

RAFLAA NEWSLETTER

SERIAL 73

NOVEMBER 2015

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EDITOR'S NOTES

Welcome to our 73rd Edition of the RAFLAA Newsletter and thank you for your articles and comments.

Quite often articles submitted for inclusion in the Newsletter start off some thought provoking memories which themselves prove to be articles worthy of recording, Mike Collier has sent in a tale of coincidences which on their own are interesting but he would also like to know if anyone else had any similar duplicate life experiences. Mike would also like to know if any other member of the Association did a one year tour at Hickham.

In our last Newsletter we had an article from John Wells (88th Entry) concerning an Argosy afloat in Aden harbour, this triggered a letter from eagle eyed Dave English (77th Entry) after he had read an article in the September edition of the *Aeroplane Magazine* about an Argosy afloat in Aden harbour. If anyone has a copy of the magazine and can compare the two stories and photographs we can, perhaps, provide them with the correct version, with John's permission, of course.

This, of course, confirms Mike Collier's theory of coincidence.

Quite recently I read an article about Polish boys starting RAF Apprentice training towards the end of WWII, a number of these went on to No 1 Radio School at RAF Cranwell. I would like to hear if anyone had any further information about the Polish at No 1 RS, I believe they would have Passed Out with the 50th Entry – well before my time.

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Gooseham

Morwenstow

Bude

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EX23 9PG

Deadline for next issue – 18th January 2016 for March 2016 edition

Please send all comments, contributions, ideas and feedback to the newsletter editor. Soft copy preferred!

LETTERS TO THE EDITOR

DIAMOND CELEBRATION OF THE 72ND PASSING OUT.

A 2 day visit to the Valley Hotel, Ironbridge comprised the celebration.

Guests arrived Sunday 26th July during the afternoon and soon assembled in the bar. An informal dinner was held in the evening together with visits to the bar.

On Monday 27th we went by coach to the RAF Museum at RAF Cosford where we spent a tiring 5 hours.

Returning to the hotel late afternoon we prepared for our formal dinner. A welcoming glass of wine/squash was enjoyed and the ladies were presented with corsages.

I welcomed everyone and Derek Hamer read the apprentice prayer and said grace where after we enjoyed a hearty meal.

With coffee served and wine glasses topped up I addressed those assembled.

Reference was made to our passing out and a few jokes were uttered. A period of silence was then held during which I read the names of the 37 no longer with us.

I referred to the Locking Parklands Monument and distributed details of the monetary appeal. I promised to represent the entry at this year's No1 Radio School annual lunch in October in order to present the entry shield to their nomination for Sportsperson of the year. I further promised to visit the NMA in order to check on the condition of our memorial.

Then I referred to those still around but not present by conducting a toast to absent friends.

It was then the turn of the secretary Robby Packham to say a few words and suggesting the next reunion would be a buffet evening somewhere in Weston in 2 years' time. Time gap between reunions will be getting shorter by necessity. Robby ended his address by proposing the toast "The entry"

Then I realised I had forgotten to introduce the loyal toast. After my apology Brian Strudwick did the honours. I would have asked the youngest member but he let me down by not attending this year's event and not knowing the next youngest I decided on the Tallest.

To round of the speeches Fred Ward responded on behalf of the members of the 72nd Association.

Dave Gunby 72nd

PARALLEL LIVES

Looking through some of the records I hold for members of the 76th, I noticed one or two similarities between the life/career of one of my former colleagues (Mick Palfrey) and myself. Closer examination revealed many more. Though some are perhaps a little tenuous, there are a number of strange coincidences.

1. We were both born on an odd numbered day in October. Me on the 9th, him on the 11th. Though when I came along, he was almost one year old.

2. We were both christened with the initials M.C. Me Michael Colin, him Michael Claude.

3. We both had a younger sister.

4. When we joined as Apprentices, we both came from a place whose initial letter was S. Me from St. Neots, him from Stradishall.

5. We were both allocated service numbers ending in 7. Me 567, him 587.

6. We were both scheduled to be trained as Air Radio Fitters and spent a prolonged time in the same hut. (339)

7. Unfortunately, he was C/T'd to men's service. His first posting, ex-Locking, R.A.F. Bassingbourn on the 3rd day of a month. (September)

8. On passing out, my first posting was R.A.F. Bassingbourn, also on the 3rd day of a month. (January)

9. His second, non-training posting was R.A.F. Gaydon. Subsequently, he returned to Bassingbourn.

10. My second posting was to R.A.F. Gaydon. I also later returned to Bassingbourn.

11. My only overseas tour was to Hickham A.F.B. A relatively unusual posting, as they only required a maximum of two Radio people there per year. One year after I left, he was posted to Hickham.

12. On returning to the U.K., I was posted to a station in Yorkshire. (R.A.F. Linton on Ouse). When he returned he was posted to R.A.F. Finningley, also in Yorkshire.

13. Neither of us signed on. As a consequence of our dates of birth, both leaving the service in the month of October.

At this point our lives diverged. He found it very difficult to settle in Civvy Street and had a number of jobs, including working on a "small holding" and doing a milk round. When I was a child, my father had a "small holding" on which I helped out. Later, he managed a dairy outlet and I regularly helped deliver milk.

Sadly, Mick's inability to have a settled existence became an insurmountable problem and he died in tragic circumstances in 1980.

Mike Collier

RAFLAA NEW MEMBERS

A WARM WELCOME TO THE FOLLOWING NEW MEMBERS TO RAFLAA

Entry		
105th	Alan	Cooper
222nd	Gregory	Head

NOTICES

2016 REUNION AND AGM

The Annual Reunion and Annual General meeting of the RAF Locking Apprentice Association will be held on **Saturday 23rd April 2016** at the Webbington Hotel, Loxton, Weston-super-Mare.

It will follow our usual format with a Meet and Greet on Friday evening, Lunch on Saturday followed by the AGM in the afternoon and a dinner in the evening.

The hotel rates will be: £85 B&B for a double or twin room (double occupancy) for a 2-night stay (Friday & Saturday), £70 for a single occupancy. For the Saturday night only, the rates are £95 B&B for a double or twin room (double occupancy) and £75 for a single room.

Rooms can be booked now so call The Webbington Hotel, Loxton, Weston-s-Mare, BS26 2HU Tel: 01934 750100 Or Email: sales@webbingtonhotel.ecilpse.co.uk

Remember, these rates include the ability to cancel up to two days before the event without penalty so book now.



LOCKING MONUMENT

RAFLAA members have so far donated nearly £5,000 towards the required £9,000. So gentlemen if we would like to see a permanent Monument as a reminder of the site of RAF Locking please put pen to paper, fingers to keyboard, hands to pockets and help raise the necessary funds.

