in humour and news is greater than the other Wings. Let's prove it!

Do you get the point?

By FLIGHT LIEUTENANT B. A. FULLER

Because computers use a binomial system we may expect all ranks engaged in computer work to grow only two fingers on each hand and go around perpetually pouring scorn and derision on their contemporaries. We normal humans have ten digits at the end of our limbs and are therefore expected to accept the decimal system with enthusiasm. The fact that Tasmanian Aborigines, who also had ten digits could only count up to four is as irrelevant to my theme as the fact that the week really does start on a Thursday.

You may have noticed that soon your milk is going to be delivered in litres, your sausages in metres and that the *Daily Express* has almost as many column-kilometres of advertising as the Locking Review. If it was not that Q.R.'s and S.S.O.'s forbade gambling I would take a French Franc (old) to a cent (new) that we will not end up with a metric system that you have met before.

There are at least three metric systems, cgs, Mks, and DTS and as the permanent staff of 1 and 4 Wings probably imagine that these are abbreviations for cigars, marks and the unfortunate after effects of 'overseas' postings, some further elaboration is required.

In the original metric system, formulated in 1795, the standard units of length, mass and time were the metre, gramme and second. These are fundamental units and all other units are derived from them. In the Cgs system, mainly used in the pure sciences, the metre is considered too large and the centimetre is taken as the standard unit of length. In the MKS system, mainly used in electrical engineering and electronics, the kilogram replaces the gramme and in the DTS system, used exclusively by meteorologists, the Dekometre and Tonne replace the metre and gramme. Naturally these three systems give rise to different derived units. For example the MKS unit of force is the Newton (1000 dynes) with the metre dyne as the basic unit of work and energy but the equivalent Cgs unit is the erg (.01 metre dynes) and the MKS unit is the Joule (100,000 metre dynes).

At this stage the 'simplicity' of the metric system is not too apparent but give the authorities 2.540 centimetre and they will take 0.9144 metres! Even before we are used to shivering in low centigrade rather than fahrenheit temperatures the whole force of the metric system will be let loose on us. You will find that your car will do only 11 kilometres per litre (30 m.p.g.) and that the camp speed limit will be 32 kilometers per hour. If you weigh 85 kilograms you will be 20% overweight and told to cut out beer, bread and potatoes. This is a good thing since beer by the litre ($\frac{1}{8}$ pint) will probably cost the same as a pint.

In the confusion you will probably not notice this because there may be ten pennies in a shilling and ten shillings in a "whatnot" or perhaps ten tuppences in a florin and ten florins in a pound.

Finally, ever since the Babylonians (Circa 5,000 B.C.) reckoned that 360 days made a year we have measured time and angles in the Sexagesimal System (in sixties) but when man lands on Venus he will find that a year is 225 of our days and a day is 247 of our days. Therefore we will rationalize our time scales to have days and years running concurrently with weeks lasting 7.6844 Venusian years. Always starting on a Thursday, of course.

2 Wing Notes

Welcome to Two Wing

New arrivals at a Station,
Filled with awe and trepidation,
Tread quite warily with all the caution due,
And one's first good look at Locking
Though not unduly shocking,
Proves what does for goose, will flavour gander
too.

There's a physical deception,
Which one gets at one's reception.
It seems a building site, all scaffold struts,
There's construction by the ton,
And one sees it's just begun,
From the rows of neatly-painted workmen's
huts.

Upon a close examination,
One soon finds one's speculation
To be quite wrong. These huts have other
work to do,
For they house not builders' tools,
But the N.A.A.F.I., children's schools,
Churches, barber shops, and even S.H.Q.

To this last one must proceed
With the very utmost speed,
For officially arriving is a must
So one blunders through the door,
As has many a fool before
To tread the boards that angels' feet ne'er trust.

Now the maze at Hampton Court
Is with similar dangers fraught,
But there upon a tennis umpire's chair
Sits a man in shiny cap
Who will pity those who 'flap'
And lead them out into the open air.

Here one sees no apple core,
One has seen three times before,
But one feels that Theseus had a lot of sense,
When to fight the Minotaur,
In his hand some twine he bore,
First to get him in and then to get him thence.

After circuits two or three,
The labyrinthine key
Is mastered, and a different task begins.
For no Cretan Bull is here,
Just the Service kind, I fear
Filling mounds of paper filed away in bins.

Down to "Two Wing" now one hurries,
To be faced with further worries,
Since the play on numbers makes one sense a
trap,
For one's future "home" will be
Not in "Two", but in "Three T"
As one finds in consultation with the map.

Next when looking for the door,
One finds that there are four,
And what's more they all look very much alike
And strategically as far,
From the place one parks the car
That one wishes one had really brought a bike.

So one tosses up a penny,
Since one door's as good as any,
But one soon begins to wonder if one's right,
For the gloomy passageway
And the bare brick wall, dismay,
And one quickly heads towards the nearest
light.

Quite suddenly one is there,
An arena stark and bare,
With a gallery for spectators all around:
One seeks the armoured door,
Listens for the lion's roar,
But what one hears is quite a different sound.

Shuffling feet and clanging bells
And a row of opening cells,
And a hundred sightless faces streaming past,
Like a steady flowing tide,
Or lost souls to Lethe's side,
To await the hellish ferryboat at last.

Not Hade's gate appalling
But 'tis N.A.A.F.I.'s brew is calling,
One's relief is plain for all the world to see
And one knows one's woes are past,
When a cheerful voice at last,
Says, "Good timing, friend, your're just in time
for tea".

Last term saw the issue of white dust coats to the teaching staff in 3 (T) Block. This has caused some confusion and even comment in verse:

The Man in the White Coat

(with apologies to Lewis Carroll)

He thought he saw a Dental pair
A-talking to his chums,
He looked again and saw they were
Two mathematicums.
"We do not set your gums", they said
"We've come to get your sums".

He thought he saw an ice-cream man,
Looking smart and sleek,
He looked again and saw it was
The new Tech Drawing beak.
The third-angle projection
Was the flavour of the week

He thought he saw a cow-man's mate
Beneath the main hall clock,
He looked again and saw it was
The i/c of the block,
He's not so much concerned with cows
As with the block bull-ock.