Pledges may be made either by cheque payable RAFLAA and sent to the Treasurer Tony Horry, or using BACS transfer to HSBC Sort Code 40-46-18 Account 41368885, please include a Reference text indicating your name and Monument Fund.

DONATIONS RECEIVED SO FAR BY ENTRY

Entry	No of Pledges	Amount
71 st	1	£50
72 nd	2	£70
74 th	1	100
75 th	2	£60
76 th	6	£400
78 th	1	£25
79 th	1	£50
81 st	3	£260
82 nd	3	£157
83 rd	1	£100
84 th	1	£50
86 th	1	£25
87 th	7	£644
88 th	1	£50
89 th	1	£100
90 th	2	£120
91 st	10	£590
92 nd	4	£400
93 rd	2	£100
95 th	3	£118
97 th	1	£50
99 th	4	£190
102 nd	2	£150
103 rd	1	£50
202 nd	1	£50
209 th	1	£100
211 th	1	£100
219 th	1	£100

LIFE AFTER LOCKING

CHAIN HOME- READY IN TIME FOR WAR

Although trained as an air radio apprentice at Locking, the 'Chain Home' (CH) ground radar system, developed just in time to defend the country during the Battle of Britain, has always held a bit of a fascination, especially I guess as an Uncle of mine was based at the Trimmingham CH station out on the Norfolk coast.

Most of us have got a fair idea how it worked, but a bit of research over a number of weeks from various books etc. came up with some interesting aspects which surprised, one being that the Army was also heavily involved, together with scientists and engineers from across all aspects of industry.

The frequencies bands used (20-40 MHz) precluded using a narrow aimed mechanically driven beam that we later bods are used to, but required the familiar 3 and sometimes 4 tower structures, with their three horizontal maintenance platforms, which, with horizontal wire di-poles slung between, formed the transmitter antenna array. Nearby a heavily protected building housed the actual transmitters. On the coastal side of the towers, at least 400 ft. away, were 4 more towers, amazingly made of wood, typically arranged in a 250ft square. With Metropolitan-Vickers assembling the transmitters and Cossor the receivers, the CH system allowed high flying aircraft to be picked up nearly a 100 miles out.

Whilst the RAF was developing the long range radar, Army scientists W.A.S Buteman and P.E Pollard were developing a shorter range version for anti-aircraft coastal gunnery. The smaller VHF Coast Defence (CD) radar proved itself excellent for spotting at medium range, low flying aircraft that could otherwise come under the CH envelope. Taken over by the RAF, CD then became the Chain Home Low CHL.

The Army also provided personnel for the hard pressed RAF by permitting the transfer en-bloc of women to join the WAAF.

One aspect I found intriguing was how, before coaxial cable was available, the feeders to the aerials had to be hand made using 16 ft. lengths of 3/8 inch diameter copper tubing with an inner conductor of 11swg copper wire held in place every 2 inches by triangular insulators each with a central hole through it. The insulators when inserted naturally caused copper to be scraped from the sides, they then had to be crimped in place to stop any movement, the final length being blown through with compressed air to get rid of any short circuits then, on installation to the towers the lengths had to be brazed together, a somewhat laborious manual process.

Eventually enough CH and radar stations were built to cover all the east coast from Scotland and all the way down to Falmouth with CD stations later covering parts of the West coast but each one required calibrating. With each station operating on at least 2 frequencies to prevent enemy jamming the

problem of how to fly targets at known distances, height and bearing from each radar station without using every trained pilot in Fighter command was eventually solved by the use of early 'autogyros' of all things. The rotorcraft's ability to hover at different heights and ranges proved so reliable that a 9 strong Rota Calibration Flight was formed at Duxford by January 1941.

With scientists wanting to try new circuitry almost daily together with regular maintenance required, the burden on this team must have been immense.

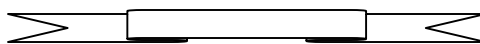
The RAF had realised the urgent need to train radar personnel for this completely novel equipment. On 14 July 1936 Sqn Ldr Raymond Hart, who was radars first RAF officer, organised and developed the training for both operators and maintainers and he also realised that a specialist team, called Filter staff, were needed to get to know the characteristics of each station as each were very different.

The system was enormously manpower intensive to develop and operate and suffered from many glitches but luckily for Britain and the dedication of many, including Post office engineers, scientists and boffins from across industry, Army Navy as well as RAF personnel, the whole thing worked and allowed RAF Fighter Command to defeat the Luftwaffe at that critical point in the War.

Although by 1942 a far more advanced Ames Type 7 GCI radar system had been developed, that allowed a scan of a full 360 degrees and presented its output on a PPI display, never the less the CH system still used to give early warning of raids massing on the continent. Later in the War it was even used to detect the initial launch of V2 missiles then, by realising the missile on its descent would still fly through the systems fixed stacked lobes, this amazingly allowed a crude estimation of the missiles impact point for civil defence purposes. Triangulation between radar sites was used to calculate the launch positions which then allowed fighter bombers to attack them. Success in this task was aided by the missiles profile which acted as an excellent quarter-wave reflector for the 12M band HF radar. Thus Chain Home was the first ballistic missile early warning radar

Probably ex Locking heavy gear lads know a lot of this already, but as an airborne radar man, and especially as this year is the 75th anniversary of the Battle of Britain, I found the whole story of the development of Chain Home, from the early experiments near Daventry in 1935 and the rush to get it developed and built in time for war, a very fascinating read and of course there is a lot more to it than this brief discourse. For a start I would recommend the Wikipedia story of CH at: - <https://en.wikipedia.org/wiki/ChainHome> .

Brian Colby 87th Entry



My 1960s AKROTIRI

In 1962 life on Cyprus's southernmost peninsula at the RAF Akrotiri base, was exciting, delightful, challenging, rewarding. With many thousands of personnel (including about 50 WRAF), a minimum of 6 squadrons of aircraft, a helicopter squadron, a squadron of RAF Regiment, a hospital and all that made it a powerful fighting force in the eastern Mediterranean. Frequent visits by VC10s, Britannia's, Argosy's, Hercules, and others added to the busy airfield's work together with our resident Canberra's and Javelins plus a Meteor. Many NATO types of a/c also visited.

One late spring, the powers that be, decided to have a mass take-off of all the Canberra squadrons. They lined up on the taxiways with engines running, nose to tail waiting for rolling instructions, a very impressive sight from my view in the wireless workshop at the base of ATC. Most took off with no problems but the aircraft in the latter half waiting for take-off were getting the benefit of the hot exhausts of those ahead, and suffered from chronic overheating. I don't think it was tried again!

Working as a Cpl. Tech. in the Control Tower, besides being subject to the occasional wrath of the SATCO, it is the place to be, or at our outstations at the Receiver site, the CRDF site, CRD-6, CADF, ILS and its marker sites. All happenings were to be seen and often savoured. Like the airfield defence exercise, where the Regiment situated their Bofers guns around the airfield to practise interception. Thank goodness we have missiles these days as the target Javelin fighters were too fast (top speed of 700k) so the Meteor was substituted to give the lads a chance of scoring a hit.

At another jolly time I was on the roof of the Control Tower checking the aerals, when a Shackleton decided to prove it could do as good a power dive as a Canberra. From a height it was almost nose straight down, aiming right for the Control Tower (& me). At what seemed the last minute it pulled out of the dive, the engine blast almost knocking me over. Spectacular, but I think the pilot was hauled over the coals for the stunt.

I was soon sent to be NCO i/c the station transmitter site, on the hill overlooking Camp a solitary fenced site and staffed by 6 mechanics and another fitter. It was an interesting job and I hope I kept it up to scratch.

Our accommodation on Camp was good with satisfactory facilities and fairly spacious stone built individual rooms for Corporals. There was a decent Corporal's Club at the NAFFI with special dispensation to the WRAF for use, this was very useful during the many dances to live bands. These occasions were popular with married corporals and their wives living off Camp. There were many other functions as well. I became Entertainments Member of the Committee and especially during visiting shows with entertainment stars, hob knobbed with the famous! Later I was elected to be Chairman of the Club (which lasted 3 months, as I was then promoted).

The nearest town of Limassol, was also a good place to relax. With its many great kebab places (especially Arif's Magic Bar), restaurants, bars and numerous nightclubs. The social life was excellent with many married personnel living in 'hirings' and the parties were numerous. Many a night in the billet, someone would shout "let's go down town" and a group of signals lads (some out of bed) would pile out to the taxi ramp then to the hot spots in Limassol- especially Hero's Square, returning in the early hours in crowded taxis.

One of the delights of Akrotiri is that the base is almost surrounded by glorious beaches. The swimming in the little sandy bays was also heaven sent and the turtle nests and the prehistoric site near 280 Signals Unit a source of wonder. Skinny-dipping at night at Ladies Mile was also popular.

All this was put on hold when the Greek and Turkish Cypriots fell out. Thanks to the constitution installed by the British Government where the Turks could veto what they didn't like in the Cyprus Parliament, both sides got bloody minded

At breakfast one morning on Camp on a weekend, the Tannoy broadcast an immediate return to work for all personnel. There were riots in town and a mass of Greek Cypriots were menacingly approaching the main gates. Airmen were given dustbin lids for protection and formed a barrier at the Camp entrance. They were mercilessly hacked with cudgels and timbers about the legs during the confrontation, and many were hurt.

One friend told me later that his family had sheltered at the wall below the front window of their Limassol hiring, while machine gun bullets stitched a pattern across the other wall.

Meanwhile I went to Signals Squadron and with the Sqdn. Ldr discussed plans, as the personnel living in town could not get to work. We had 12 fitters and Mechs. living on Camp including me, so I sorted out a shift system for us to do the work of 30+ people. This situation carried on for two and a half weeks with myself working days (as well as shifts) I was working 18 hour days and was nearly out on my feet after 2 weeks – Keo beer did not get a look in for a while. During this time, I remember signing for the turn round for an Argosy aircraft on the airfield as nobody else was available. Luckily it caused no problems.

During this time the Akrotiri BFBS transmitter near my transmitter site was unattended, and it was essential for keeping people in town informed of the situation. So I was 'asked' to volunteer to look after it until the BFBS engineers could get down from Nicosia to service it. This was not to be for many weeks due to the Greek/Turk Cypriot fighting and spares for their FM Transmitter were in Nicosia. Their civvy engineers would not go to Akrotiri so I had to go to Nicosia to fetch the spares.

I was given a driver, and each of us had a .303 Enfield and 5 rounds to protect ourselves!!! And so in a Standard Vanguard, we set off to Nicosia (no motorways in those days). Through armed Greek then Turkish roadblocks and machine gun positions and somewhat stressed we eventually drove down the street in Nicosia where Arch Bishop Makarios had lived. It was littered with

debris after the fighting but we eventually got to BFBS HQ. The return to Akrotiri was just as unsettling but no real problems.

In Akrotiri, RAF Police friends described how for a week they had slept with loaded pistols by their bedsides. But other than Turkish jets bombing some Greek Cypriot harbours there were no other occurrences. When our Javelin fighters (armed I noticed with dummy warhead missiles) were scrambled to meet the Turkish Super Sabres, by the time they climbed to reach the Troodos Mountains, the Turks were back on Turkish soil. The arrival of a squadron of RAF Lightning Fighters at Akrotiri, stopped the Turkish incursions.

By this time the British paratroopers had arrived and French-Canadian troops for U.N. peace-keeping came. The former not quite as refined as our airmen and the latter quite unfriendly and suspicious of us?

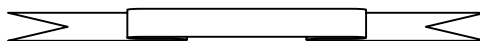
In April 1964 I was called to the Signals Sqdn. Ldr. Office and presented with my Sergeants stripes and introduced to the new Akrotiri Sergeants Mess with lots of malt whiskey by my Scottish Warrant Officer. After two weeks UK leave I was told I would be in charge of Akrotiri's airfield servicing. That is over my six corporal and umpteen airmen mates! (I always thought one got posted on promotion) Luckily it all went off quite well for the next year until my tour-ex posting came through

I was however given an enormous Inventory of equipment on promotion, with equipment seemingly located everywhere in Cyprus. This included Pye communications equipment used by the RAF Police, in the next few months the Greek combatants stole one complete Pye mobile station, and later stole another from the Police this time complete with its Landrover.

Akrotiri settled back to its previous state eventually, but with greater security and some loss of innocence, now a NATO Base security is much higher and personnel living out go to work in civvies. But short hair and the latest new cars easily give them away.

I have been back to south Cyprus a few times since I was stationed at Akrotiri and also quite recently on holiday, and although still a very attractive island, it is now very, very expensive. And has lost much of its charm as the inhabitants get more and more avaricious. The over-building of houses – seemingly on every hilltop is especially a bind as it really spoils the landscape.

Brian Davies 76/77



LANGUAGE – NO BARRIER!

Born in south west Wales, I was brought up in a totally Welsh speaking environment, not learning to even think properly in English until about 12 years old. Schooled in Bristol, I stoutly refused to gain a Bristol accent, speaking with just a trace of Welsh accent.