He thought he saw two umpires sit
Upon their sit-upons,
He looked again and saw they were
Both Liberal Studies 'dons'.
The only bound'ries that they know
Are international ones.

(ANON and ANON)



WING RD. No 26 ORDER No 2
THE PRACTICE OF WHISTLING WHILST
IN TRAINING BLOCKS IS TO CEASE

Out of the Mouths of . . .

Extracts from the work of Students and Staff.

Boedicea would object.

"Can bras were first used against the terrorists in Malaya."

Is this a record?

Extract from Quarterly Information Sheet:
"Photographic Club - Club Room with full stereophonic equipment."

Clerical Error?

The same Information Sheet tells us that the Moral Leadership Course is at "Andover Hands", or is this the way in which we climb the ropeway to paradise?

More hot air!

"Space charge is a cloud of boiled electrons."



Passing Out Parade of the 101st Entry of Aircraft Apprentices

**Reviewing Officer: Air Marshal Sir Augustus Walker,
K.C.B., C.B.E., D.S.O., D.F.C., A.F.C., M.A.,
Inspector-General of the Royal Air Force**

PASSING OUT ENTRY

Parade Commander	F.S.A.A. Doye, C. C.
Parade Adjutant	S.A.A. Robinson, P. N.
Parade Warrant Officer	S.A.A. Manning, B.
Flight Commander	S.A.A. Crabb, D. J.

SUPPORTING SQUADRONS

Supporting Squadrons Commander	F.S.A.A. McLeod, G.
--------------------------------	---------------------

No. 1 Squadron.

Squadron Commander	S.A.A. Hutton, D. J.
No. 1 Flight Commander	S.A.A. McLeod, J. H.
No. 2 Flight Commander	S.A.A. Brown, M. R.

No. 2 Squadron.

Squadron Commander	S.A.A. Seofield, B.
No. 1 Flight Commander	S.A.A. McGregor, R. B.
No. 2 Flight Commander	S.A.A. Lim-See-Fong

No. 1 Radio School Apprentice Pipe Band.

Warrant Officer T. D. Williams, L.R.A.M., A.R.C.M.

No. 5 Regional Band.

Squadron Leader V. H. Hutchinson, L.R.A.M., A.R.C.M.

Prize List and Achievements

Lord Trenchard Memorial Prize	S.A.A. Weight, P. E.
Institution of Electronic and Radio Engineers' Prize	A.A. Ogden, I. D.
Royal Aeronautical Society Prize	S.A.A. Weight, P. E.
Royal Air Force Prizes for:	
First in Order of Merit	S.A.A. Weight, P. E.
Best Air Radar Fitter	L.A.A. Marrs, D.
Best Ground Radar Fitter	A.A. Hopkins, B. O.
Best Ground Wireless Fitter	S.A.A. Weight, P. E.
Educational Subjects	S.A.A. Weight, P.E.
General Service Efficiency	F.S.A.A. Doye, C. C.
Best Manual Exercise	A.A. Penny, P. W.
English and General Studies	C.A.A. Barrett, D.
Best Set Task	S.A.A. Husbands, J. D.
Parade Commander's Baton	F.S.A.A. Doye, C. C.

WING TROPHIES

Victor Ludorum Trophy L.A.A. Hodgkinson, J. E. **Wing Championship "B" Squadron**

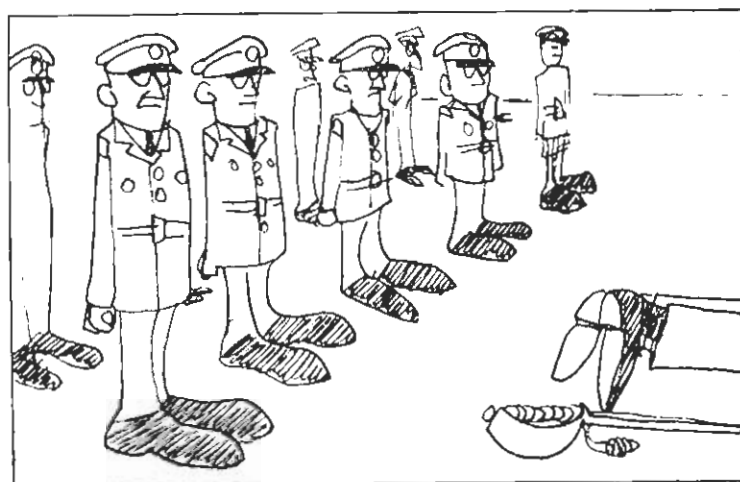
WING COLOURS

The following Apprentices of 101st Entry have been awarded Wing Colours in the sports shown:

Athletics	A.A. Swanston, R. A.	Soccer	F.S.A.A. Doye, C. C. S.A.A. Rowlings, G.
Rugby	L.A.A. Day, M. J.		L.A.A. Hodgkinson, J. E. A.A. McKay, A. R.
Fencing	A.A. Hill, G. L.	Badminton	C.A.A. Koay, M.L.
.303 Shooting	S.A.A. Mead, M. C.	.22 Shooting	S.A.A. Mead, M. C.
Tennis	L.A.A. Hodgkinson, J. E.	Hockey	C.A.A. Abrahams, R. M. C.A.A. Lock, A. I. C.A.A. Appleberg, L. H. L.A.A. Collins, E. J. A.A. Barrett, D. A.A. Kynaston, S.
Cross Country	A.A. Swanston, R. A.		
Basketball	S.A.A. Crabb, D. J. A.A. Grundy, A. I.	Boxing	S.A.A. Manning, B.

101st Entry Posting List

688207 J/T Bridgham T. H.	R.A.F. Leuchars	688243 J/T Moscrop M. J.	R.A.F. Patrington
688231 J/T Harris G. J.	R.A.F. Wattisham	688247 J/T Penny P. W.	R.A.F. Boulmer
688227 J/T Hodgkinson J. E.	R.A.F. Binbrook	688248 J/T Rackstraw G.	R.A.F. Buchan
688241 J/T Marrs D.	226 O.C.U. Coltishall	688251 J/T Rowlings G.	R.A.F. Boulmer
688244 J/T Ogden I. D.	226 O.C.U. Coltishall	688203 J/T Swanston R. A.	R.A.F. Patrington
688220 J/T Perry S. S.	R.A.F. Leuchars	688204 J/T Abrahams R. M.	R.A.F. Wyton
688253 J/T Sherwin R. A.	226 O.C.U. Coltishall	688205 J/T Appleberg L. H.	R.A.F. Wyton
688254 J/T Smith M. W.	R.A.F. Wattisham	688216 J/T Deane L. W.	R.A.F. Wittering
688256 J/T Taylor J. H.	R.A.F. Leuchars	688228 J/T Hopkins B. O.	R.A.F. Leconfield
688258 J/T Tilley J. F.	229 O.C.U. Chivenor	688236 J/T Kenshole R. L.	232 O.C.U. Gaydon
688206 J/T Barrett D.	R.A.F. Finningley	688238 J/T Lineham G. K.	R.A.F. Wittering
688212 J/T Clark J. D. D.	R.A.F. Cottesmore	688240 J/T McKay A. T.	R.A.F. Leuchars
688210 J/T Collins E. J.	R.A.F. Waddington	688257 J/T Thieme M. D.	3 F.T.S. Leeming
688213 J/T Crabb D. J.	R.A.F. Cottesmore	687769 J/T Manning B. T.	R.A.F. Finningley
688214 J/T Craig J. R.	R.A.F. Scampton	688208 J/T Catley B. N.	Commcen Germany
688219 S.A.C. Grundy A. I.	R.A.F. Cottesmore	688209 J/T Cattle M. J.	H.Q. 18 Gp. Turnhouse
688225 J/T Hedge G. L. W.	R.A.F. Finningley	688215 J/T Day M. J.	Commcen Aden
688226 J/T Hill L. G.	R.A.F. Waddington	688221 J/T Harris A.	Commcen Aden
688230 J/T Husbands J. D.	R.A.F. Scampton	688222 S.A.C. Haywood J. P.	H.Q. 18 Gp. Turnhouse
688234 J/T Joslin C. I.	R.A.F. Wittering	688223 J/T Hudson M. A.	C.C.C. Stanbridge
688237 J/T Kynaston S.	R.A.F. Wittering	688232 J/T Innes M. P.	C.C.C. Stanbridge
688202 J/T Smece N. R.	R.A.F. Finningley	688235 J/T Keeper S. J.	C.C.C. Stanbridge
688255 S.A.C. Strachan G. D.	R.A.F. Wittering	688242 Cpl. Mead N. C.	Commcen Singapore
688259 J/T Turton R.	R.A.F. Cottesmore	688245 J/T Pearce A. R. H.	C.C.C. Stanbridge
688261 J/T Unger M. H.	R.A.F. Cottesmore	688246 J/T Taylor R. V.	R.E.U. Henlow
688218 J/T Garswood D.	R.A.F. Neatishead	688263 J/T Watkins C.	R.E.U. Henlow
688224 J/T Heat M. A. R.	R.A.F. Neatishead	688264 Cpl. Weight P.E.	R.E.U. Henlow
688199 J/T Mee M. J.	R.A.F. Buchan		



FALL OUT THE OFFICERS!

No. 1 Wing 102nd Entry

Eight Terms have come and gone and we find ourselves, at last, Senior Entry.

This term the sportsmen of the 102nd have at last succeeded in forcing the Entry to the fore. At swimming, S.A.A. McLeod (Capt.) C.A.A. Doney and L.A.A. Edmonds represented the Wing in the inter-schools swimming championships, where Locking took second place. The Wing tennis team this term consists almost entirely of 102nd Entry members, L.A.A. Sanders (Capt.), A.A.'s Tufts, Hall and Rogers who played regularly, and A.A. Gibbs who often helped to complete the team. At Cricket we have four 1st XI players; S.A.A. Brown, L.A.A. Bysouth and A.A.'s McGrath and Moon.

We also have a good chance to do well in the Inter-Entry Sports this term, particularly at Tennis, Cricket and Volleyball.

In May, twelve members of the entry visited Biggin Hill as potential commissioning candidates, and one more member makes the trip after the Whitsun Leave. We wish luck to the six who have made the last leg and who are now awaiting the results of their interview with the Commandant.

We find now that Whitsun is upon us and to date the final term has been very quiet. The entry has however been fully occupied with its new privilege, cars!! We assume however that things will warm up a bit after the break!

After three years at Locking, we would like to thank all of our instructors and all the staff on No. 1 Wing, who have tried (with some success) to instill knowledge and discipline into us, and we are now looking forward to what will be the best pass-out parade at Locking.

103rd Entry

Since our last report in the Spring we have had no notable celebrations or parties and, on the whole, a very quiet beginning to the Summer. With the passing out of the 101st, the 103rd Entry rose to the rank of "Senior Entry". In order that everybody should know this fact certain well known arabic numerals appeared on signs and concrete shelters on Locking Moor Road. Unfortunately white-wash was not used and a 103rd painting squad was formed to remove the numerals. This was done to music and much bravado and was the first true airing of our magnificent new flag. The Naafi party which followed was not so much of a success as the Manageress disliked a hundred cheerful bodies milling around listening to the juke box and queueing for food. About this time we had two excellent species of rocket one of which was very artfully captured but escaped mysteriously from behind locked doors. It is unfortunate that we did not know that the captured species was so sneaking.

Sports-wise we have as normal excelled. In the cricket 1st team we have McGregor, Wilson, Sweeney and in the 2nd team, Collins and Adams. In the swimming inter-squadron we had some notable entries, McGregor, Tillotson, Clulow, Findley-Wilson, Hodgson, Wales.

In Athletics we again wiped the board with Barnes, Simister, Mahoney, Hanna, Williams, Dixon, Leyland etc giving outstanding performances. Playing tennis we have Ingram and Clulow. Our Ten Tors team has been training hard and successfully with Hanna, Wheeler, Ashcroft, Atkinson, Martin, Davies,

Findley-Wilson etc in the team. Bird did very well in a canoe race over Whitsun but unfortunately never finished the course. In the less energetic, skilful sport of gliding we have three 'C's', Dixon, Murgatroyd and Chappel and two Silver 'C' heights of over 4,300 ft by Dixon and Murgatroyd. Bate, Methuen, Pearson, Cook were members of the .303 shooting team which won the Youth Schools Championship at Bisley. Cook became individual champion. Pearson also won the Technical Training Command Championship at Yoxter with Cook runner-up. The shooting team owe much in this achievement to Flight Sergeant Murray's excellent coaching.