By the time I joined the RAF as an Apprentice, I thought I had cracked it – the English language. That is until I was subject to the multitude of accents and local phraseology of my fellow Apps. Broad accents from Cornwall, Yorkshire, east and west Scotland, the Isle of Man, London, and the Midlands were amongst the plethora of others to become familiar with and understand.

Broad speaking Geordie and Irish Sergeant Drill Instructors (Maxwell and Corde) taught us young lads new phrases and a new language – foul. Early in Apprentice training at about 5 in the morning a DI would burst into our hut shouting “hands off cocks, on socks” to bemused and sleepy set of somnambulists. This was the mildest of wake up calls we received and the least of every- day abusive retorts from them.

After passing out, four and a half months in Northern Ireland taught me to speak with a good Ulster accent. I thought, until I went over the Irish Border to Buncrana on a sightseeing trip and over a pint of good Guinness was asked what Camp I was from by an old chap in a pub. Must have been the short hair and blazer (sans badge), but I did not try the accent again.

A seven-week radio fitting job at North Front in Gibraltar in 1957 gave me some Spanish as I had to deal with Spanish labourers, (useful later, on two days spent in the Netherlands Antilles). But I did not pick up any Polynesian in the Pacific on an 11-month tour (we were not allowed into the Christmas Island local villages).

At Locking as an Instructor, I went to Russian classes for 6 months in the Education Section and learnt the alphabet and certain words, (useful later when I spent 5 days on a Russian cruise ship in the Med.). Alas on a guided tour of Athens when we stopped at Piraeus, I had to latch onto an English speaking guide at the Parthenon as opposed to my group of Russians naturally speaking Russian. Also at Locking whilst instructing in the Cryptographic lab. as I was showing a class of fitters in break time, how to write their names in Russian, my Flt. Lt. called in and gave me a very old fashioned look as he perused a blackboard full of Russian writing.

A posting to Cyprus did not teach me much Greek, until I linked up with a beautiful Greek-Cypriot girl of my age with a family who did not speak English. Although an intelligent and talented girl with a degree in Accounting (she was the Akrotiri based NAFFI accountant), her family wanted marriage, I did not, in spite of the family being reasonably well off. So we parted and so did my learning of Greek (I now remember about 20 words, partially useful on Greek Island holidays!).

My journey by car home from Cyprus in 1965 dealt successfully with Arabic (in Beirut and Alexandria), mainland Greek (a bit different to Cypriot version), Turkish in Istanbul (different to the Turk-Cypriot). Then the Slavic language (in Yugoslavia), *German (in Austria and Germany), French, Flemish and Dutch. No language problem with our smatterings of these languages except in Skopje (now in Macedonia).*

My travelling companion on our drive back to England and I, wanted the way to a camp site to pitch our tent. It was getting near dusk so we asked a policeman the way to a site. In bits of Greek, Turkish, German, Welsh (really desperate), and Mandarin, eventually he asked us if we spoke English! Thoroughly embarrassed, we sped off and pitched tent on a barren mountainside in the pouring rain.

At an overnight stop in Waterloo (south of Brussels) we went to a large local bar and were plied with free drinks all night when the locals found we were British and not French, German or American. And we only knew 20 words in common between us all as we 'conversed' all evening.

A later year's tour in Bahrain, gave me some Arabic especially from our Omani labourers. This proved useful some years later in dealings with members of the Saudi Royal Family in the UK. The King's uncle's body guards (two sturdy Princes) were discussing in Arabic on how to bring guns on a flight from London to Manchester. Surprised that I understood what they were planning, they finally agreed to do it my way, with the aid of Manchester Airport's Special Branch police. Financially quite rewarding.

My tour of Singapore taught me practically no Chinese and little Malay, as all the locals wanted to practice their English. I can now only say "Happy New Year" in Cantonese, which is only useful once a year at our local Chinese take-away. My wife and I were somewhat disturbed however that in Singapore our three-year-old daughter was beginning to pick up lots of Chinese and Malay phrases from our various Amahs.

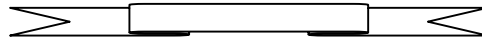
A couple of years later at RAF North Luffenham, I enrolled at the evening classes of the Language School there, to learn German. I picked up enough to understand a bit of the language, but the course packed up from lack of numbers after 5 months. It did prove useful years later when I retired and went to live in Mallorca where my neighbours were from Hamburg and many other German drinking friends were also from that country.

Before leaving for Mallorca I went to night school for six months to learn Castillian Spanish. And after living there for 11 years spoke enough basic Spanish. Quite necessary as many locals especially council officials, consultant doctors and others would not try to speak English forcing us ex-pats to use Spanish – many were unable. However, the main language in Mallorca is Mallorcan, a mainly French based language, not Castillian. It proved to be practically useless on the mainland of Spain, as I had learned a mix of Castillian/Mallorcan/Catalan, pretty useless with the mainland locals.

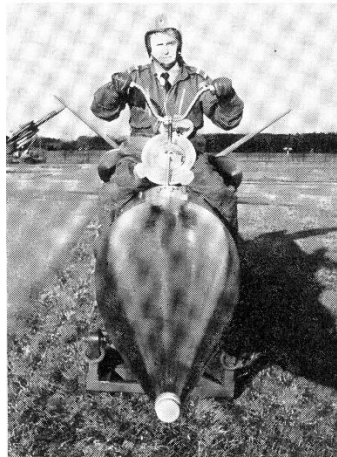
Constant visits to my son in Geneva has improved my very basic French, but I find the British abroad still think that if you shout loudly enough at foreigners in slow English with an 'ello ello Rennie' accent that will suffice. It doesn't, it just confuses them, and they get shirty. A little smattering of the appropriate language will get you a long way and the realisation that YOU are the foreigner.

Nowadays, I have lost most of the smatterings of various languages I picked up in the RAF and later. Use it or loose it we are told, I am even loosing much of my Welsh.

Brian Davies 76/77



25 SQUADRON – BREAKS LAND SPEED RECORD (NEARLY)



Following the recent coverage in RAF News, Issue 1365, of the Bloodhound SSC and Wg Cdr Andy Green's attempt on the world land speed record. The Bloodhound SSC team may like to know that the RAF has something of a track record when it comes to the world land speed record. It is not widely known that a Bloodhound Engagement Controller from 25 Squadron, 'C' Flight, then at RAF Laarbruch, was under training to make such an attempt on that very record.

The accompanying photo shows the extensive and very thorough preparations that were made for the record attempt, the photo appearing in RAF Laarbruch's station magazine, the Laarbruch Listener, February 1974 issue. The performance of a Bloodhound MKII missile made it the perfect choice as a vehicle for the record attempt - following some small modifications, including the fitting of some second hand handle bars and the removal of the missile's warhead. The plan was to fire the Bloodhound's boosters on the threshold of Laarbruch's runway and rely on the Runway Arrestor Gear (RAG) to catch the missile at the other end.