In Tech the Entry has had to work hard. As all previously intermediate boards are now finals the boards are vitally important. G.C.E. and City and Guilds time is upon us and many of the entry have been studying for these exams which could account for the slight lack of social activities.

The Entry contributed to the success of the A.O.C.'s Parade and later became reasonably cheerful in spite of the heart breaking early morning parades and numerous Yul Brynner "hairless" inspections.

We wish Sqn. Ldr. James the very best of luck at his new post and welcome Sqn. Ldr. Tehan into the Squadron. This is last-but-one Entry report and we hope that by the next the good name of the 103rd Entry will be engraved (not painted) on the memories of everybody at Locking.

104th Entry

The 104th Entry has, at last, and with many sighs of relief, completed two years of training at R.A.F. Locking, and is now looking forward to next Easter, our pass-out date, with the feeling that 'It won't be long now'.

The last term of our second year was notable in that during it we started learning our first tech. equipments, namely Fixed Coil and British Tacan, and also we, with the 106th Entry, represented for the second time, 'A' Squadron against the cream of the much larger 103rd entry in a very controversial Drill Competition, which we lost by such a narrow margin that we were awarded a 48 hour pass.

This term, on the 26th May, 104 GC1 accompanied by our Flight Commander Flt. Off. G. W. Palmer and Sgt. March, went on a liaison visit to R.A.F. Bawdsey (home of the Brinkley Stick) to see what an operational station looks like. From all reports, it was a great success, and the other two classes 104 GC2 and 104 GW are eagerly looking forward to their own liaison visits, soon after Whitsun.

Despite its lack of numbers, the Entry continues to do well in sport. L.A.A. McCarthy was a member of the Locking fencing team which went to R.A.F. Uxbridge, on the 12th May to take part in Phase III of the Royal Tournament. The team managed to gain a place in the Finals, and L.A.A. McCarthy himself fought his way into the semi-finals of the R.A.F. Foil Championship.

During the Easter leave, C.A.A. Deffee was paddling a canoe for Locking in the Devizes to Westminster canoe race. (He assures us that he would have finished the course, if only he hadn't lost the river.)

A.A. Ranger has been elected captain of the under 18's Cricket XI and A.A. Vernon plays for the Wing's 1st XI, while A.A.'s Harry and Downes are prominent in the Apprentices' Junior Basketball team, and were members of the team which went to Cosford for the Youth Schools' Basketball competition.

The 104th's best sport is undoubtedly shooting, there being no less than four members of the entry in the No. 1 Squadron Bisley team this year, namely A.A. Sutherland (Capt.),

C.A.A. Frost, A.A. Jeffery and A.A. Hewitt. In the Apprentice and Boy Entrants Rifle Championship A.A. Hewitt gained 2nd Individual Place, with a score of 87.

A.A. Sutherland was also a member of the team which won the coveted Lowe Holmes Trophy for inter-schools small-bore shooting.

Once again, the 104th Entry shone in the Station Handicrafts Competition. In the Photographic Section A.A. Cottol was awarded 1st prize in the colour-print section, and A.A. Humphrey gained 2nd place for black-and-white prints, while A.A. Elkins radio controlled boats were "highly recommended".

The spare time interest of the entry is very active in other directions. The Printing Guild continues to flourish with a large percentage of its support coming from the 104th, and A.A.'s Zeigler and Sinkinson are active members of the Apprentice Angling Club. At the time of writing, they are both praying for good weather for their week's trip to Lynmouth in Devon this Whitsun in search of salmon.

Two keen sailors are A.A.'s Harry and Hewitt, who go regularly with the Sailing Club to Axbridge Reservoir, and who have embarked on the construction of a single-handed, racing Dinghy. The entry would like to wish them the "Best of British" in this project.

Although our final year has begun rather quietly, there is a great deal to look forward to in the coming term; viz an Entry Party, Final Boards(!) and a number of the Entry have ambitious plans for Summer Leave.

Finally, we would like to wish the best of luck to all members of the Entry (and the Wing) who attempted City and Guilds examinations this term.

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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:

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105th Entry

The inevitable has again happened; the 105th Jinx has reappeared. We welcome yet another Flight Commander in the person of Flt. Lt. Jones. We wish him a little more luck and a longer appointment than his many predecessors.

Our former Flight Commander, now Sqn. Ldr. Tehan, has been condemned to take over command of "B" Squadron and we wish him the best of British luck. We hope he enjoyed his short stay with us, as much as we enjoyed having him!!!!

We reluctantly parted with A.A. Ron Madge (the one and only!) who now represents us in the 202nd, and, we trust, is keeping the flag flying high in "C" Squadron lines. He has an outstanding record in sports, especially in Javelin, for which he holds the Somerset County Championship. In the inter-Squadron sports this term, he won hammer, discus, and javelin, breaking the former wing record in this latter event--we wish him the best of luck.

106th Entry

Returning from Easter break with their traditional enthusiasm and keenness the 106th Entry managed to overcome the initial shock of a full kit inspection, and almost immediately continued with industrious activity in preparation for the A.O.C.'s inspection. Having achieved the required standard with only 26 bodies in J block, and further suffering from a distinct lack of hair, the entry nevertheless continued to contribute to the good

One of Cupid's darts has struck C.A.A. "Jock" Brown. He is now happily married, we hope, and we wish his wife, Shirley Anne, and him, many years of married bliss!

The A.O.C.'s annual inspection has caused more trouble to this Entry than is commonly known in No. 1 Wing. Due to the efforts of two, who shall be nameless, an Electric bumper was secured from No. 4 (T) Block, and "J" Block was duly bulled to the hilt. Everyone was happy until 0830 hours on the morning of the inspection, when the duty Sergeant apprehended the malingering Bumper and the entry bore the brunt of the wrath of the Officer i/c 4 (T) Block by bullying out Room 39 of the said block. Still, we made a good job of it, as we do with anything that comes our way.

name of 'A' Squadron in the form of athletic and swimming competitions; helping to cut the margins from a 100% Whitewash and showing great promise of things to come.

The entry gladly departs for Whitsun with reservations for the forthcoming RP 2 examination and in anticipation of those coveted civvies.

107th (Air) Entry

'Ee Ay Ally-oh, We've Won the Cup' ... well not quite, but we are not doing too badly. We have three members in the Wing athletic team, two boxers who did well at the Scott-Paine contest, Cossar and Lees. Lees, along with Rudge, has also been doing well with the Wing swimming team.

Before we moved over to 'B' Squadron we beat the rest of 'C' Squadron at the various winter sports and since then we helped our new squadron on its tremendous victory over the others, Rudge won the Youth Steeplechase, Thorne the Youth 220 and Burgess came second in the junior high jump, Owen second in the mile and Fraser second in the junior mile.

Of the various teams that parade weekly (or should that be 'weakly'?) across the moors of south west England, the two 107th Teams (the Air teams) seem to be having more success than the rest of them and we hope that they'll bring us back some medals after the Ten Tors at Whitsun.

A firm bond of friendship has been established with the 103rd by means of feathers and pillows.

We've only got another three months here before we move to Cosford and we know you'll all miss us, but we'll be back sometime so watch the rockets.

107th (Ground) Entry

Since the last issue of the Locking Review, the entry has moved from 'C' to 'A' Squadron and contrary to popular 'C' Squadron belief, things have changed little. Despite this, all changes, however minor, have been appreciated.

The entry is now forty-three strong with seven members in the band block, one of whom—Algje—has attained the rank of Leading Trumpeter. Despite the comparatively small number in our entry, we have made quite a large contribution to Wing sports. Fraser seems to be able to play any sport and adds junior team cricket and diving to his squash and football. Orridge, McShane and Skelton have also represented the Youth Cricket eleven. Tennis is quite strongly supported in the entry with Rigby (Captain), Leofler and Mabbott representing the junior team, and Rigby and Mabbott have played for the Wing team. Paterson and Halliday are in the Wing athletics team and Halliday has made quite a name for himself. He broke

the track records at Chepstow for the 100 and 220 yards and became Somerset Champion at these distances. These achievements must not be allowed to eclipse Paterson's consistently good jumping this season.

Ten Tors training claims a large proportion of the entry each weekend and there are now two teams from the entry participating in the actual event on Dartmoor. The state in which some return from their weekend walk seems to have discouraged other entry members.

Taylor and Rollings have taken charge of the station mascot. The latter has earned the nickname of 'Nagger' and seems to fit the name.

Corporal Cross accompanied us from 'C' Squadron and his witty comments make drill almost tolerable.

108th Entry

The 108th Entry joined the Apprentice Wing on 28th April. It numbered 47 technician apprentices of whom 23 are training for the air electronics trade and only spend their first year at Locking. The ground electronics class has since increased to 29 with the addition of 5 apprentices transferred from craft training.

The Entry has already made quite a splash with its contribution to 'B' Squadron's victory in the swimming and water-polo competition. Hill, Sharp, Knight, Kerr, Hobday and Hughes are to be congratulated on their performances and Walter, Williams, Ogg and Hobday have done well to represent the Wing in athletics. The early indications are that the 108th Entry will make a wide and valuable contribution to the sports and activities of the Wing.

I feel sure that the 108th Entry will be happy to provide a little space in which to wish bon voyage to Sergeant M. Cawley. He is posted to Hong Kong in August and this entry is the last to receive its initial training at his hands.

There are few apprentices at present in the school who have not benefitted from Sgt. Cawley's wealth of experience and his ready advice and encouragement. His wife and children have been most active in their contribution to the Roman Catholic community on the station and it is to them as well as to Sgt. Cawley that we say thank you and offer our best wishes for the future.

201st Entry

We were welcomed into 'B' Squadron in the traditional manner by the 103rd and by the news that we were to have our block inspected by the A.O.C. After this initiation we soon became accustomed to life in a Senior squadron.

This entry supplied a large number of competitors for the inter-squadron athletics and also provided two athletes to represent the Wing against Chepstow. In addition, Hague tries to play cricket for the wing.

Lee has transferred to the Technician Apprentices thereby cutting our numbers to thirty-one. The entry wish him luck as a reinstated prog.

We would like to assure the remainder of the squadron that the drill competition will again go to 'B' Squadron, (with some help from 105th.)

Our belated congratulations go to Squadron Leader Tehan, our first flight commander on his promotion. Although we only knew Squadron Leader James for a short time, we wish him luck in his new post at Knutsford.

202nd Entry

This second entry of craft apprentices now in the sixth month of training has made a very useful contribution to the apprentice sporting activities. Craig and Snowden were successful in the 'Ten Tors' Expedition and the latter has also received the Duke of Edinburgh's Bronze Award. Several members of the entry have represented the Wing at Athletics and the 202nd were prominent in the Inter-Squadron athletics championships gaining fourteen places in the Youth Competition events.

Five members have now transferred to the 108th Technician Apprentice Entry leaving the entry strength at 30.

203rd Entry

This, the latest of the Craft Entries, arrived on May 5th 1965 and is thirty-five strong. Although at the time of going to press they have been in the service for only five weeks, several members of the entry have represented the Wing. Nye won a bronze medal at Bisley for shooting and Mole, Smith (602) and Kelly were selected to swim at Cosford. Six members have represented 1 wing at Athletics. This is a most promising start for the Entry.

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Ten Tors

"If there is anything more important than the will to succeed it is that the will shall not falter."

During April and May the phrase 'Ten Tors' became commonplace at Locking but very few people knew what it was all about, so a short explanation may not come amiss.

'Ten Tors' is a youth expedition across Dartmoor during Whit weekend. The aim is for a patrol of six to follow a selected route during which they enter the moor at a set point and report in the correct sequence to ten named Tors, or granite outcrops, which are a special feature of this National Park. Patrols are required to carry everything they need for the journey, e.g. food, sleeping bag, tents, clothes, maps, compasses, stoves, etc., only water may be obtained en route. The time allowed is 36 hours, 0700 hours Saturday to 1900 hours Sunday, but patrols must stop and camp from 2000 hours to 0600 hours so only 26 hours are available for walking. The distance to be covered is:

Girls—14 to 20 years of age—35 miles

Boys—14 and 15 years of age - 35 miles

Youths 16 and 17 years of age - 50 miles

Young men 18 and 19 years of age - 60 miles.