Unfortunately; 25 Squadron's carefully thought through preparations to break the world land speed record became known to senior officers and the attempt was kyboshed. Comments made included, 'if you fire a Bloodhound missile down the runway 25 Squadron would become famous but not for an attempt on the world land speed record'. Disappointed members of 'C' Flt reluctantly accepted the decision but for some reason the Engagement Controller 'driver' seemed most relieved. It was also pointed out that the missile was probably at Mach 2.5 as it hit the RAG by which time the driver would have probably fallen off!

Pete Harry Ex Sgt, 25 Squadron, RAF Laarbruch

HUMOUR

An Italian husband and wife were having dinner at a very fine restaurant when this absolutely stunning young woman comes over to their table, gives the husband a big open-mouthed kiss, then says she'll see him later and walks away.

The wife glares at her husband and says,
"Who was that?"

"Oh," replies the husband, "she's my mistress."

"Well, that's the last straw," says the wife. "I've had enough, I want a Divorce!"

"I can understand that," replies her husband, "but remember, if we get a divorce it will mean no more shopping trips to Paris, no more wintering in Barbados, no more summers in Tuscany, no more Jaguar in the garage and no more yacht club. No more credit card and large Bank accounts. But.... The decision is all yours."

Just then, a mutual friend enters the restaurant with a gorgeous babe on his arm.

"Who's that woman with Tony?" asks the wife.

"That's his mistress," says her husband.

"Ours is prettier," she replies.

IDIOT SIGHTING NO.1

My daughter and I went to the McDonald's checkout to pay our bill and I gave the clerk a £5 note.

Our total bill was £4.20, so I also handed her a 20 pence piece.

She said, 'You gave me too much money.'

I said, 'Yes I know, but this way you can just give me £1 back.'

She sighed and went to get the Manager who asked me to repeat my request.

I did so, and he handed me back the 20 pence and said 'We're sorry but we do not do that kind of thing.'

The clerk then proceeded to give me back 80 pence in change.

IDIOT SIGHTING NO2

We had to have the garage door repaired. The GARADOR repairman told us that one of our problems was that we did not have a 'large' enough motor on the opener.

I thought for a moment, and said that we had the largest one GARADOR made at that time, a 1/2 horsepower.

He shook his head and said, 'Lady, you need a 1/4 horsepower.'

I responded that 1/2 was larger than 1/4 and he said, 'NOOO, it's not. Four is larger than two.'

We haven't used Garador repair since.

IDIOT SIGHTING NO3

I live in a semi-rural area. We recently had a new neighbour call the Highways Department to request the removal of the 'DEER CROSSING' sign from our road.

The reason: 'Too many deer are being hit by cars on this stretch of road!

I don't think this is a good place for them to be crossing, any-more.'

IDIOT SIGHTING NO 4

My daughter went to a local Kentucky Fried Chicken and ordered a Taco. She asked the person behind the counter for 'minimal lettuce.'

He said he was sorry, but they only had Iceberg Lettuce.

IDIOT SIGHTING NO 5

I was at the airport, checking in at the gate when an airport employee asked, 'Has anyone put anything in your baggage without your knowledge?'

To which I replied, 'If it was without my knowledge, how would I know?'

He smiled knowingly and nodded, 'That's why we ask.'

IDIOT SIGHTING NO 6

The traffic light on the corner buzzes when the lights turn red and it is safe to cross the road. I was crossing with an intellectually challenged friend of mine.

She asked if I knew what the buzzer was for. I explained that it signals blind people when the light is red.

Appalled, she responded. 'What on earth are blind people doing driving?!'

She is a Local County Council employee (And she's NOT blonde)

IDIOT SIGHTING NO7

When my husband and I arrived at our local Ford dealer to pick up our car, we were told the keys had been locked in it. We went to the Service Department and found a mechanic working feverishly to unlock the Driver's door.

As I watched from the passenger side, I instinctively tried the door-handle and discovered that it was unlocked. 'Hey,' I announced to the Fitter/Mechanic, 'it's open!'

His reply: 'I know. I already did that side.'

STAY ALERT! They walk among us. AND THEY BREED!

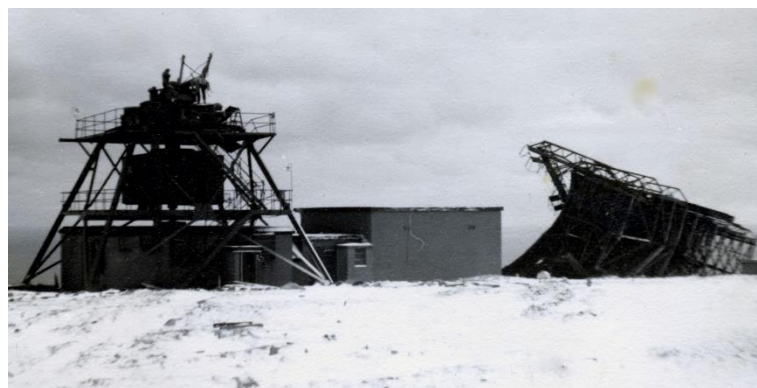
TIT BITS

QUIZ FOR THE PLUMBERS

(or anyone else)



What was the nickname for this?



Where was this taken?

ROYAL AIR FORCE LOCKING APPRENTICE ASSOCIATION

Minutes from the 54th Committee Meeting held at Flowerdown House, Weston Super Mare at 13:00 hours on Thursday 16th July, 2015.

Committee: *Tiny Kuhle* **87th Chairman**

Nigel Lodge	91 st	Secretary
Tony Horry	76 th	Treasurer
Colin Ingram	88 th	Newsletter Editor
Peter Crowe	95 th	Webmaster/AA Rep
Andy Perkins	109 th	Tech Rep
Graham Beeston	209 th	Craft Rep
Rick Atkinson	91 st	Service Rep

Apologies :- Jim Doran 219th Membership Secretary

ITEM 1 **CHAIRMAN'S OPENING REMARKS AND APOLOGIES**

The chairman opened the meeting at 13:10hrs with a greeting to the members and followed with a reading of the Apprentice Prayer.

ITEM 2 **MINUTES OF THE PREVIOUS MEETING**

It was agreed that the minutes of the last Committee Meeting were correct.

Proposed by Rick Atkinson and seconded by Colin Ingram

ITEM 3 **MATTERS ARISING**

AGM Location – The Chairman confirmed that there was a need to stay with the decision that had been reached at the AGM, namely that the location for 2016 should be at The Webbington. This decision had been a result of a postal poll and confirmed by a poll of the AGM attendees, albeit by a narrow margin. Further discussion on this was held over to **Item 11**.

ITEM 3.1 TREASURER'S REPORT

The following accounts were presented by Tony Horry.

Income/Expenditure statement for Feb – July 2015 as below

As reported at the AGM, the 2014 – 2015 Accounts were independently checked and found correct by Ann Cook. (£50)

Donations		
Flowerdown House RAFA	£40.00	RAFLAA Cttee Meeting (Feb 2015)
Prostate Cancer UK	£100.00	Donation agreed at AGM - 2015

AGM	Income	Expenditure	Webbington costs
	£2455.50		50 (53) Lunches = £450.00
Webbington		£2708.50	73 (82) Dinners = £1423.50
Trophy Presentation		£50.00	50 (80) Tea/Biscuits = £125.00
Trophy Expenses			38 (40) Wine = £532.00
Bakers coach	30.00	(215.00) 283.50	98 (127) Bar = £98.00
Music (Atlantic Crossing)		£220.00	1 Room (Copner) = £80.00
Wordsmith		8.99	(£2683.00) £2708.50
Totals	£2455.50	£3270.99	
Refunds			2016 - Deposit paid £200.00
Dave Newman		£11.00	
Jim Powell		£42.00	
Harry North		£21.00	
Mike Farmer		£10.00	
		£84.00	() = figures for 2014

AGM 2015 – cost to the Association = £1015.49 (£500 in 2014)

AGM 2016 £200 Deposit has been paid to the Webbington

Monument to RAF Locking

In accordance with the decision at the AGM, pledges are being received via the website, currently the amount was standing at £3561.00 on 29 June.

Donations received £320.00 have been placed in the Business Money Manager Account.

Other identified donations (£269.00) held in Current A/c:

£179 from 79 Entry; £60 contribution from Mike Creasy (78th) who was unable to attend the 2015 AGM Dinner; £10 donated refund for AGM dinner; £20 for overpaid subscription

Recommendations:

- *Income/Expenditure for period Feb to June 2015 be approved as presented.*
- *That a donation of £40 be made to Flowerdown House for their hospitality for to-days meeting.*
- *That arrangements for AGM bar subsidy be confirmed under agenda Item AGM 2016*
- *Band booking as required for AGM 2016*

Proposed by Andy Perkins, seconded Peter Crowe

ITEM 5 MEMBERSHIP SECRETARY'S REPORT.

Jim Doran, though unable to attend through being unwell, had provided a written report as below and this was read to the Committee by the Secretary.

Membership Details:

Latest Membership number used is 722 (721 at the last AGM)
1 new members since the AGM and we are currently running at 377 active members

ITEM 5.1 NEW MEMBER

92 nd Entry	Graham	Mackinlay
------------------------	--------	-----------

I'm happy to report no departures since the AGM

Membership email addresses remain an ongoing task to keep up to date in spite of a clear notice on the website. As a reminder, can I remind members to advise any updates to email address, telephone number and home address.

ITEM 5.2 NEWSLETTER HARDCOPY REQUESTS

A total of 34 current active member copies including 2 copies overseas: France and USA.

- 32 Copies to UK Addresses + 2 copies to overseas addresses
- 6 copies to families of members who have passed away, mainly Widows
- 2 Copies to fellow Organisations (RAF Halton Apprentices Association and Admin Apprentices Association)

ITEM 5.3 ADVERTISING

Remains a necessary requirement in AirMail and I utilise local area events to make the public aware of our existence. I also use the RAFA website when available. Current local advertising through "Streetlife", RAFA meetings, A Local Jewellers on the High Street, local council offices.

Committee members were asked where copies of:

"Over and Out" The History of RAF Locking Book. Any ideas where these can be obtained?

The Membership Secretary's Report was accepted.

Proposed by Colin Ingram and seconded by Peter Crowe.

ITEM 6 SECRETARY'S REPORT

Nigel Lodge followed on from the Membership Secretary's report by adding that the new members had been sent "A Welcome Letter" and where requested a RAFLAA tie. Nigel is currently holding eight ties. If we continue to encourage new members then shortly there will be a need to order more.

There had been, as noted by Membership Secretary, one new member –

Graham Mackinlay of the 92nd Entry, to whom a tie had been sent as required together with detail of how to access the website and detail of The Constitution.

The next item was the matter of Membership ties. The stock was now reduced to 3.

Approval was given for an order to be placed with CH Munday for a further 30 ties. It was agreed that the current tie was deemed to be out of fashion and needed to be wider. On reflection it was agreed that the main problem was the matter of the 'knot' which because of the slenderness of the tie the knot was too small. Secretary was required to negotiate with CH Munday for the tie to be ½ inch wider at the base.

The Secretary's Report was accepted.

Proposed by Rick Atkinson and seconded by Andy Perkins.

ITEM 7 RAF LOCKING APPRENTICE MONUMENT

Rick reported on the current progress as follows:-

The Developers had agreed, in an email, to match such funding as was raised by RAFLAA. However, the total cost, including VAT, was £18k which meant that there was a need to raise £9k. Treasurer reported that the current pledges plus a previous set aside only amounted to £4150. A shortfall of ££4850.

There was clearly a need to: a) ensure that the pledges would materialize and b) a further need to raise additional funds.

The development of Locking Parkland was drawing to a conclusion and if the monies were not forthcoming very soon then the project would fail.

Treasurer pointed out that whilst there might be funds in the reserve sufficient to meet the shortfall such use of the funds had not been voted on at the AGM.

Treasurer required a reasonable assurance that the funds would be forthcoming and to this end it was agreed that the Newsletter would include a call for both the payment of pledges to date and an appeal for additional subscriptions.

Thanks were expressed to Rick and Tony for their continued efforts to reach agreement on the final design and for securing a commitment to matched funding from the developers.

The report was accepted.

Proposed by Peter Crowe and seconded by Nigel Lodge.

ITEM 8 WEBSITE

Thanks were expressed to Peter Crowe for his management of the website. It was noted that there was as yet no interaction with the proposed 'shadow' manager of the site but Peter said that although he'd not spoken to Barry Dinage, he was feeling a bit better & it was not such an important Issue. The Chairman said that he would ask Barry to make contact with Pete

ITEM 9 FABEA REPORT

The Chairman and Secretary had attended the last FABEA meeting at RAF Halton on 7th July 2015. FABEA was now reduced to 4 membership organisations: Halton Apprentices; Locking Apprentices; Admin Apprentices and Boy Entrants.

Unfortunately, due to various problems, including major road hold-ups attendance was poor.

Whilst the meeting was held at Halton as usual, on this occasion the 'hosts' were RAFLAA.