'Ten Tors' is often referred to as 'the British Nijmegen' but a straight comparison is difficult. The Nijmegen Marches involve twice the distance but in four days not two, they take place on roads in flat country and do not include walking over rough moorland with numerous hills to climb, they do not demand any navigational ability, and participants do not have to cook their own food at the end of a very tiring day. You can take your choice they are both very tough tests but I would choose the Nijmegen March. It is worth observing that the Locking youth patrols in the 'Ten Tors' averaged about 4 m.p.h. for the first 15 miles on road to their moor entry point but only 2 m.p.h. for the remaining 35 miles over open moorland.

Entries for the 'Ten Tors' come from service units, including the women's services, schools, youth organisations and police cadets. Interest has increased so much since the first expedition in 1960 that this year it was necessary to limit the number participating to two thousand. Locking entered one patrol of young men but, as no R.A.F. young men's patrol had ever completed the course, it was hardly surprising that our team failed but full marks for the attempt. The five youth patrols we entered merit hearty congratulations for achieving 100% success despite some of the worst blisters I have ever seen their will did not falter.

<i>Patrol A</i>	<i>Patrol B</i>	<i>Patrol C</i>
Banks (107G)	Green (107G)	Barnes (107A)
Ayling (107G)	Lester (107G)	Rous (107A)
Dawson (107G)	Jones (107G)	Fryatt (107A)
Coulter (107G)	Mabbott (107G)	Bailey (107A)
Loeffler (107G)	Wells (107G)	Thomas (107A)
Skelton (107G)	Orridge (107G)	Davis (107A)

<i>Patrol D</i>	<i>Patrol E</i>
Drysdale (107A)	Craig (202)
Newbold (107A)	Snowden (202)
Marsden (107A)	Hassey (201)
Jackman (107A)	Bhava (106)
Taylor (106)	Holland (105)
Wyatt (105)	Paterson (107G)

I am sure our patrols would not like this report to end without recording their thanks to F.S. Lewis (now at R.A.F. Abingdon), Sgt. Pryce, and Cpl. Samways for their continuous support, encouragement, advice and assistance during training without which they would not have been successful.

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98th	"	"
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Station Art and Handicrafts Exhibition

The conclusion that may be drawn from this year's Art and Handicraft Exhibition is that the "Do-it-yourself" movement at Locking has never been stronger. A record number of visitors saw a record number of entries on display in the Education Section on May 27th and 28th, and some of the exhibits were worthy of Royal Air Force and Command Exhibitions.

As usual in such events, the Photography section was best subscribed to and several prints and transparencies caught the eye of the judges and visitors alike. Portraits by S.A.C. Beaumont were particularly admired.

Two-dimensional art was well represented and the Exhibition organisers must have been particularly grateful to Chief Technician Whittingham for the numbers of very good entries submitted by him. Indeed the Whittingham family seems to be generally talented, judging from this exhibition.

The Craftwork Section drew admiration and envy from most visitors. First prize in this section went to a leather cartridge belt and holster submitted by Sgt. Bryan. This was

a work which must have called for great craftsmanship and many hours of patient application.

Some sections were disappointing, not in the standard of entry but in the number of exhibits. It seems strange that on a station with a flourishing Woodwork Club, insufficient entries were forthcoming to justify the award of a first prize. There was a time when aeromodelling dominated a Station Hobbies Exhibition but the number of models entered this year was very small. In fact aeromodelling as a service hobby appears to be losing its popularity.

The difficult task of judging the entries was performed by Mr. M. Cairsey (Art and Photography), Mrs. Bradford (Needlework and Craft) and Wing Commander Cropper (Models). The Exhibition organiser (Flight Lieutenant K. Vinnicombe), his assistants (Mr. English and S.A.C.W. Burnett) and the exhibitors are to be congratulated on a most successful display of the station's artistic talents.

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Caving on Mendip

By FLYING OFFICER D. A. LAFFERTY

To present caving as an attractive proposition to a non-caver is an almost impossible task. When it is explained that caving frequently involves wading or swimming through freezing water; crawling through mud the consistency of cold tapioca pudding and climbing up and down vertical pitches, which on Mendip may be anything up to 185 feet deep, the usual comment is: "You must be *! ! * mad! There are moments, such as the time an apprentice (unidentified!) swung a certain officer's ladder under an ice-cold waterfall in Swildon's Hole, when every caver agrees with this verdict. Nevertheless, caving has a great deal to offer to those who are prepared to put up with a few discomforts.

There is little on the surface of the British Isles to challenge the would-be explorer. Underground, however, the picture is very different. There is always the chance that a small muddy hole, reached perhaps by a difficult climb up the cave wall, will lead to the extension of a cave system supposedly already fully explored. Admittedly, such occasions are infrequent, but the possibility is always there. In the Mendip caves, most of which have been fairly thoroughly surveyed, new discoveries usually involve the tedious digging out of passages blocked with mud and rocks, or the dangerous and specialised task of using aqua-lung equipment to explore flooded tunnels in an attempt to find further passages above the water level. Apart from the high cost of equipment the latter method of exploration is a job for experts and should definitely not be attempted by the average caver whether he has sub-aqua experience or not.

Personal clothing is not a great problem. A miners' helmet, to which the lamp can be fitted, is obligatory if one wishes to avoid a semi-permanent headache or worse and a strong pair of nailed or vibram soled boots must be worn. A pair of one-piece overalls worn over several layers of old pullovers and woollen underwear completes the outfit.

Anyone who has visited the show caves at Cheddar or Wookey Hole will be aware of the beautiful stalactite formations to be found in many caves. These formations are appreciated even more when viewed after a long arduous descent into a cave not visited by the general

public. The helictites of G.B. Cavern, near Charterhouse, are possibly the most astonishing of the formations found on Mendip. Helictites are a type of stalactite formation growing downwards, upwards and sideways with no apparent regard for the laws of gravity. As a final word on the subject of formations it must be added that the greatest crime that can be committed by any caver is to break off formations as "souvenirs".