The member for Halton raised the matter of future meetings in relation to the declining membership organisations – there were now only 4 – and he questioned whether it might be more effective if future meetings might be conducted elsewhere or by email exchanges.

ITEM 10 NEWSLETTER

The website was considered to be working perfectly and Tiny Kuhle thanked Colin for his efforts in this regard.

ITEM 11 AGM LOCATION 2016

The Chairman reported on his visit and contacts with the Events Manager at The Webbington. He had been disappointed that it had not been possible to link a meeting with the Manager on the occasion of this Committee Meeting. On all previous July Meetings it had been possible but the Manager was away and there was no one to deputise.

As mentioned in **Matters Arising** the decision had been taken to remain at The Webbington for the 2016 AGM.

A proposed menu had been received from The Webbington which was unsatisfactory.

Notwithstanding the decision taken at the AGM enquiries had been made of other locations in the area of Weston. However, it was clear that there was no other location that could hold the AGM with together with dinner and dance. In the morning Chairman and Secretary had visited The Grand Atlantic during which The Manager had confirmed that they could not provide a function room to include dinner as the kitchen facilities had been removed from the lower floor and such catering was no longer being provided.

It was considered that Daunceys was out of the running – there were insufficient rooms and no comparable function facility.

The Royal remained subject to review for 2017 and currently prices were in-line with The Webbington but there was also a question over the availability of sufficient free parking.

It was agreed that subject to their being available Linda and Mike should be invited to provide the Music for 2016. No complaints had been received about noise level.

It was agreed that negotiations would continue for bar prices and it was agreed that the matter of RAFLAA providing a subsidy of £1 per drink prior to the AGM and before the Dinner would be kept under review.

During the 2015 AGM Dinner a poll had been taken of where the Ladies might like to go during the morning and early afternoon. The most favoured location was a visit to Bath and it was agreed that Tony would look to arranging a booking for a 21-seat coach.

ITEM 12 ANY OTHER BUSINESS

None

ITEM 13 DATE OF NEXT MEETING

The next committee meeting would be held on Thursday 18th February 2016 at Flowerdown House Weston-super-Mare commencing at 13.00hrs.

Chairman thanked those attending and the Meeting closed at 16.00hrs.

Nigel Lodge (Secretay LAA)

OBITUARIES

It is with great sadness that we have to report that the following ex-Locking Apprentices have passed away since the last issue of the Newsletter.

(Not all were RAFLAA members)

Denis Dorey 82nd Entry

Derek Armitage 73rd Entry

Harry Murdie 96th Entry

Ryan Kelly 77th/78th Entry

Mick Raffery 98th Entry

Edward Michael Huscroft 76th Entry

Mike was one of the best known members of the 76th. Well remembered for his broad "Geordie" accent and his practice of playing Jimmy Shand disc's, on his almost certainly "illegal" record player. He also seemed to attract trouble like a magnet. On passing out, he claimed to have the entry "jankers" record. (76 days). Even in the wider R.A.F., as a J/T, he was on "jankers" when his corporal's tapes came through.

During the 4 years after passing out as a G.W.F., he was continuously on the move. BUCHAN, NEATISHEAD, CHRISTMAS ISLAND, LEUCHARS and CYPRUS. In 1961, he applied for and got a commission as a pilot and opted for Coastal Command. Following basic training at ACKLINGTON, OAKINGTON and ST. MAWGAN, he was posted to KINLOSS to fly Shackletons. Later, he converted to Nimrods. Doing a final flying tour in MALTA, with 203 Squadron.

In 1973, he rejected a non-flying job, resigned his commission and tried his luck in Civvy Street. Initially it proved difficult but eventually he flew "flying taxis" out of Leeds, Manchester and Newcastle. 1975 saw him join DANAIR. Beginning by flying Comets, then Boeing 727's. When DANAIR was taken over by B.A. in 1992, he was offered and accepted redundancy/early retirement.

This gave him much more time to indulge in his hobby of golf. He joined the L.A.A. in 1994. Unfortunately, his health started to deteriorate, eventually compromising his ability to play golf. However, it did not stop him joining the 76th Association and attend in many of their events. Sadly, he finally succumbed to his illness on 4th October 2015. The world lost a truly larger than life character, he will be greatly missed.

Mike Collier

CLOSING THOUGHTS

DIGITAL EVOLUTION.

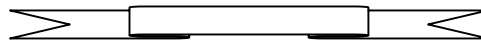
On the 20th January 1954, the R.A.F. Webmaster downloaded 97 Apps from the "Civvy Street" website. These were initially stored in 20 bit bytes in refrigerated devices known as huts.

Subsequently, programmers armed with long pointed sticks, began to load countless gigabits of data into the memory banks of the Apps. From time to time, other technicians checked their ability to retrieve this data. Those whose output was faulty or incomplete, failed the test. This could result in the App being moved to another bit stream with a different font or being sent to the recycle bin.

Other, less technically skilled operators, installed programs into the permanent memory of the App. These enabled it to accurately repeat certain actions and procedures, when addressed with specific code words.

If after 3 years of rigorous testing, the App proved itself to be a reliable storage/retrieval device, it was validated and encoded with an inverted "V" icon. Then sent to the outbox ready for use in the wider world of the R.A.F.

Mike Collier



HISTORY OF APPRENTICES

In order to have a legal settlement, a person had to fulfil one or more of the following conditions:

- *be born into a parish where the parents had a settlement*
- *up to 1662, live in a parish for more than three years; after 1662 a person could be removed within 40 days of arrival and after 1691, a person had to give 40 days' notice before moving into a parish*
- *be hired continually by a settled resident for more than a year and a day (this led to short contracts so people did not get a settlement)*
- *hold parish office*
- *rent property worth more than £10 p.a. OR pay taxes on a property worth more than £10 p.a.*
- *have married into the parish*
- *previously have received poor relief in that parish*
- *HAVE SERVED A FULL SEVEN-YEAR APPRENTICESHIP TO A SETTLED RESIDENT*

1563 — Justices of the Peace were authorised and empowered to raise compulsory funds for the relief of the poor and, for the first time, the poor were put into different categories

- *those who would work but could not: these were the able-bodied or deserving poor. They were to be given help either through outdoor relief or by being given work in return for a wage.*
- *those who could work but would not: these were the idle poor. They were to be whipped through the streets, publicly, until they learned the error of their ways.*
- *those who were too old/ill/young to work: these were the impotent or deserving poor. They were to be looked after in alms-houses, hospitals, orphanages or poor houses. ORPHANS AND CHILDREN OF THE POOR WERE TO BE GIVEN A TRADE APPRENTICESHIP SO THAT THEY WOULD HAVE A TRADE TO PURSUE WHEN THEY GREW UP.*

English birth

In the 15th century it was usual to insist that all apprentices should be English born.

Country Children

Children from the country were put as apprentices at the age of twelve years in towns,

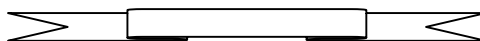
Physical requirements

Some of the Regulations that appeared in the 15th Century regarding the physical fitness of apprentices

- *The apprentice shall be handsome in stature, having straight and proper limbs.*
- *He should have an examination to assess to the "cleanliness of their bodies*
- *No one shall take an apprentice who is greatly disfigured in any part of his body*
- *The apprentice should be clean and whole limbed*

I thought being an Apprentice at Locking was rough enough but seven years apprenticeship because you were an orphan or had poor parents, perhaps life wasn't so bad for us after all.

Ed.



CASUALTIES OF 2015



RAF Search and Rescue end of an Era



Finally Grounded

RAFLAA COMMITTEE

Appointment	Name	Address	Tel/email	Re-Election	Entry
President	Martin Palmer				91 st
Chairman	"Tiny" Kühle	22 Tavistock Close Woburn Sands Milton Keynes Bucks MK17 8UY	(01908) 583784 Hans.Kuhle@btopenworld.com	Apr 2016	87 th
Secretary	Nigel Lodge	9 Broadmead Green Thorpe End Norwich Norfolk NR13 5DE	(01603) 700 505 Nigel.lodge@btinternet.com	April 2017	91 st
Treasurer	Tony Horry	Hillside Cottage Kewstoke Road Kewstoke WSM BS22 9YD	(01934) 628383 Tony.horry@gmail.com	Apr 2016	76 th
Membership Secretary	Jim Doran	11 Saxonlea Close Rushden Northants NN10 6BF	(01933) 317357 Jimdoran12@hotmail.com	Apr 2017	219 th
Service Rep	Rick Atkinson	Gateway Cottage 1 Lake Walk Adderbury Oxfordshire OX17 3PF	(01295) 812972 rickatkinson@me.com	Sept 2018	91 st
AA Rep/ Webmaster	Peter Crowe	14 Hillview Road WSM N. Somerset BS23 3HS	(01934) 412178 webmaster@raflaa.org.uk	Sept 2018	95 th
Craft Rep	Graham Beeston	87 Hornbeam Rd Havant PO9 2UT	Home (02392) 346242 Work 07920038690 graham@mapleoak.co.uk	Sept 2018	209 th
Tech Rep	Andy Perkins	107 Balmoral Way Worle WSM BS22 9BZ	(01934) 417323 am.perkins@virgin.net	Sept 2018	109 th
Newsletter Editor	Colin Ingram	Fairhaven Gooseham Morwenstow Bude Cornwall EX23 9PG	01288 331363 colin.ingram90@gmail.com	Apr 2018	88 th

ADVERTISEMENTS

Discounts available to Serving and Veterans of the Armed Forces 'Reward for Forces'

Serving personnel and their partners of the Navy, Army, Air Force and Veterans, Service Widows/Widowers, Reservists, Cadets, MOD Civil Servants and the Royal British Legion are all welcome.

www.rewardsforforces.co.uk

'Defence Discount Service'

Who qualifies for the service?

The official Ministry of Defence discount service is available for all members of the Defence Community and you can join for free and start saving £100's a year. The Service is available for the follow:

Serving Armed Forces - Reserve Forces - Spouses/Partners of serving personnel - Forces Veterans - MOD Civil Servants

www.defencediscountservice.co.uk



RAFLAA Memorabilia

RAFLAA Ties £7.50

Apprentice Wheel £2.00

Label Badges £2.00

Replacement Name Badges £2.75 (free to new members)

Coasters £2.00

P&P extra

tony.horry@gmail.com



The Apprentice Prayer

Teach us good Lord, to be thankful
For all the good times we had,
The skills we have learned,
The friendships we have shared
And the companionship we have enjoyed.
May all who have served the Apprenticeship of the Wheel
Be ever mindful of the needs of one another.

DINNER MENU SATURDAY 23RD APRIL 2016

AGM 2016 MENU

Tomato & Basil Soup (V)

Plump Pink Prawns served on a Lollo Rosso & Corn Salad, masked with Marie Rose & Lemon Sauce

Fan of Melon with Orange Sorbet & Fruit Coulis (V)

Turkey Escalope – Slices of Turkey topped with a Sweet Sausage Chestnut Farce & Cranberry & Port Sauce

Traditional Roast Topside of Beef served with homemade Yorkshire Pudding bathed in a Red Wine & Shallot Gravy

Baked Fillet of Salmon laced with Dill & Lemon & served with a Watercress & Orange Sauce

(Vegetarian Option on request)

Black Cherry & Kirsch Cheesecake

Exotic Fruit Cocktail in a Chocolate Cup with Mango Coulis

Selection of Cheese & Biscuits

Tea and Coffee Served with Mints

APPLICATION FOR RAFLAA AGM 2016
DINNER, DANCE AND FINGER BUFFET
23RD APRIL 2016

Name	
Address	
Email Address	
Entry No.	

<i>Description</i>	<i>No of Tickets</i>	<i>Ticket Each</i>	<i>Total</i>
Lunch & Dinner		£30.00	£
Dinner Only		£21.00	£
Lunch Only		£10.00	£
Dinner Guests (none members)		£31.00	£
Ladies Coach Trip to: Bath		£17.50	£
TOTAL			£

Application for Coach trip to be returned by: 1st March 2016

Cheques crossed account payee, made to **RAF Locking Apprentice Association**

Return application to:

Mr. A Horry, Hillside Cottage, Kewstoke Road, Kewstoke, Weston-Super-Mare, BS22 9YD

Tel: 01934628383 E-mail: tony.horry@gmail.com

NOTE: House wine will be available at £14.45 per bottle

Starter	Soup	Prawns	Melon
<i>No. Required</i>			
Main Course	Turkey	Beef	Salmon
<i>No. Required</i>			
Dessert	Cheesecake	Fruit Cocktail	Cheese & Biscuits
<i>No. Required</i>			

Please complete the total number required for each choice for all your party and return with your booking form and cheque.

Rooms at the Webbington Hotel. Accommodation contact Webbington Hotel, Loxton, W-s-M, BS26 2HU.

Tel: 01934750100. Email: info@webbingtonhotel.ecclipse.co.uk.

Rooms will be charged @£85 double, £70 single B&B per night for 2-night stay, £95 double, £75 single for 1-night stay. Please telephone the hotel direct and quote **RAFLAA** when booking to secure reduced rates. **ACCOUNTS MUST BE SETTLED WITH THE HOTEL.**