Caving is a tough sport, but it is not as dangerous as is commonly supposed, provided a few simple precautions are taken. Without listing all the safety rules of the Caving Code two basic rules must be mentioned and these must always be obeyed. The first and most important is always to leave written details with a responsible person, stating the name and location of the cave being visited and the expected time of return. Then, if something should go wrong, the Cave Rescue Organization knows where to look. The second rule is: Never go caving alone. A simple thing like a light failure could be fatal.

There is an organised caving club at Royal Air Force Locking and new members are always welcome. In the past five months club members have taken part in some twenty expeditions to various caves on Mendip, including an expedition to the bottom of Eastwater Cavern 420 feet below ground level. There are many easy caves on which to start and specialized equipment and experienced guides are available. This is caving country—why miss the opportunity?

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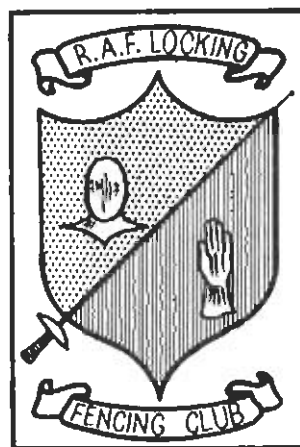
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Locking Fencing Club

This has been a most successful season for the club in both civilian and service competitions. The addition of Flg. Off. Lafferty and Sgt. Cain to the team brought the results which had been expected. Quite a lot of younger fencers have joined the club but we still need as many fencers from the younger apprentices as we can get.

In civilian competitions we always seemed to meet Taunton F.C., which includes Bill Hoskyns (1964 Olympic gold medallist), in either the final or semi-final. Our epee team reached the semi-final of the South-West Epee Team Championship and the foil team again lost to Taunton in the final of the Somerset County Team event. Service fencing produced more satisfying results and our unit team won the Phase II (Command level) of the Royal Tournament but lost to R.A.F. Scampton in the final at Phase III. The senior apprentice team did extremely well to win the Senior Team event in the Youth Schools Championships at Cosford.

Individual results have been very satisfactory as well. L.A.A. McCarthy reached the final in foil of the R.A.F. Junior Championships and the semi-final of the Senior Championships. Sgt. Cain reached the final in both foil and epee at the R.A.F. Senior Championships. Flg. Off. Lafferty won the Command foil championship and reached the final of the R.A.F. Championship. Both he and Sgt. Cain qualified to represent the R.A.F. in the Royal Tournament at Earls Court and both represented the R.A.F. in the inter-service match. Flt. Lt. Warren won the Command Sabre Championship and reached the semi-final of the R.A.F. Championship.



There can be no doubt at all that nearly all our success this season can be attributed to all the hard work that Len Cain has put in. He is a very hard-working coach and, if more of us took more lessons from him, I have no doubt that we could do even better next season. At the time of going to press the Royal Tournament is still a month away—we wish Flg. Off. Lafferty and Sgt. Cain the best of luck.

The Motor Club

Our big event of the year, the Alnite Rally which was Locking's contribution to the R.A.F. Championships' calendar and to the S.W. England (Civilian) Championship, took place on 24th/25th April. Some notable civilian competitors took part and service entries came from as far afield as Kinloss and Valley. A Weston team won the event and the best R.A.F. crew was the Kinloss entry which was 8th. Our grateful thanks are due to the

marshals from Locking many of whom lost a night's sleep in order to help us.

Congratulations to Sgt. Locke on his Class win in the Bath Festival Rally and to Sgt's. Locke and Thompson on their selection for the Command Team in two rallies.

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## Soccer

The Soccer season recently completed was a very successful one. The first XI won the Division I Championship shield of the Western United Services Football League with a playing record of played 12, Won 11 and Drawn 1. The second XI captained by Ch. Tech. Godbolt completed the double for Division II of the same League. The League record was played 20, won 15 drawn 2 and lost 3. The Knock-out Cup win was over Innsworth by 5-1. This is the first time that Locking have gained honours in either league.

In particular the Second XI had a storming end to the season. Rudloe were pipped on the post by a goal average of 95-38. One more goal against us would have robbed us of the League.

Particular mention should be made of S.A.C. Mitton who played in every league and cup game and of the I and M section who have been the backbone of the second XI throughout the season.

A third XI played friendly matches for most of the season. Here again I and M section played a prominent part. Cpl. Hance enthusiastically captaining the side ably assisted by J/T Haynes. On one occasion they insisted on carrying on playing a match in biting rain even after the wind had blown the goal posts down! A striking contrast to some stations who can field only one team.

This was a most enjoyable and successful season, the result of hard training and enthusiasm.

## R.A.F. Locking Referees' Society

This society was formed in December 1964 under the guidance and chairmanship of Mr. W. Smith (4 T Block) in order to further the interests of all R.A.F. Soccer officials at Locking. With 18 founder members it has had a very successful start both on and off the football field.

In the Somerset Referees' Association County Quiz Competition the society's 'A'

team (W. O. Garrett, Ch. Tech Handley, and Mr. Smith) won 1st place and the 'B' team (Sgt. Robinson, Jnr. Tech. Scollan and L.A.A. Sanders) gained 3rd place.

A cordial welcome is extended to all persons at Locking with an interest in refereeing to join this society. Details are available from Jnr. Tech. Scollan (2 T Blk I and M).

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## Gliding and Soaring

The Mendips Gliding Club is a member of the R.A.F. Gliding and Soaring Association. It is located at Weston Airport and its membership is open to all R.A.F. personnel and their families.

The Chief Flying Instructor is Great Britains No. 1 pilot Flt. Lt. Williamson. In the recent World Gliding Championships held at R.A.F. South Cerney, Gloucestershire, he finished 6th in a very closely contested competition and has been National Gliding Champion on several occasions. He is assisted at Locking by Sgt. Martin.

The Club fleet of gliders comprises two training gliders, one basic solo glider, one intermediate glider and (recently acquired) an Olympia 11b advanced sailplane. All these gliders have been put to good use, the Olympia in particular. Two days after receiving it, Sgt. Martin completed his "Silver C" license by staying airborne for 5 hours 14 minutes. S.A.A. Dixon climbed from 600 ft. to 4,700 ft. thus gaining his "Silver C" height award and both A.A. Murgatroyd and S.A.C. Back had bad luck when they also climbed to 5,000 ft. only to find that the height recording device had not scribed a trace, therefore invalidating their flight!—hard luck both but a moral victory.

The Intermediate glider has been flown with success on numerous occasions. "C" soaring certificates (awarded for a flight of more than 15 minutes duration) have been won by Sgt. Price, Cpl. Pratt, S.A.A. Dixon, A.A.'s Murgatroyd, Richinson and Chappel.

Pilots who have recently gone solo are S/Ldr Insley, Sgt. Bryan S.A.C. Darling and S.A.A. Lim Se Fong. Several pilots (mostly apprentices) are in their final stages of basic training and will solo within weeks.

Gliding at Weston is operated on Tuesday afternoon and evening, Saturday afternoon and evening and all day Sunday. The Mendips Gliding club offers a warm welcome to any service person or their family who would like to join.

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## Apprentice Swimming

The final placings in the Inter-Schools Championships were Halton 53 points, Locking 35, Cosford 32, Hereford 27, and St. Athen 8. Considering the great advantage that other schools have with swimming pools on their stations, this was a good effort and the Locking team is to be congratulated.

On the strength of their performances during these Championships, Craig, Hobday, Knight, Les, Sharp and Fraser were provisionally selected for the Junior R.A.F. Representative Team and McLeod, Grant, Craig, Lees, Sharp and Knight qualified for the R.A.F.S.A. Bronze Badge.





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## Athletics

This season it is hoped to produce an extremely fit and effective athletic team and with this aim in mind we started training rather early. Organised training has been carried out most evenings of the week under the expert eye of F.S. Dixon of the Varsity Flight, who has managed to conjure fitness, enthusiasm and interest out of the team.

Already this season not less than five team members, (F.S. Dixon, S.A.C. Simpson, S.A.C. McGowan, S.A.C. Bennett and S.A.C. Bagshaw) were selected to represent the Royal Air Force in competitions against Loughborough College, Oxford University, London University and Surrey Athletic Club.

At the Somerset A.A.A. Championships held at Norton Manor Camp, Taunton, we obtained three successes in junior events. Technician Apprentice Halliday won the 100 yards in 10.7 secs and the 220 yards in 23.4 secs. The junior javelin event was won by A.A. Madge with a throw of 143 ft 9 ins.

In the first evening meeting held at Chepstow against Army Apprentices the Locking Apprentices' team put up a fine performance and in our first station triangular fixture against R.A.F. Colerne and R.A.F. Lynham the Locking team won convincingly. Winners from R.A.F. Locking at this event were F.S. Dixon, 100 and 220 yards; Sgt. Longstaff,



Hammer and Discus; J/T Poole, High Jump, Long Jump, and triple jump; S.A.C. Simpson, 3 miles; S.A.C. Bennett, 880 yards and S.A.C. McGowan 440 yards. Our team also won the 4 x 110 yards relay event.

This is a very promising start to what we hope will be a successful season for R.A.F. Locking.

## Cricket

The station cricket team is having an extremely active season with over thirty matches arranged, not including cup matches.

At the time of going to press the team has played ten matches and won five.

We made a speedy exit from the R.A.F. cup losing to Colerne on a pitch that resembled a farmyard. Obviously the Colerne team were better farmers! We have managed to get through to the second round of the Somerset Knock-Out Cup. No, the first round was not a bye, we beat Winscombe by eight wickets.

Net practice is held every Monday night, and we are always pleased to see new faces there, so anybody interested in cricket please come along.



## Basketball

An unbiased article in praise of *the* sport appears elsewhere in this magazine. This report will merely concern itself therefore with a modest outline of the total achievements of the basketball team during last season.

We won the South-West England Championships against all-comers, were runners-up in the Bristol Basketball League Premier Division, won the R.A.F. Inter-Station 'B' Competition, reached the third round of the National Championships and won all our friendly matches.

The Apprentices were runners-up in the Bristol Basketball League first division and only lost one of their friendly matches.

Apart from this it was an average season.

## .22 Rifle and Pistol

During the 1964/65 season the club has had many successes both in the rifle and pistol sections. The season opened with the news that the pistol team had been awarded first prize for Division 8 of the National Small Bore Rifle Association's Pistol League. Team members for this event were F.S. Jackson, C/T Wiseman, S.A.C. Newman and S.A.A. Mead.

Two of the major adult events of the season were the "Nobel" rifle and the "V.J." pistol competition. Locking did well, being placed third in the first stage of the rifle and fourth in the pistol, thereby qualifying for entry to the second stage of both events.

The big match of the season in which marksmen of the apprentice wing were concerned was, of course, the "Lowe-Holmes" Trophy. This is an inter-youth school competition and this season the apprentice team from R.A.F. Locking swept the board, winning every match in the series. By defeating R.A.F. Halton in the final round we brought the trophy back to Locking.

The Club is always keen to enrol new members, be they marksmen or raw beginners. Training commences immediately after Summer leave so readers take note and remember all are welcome.

## Full-bore Shooting

For long we have been on the edge of winning the major shooting trophies and this year Flight Sergeant Murray's "mob" have done it. The apprentice team has won the 24 Group Team Cup and the H.Q.T.T.C. Team Trophy with scores of 333 and the Bonham-Carter Challenge Cup with a score of 343. Individuals have also done well. A.A. Pearson won the 24 Group Individual Trophy after tying with A.A. Cook and winning on a count-down. The H.Q.T.T.C. Individual Trophy was won by the same two apprentices and the Spiers Challenge Cup was won by A.A. Cook at Bisley with a record score of 92. All in all a great achievement.

The adults have done none too badly either. The team left this year's Bisley with nine bronze ashtrays, one bronze medal, one silver ashtray, one pint tankard and one half-pint tankard. The revolver and rifle

teams came second in the Command and ninth overall in the competition against approximately forty other stations.

It is important to have an enthusiastic armoury staff, who are prepared to give up a lot of spare time for issuing, servicing and zeroing weapons. Our thanks must go to Sgt. Smallwood and S.A.C. Newman for all the background work that they have done.

