

THE LOCKING REVIEW



ROYAL AIR FORCE LOCKING SOMERSET

VOLUME I
NUMBER I

JUNE
1955



AIR MARSHAL SIR VICTOR GROOM, K.C.V.O., K.B.E., C.B., D.F.C.,
COMMANDER-IN-CHIEF TECHNICAL TRAINING COMMAND



AIR COMMODORE R. L. PHILLIPS, C.B.E., M.I.E.E.,
AIR OFFICER COMMANDING No. 27 GROUP

A MESSAGE FROM

AIR COMMODORE R. L. PHILLIPS, C.B.E., M.I.E.E.

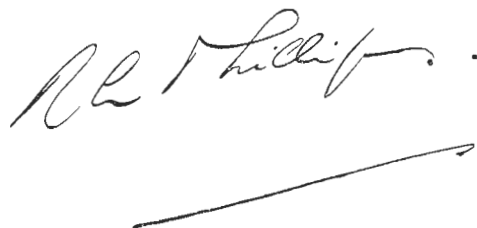
Air Officer Commanding No. 27 Group

I DEEM it a privilege to be associated with any enterprise born of initiative and subsequent enthusiasm. The invitation to write something in support of the Commandant's foreword to this venture is greatly appreciated. Moreover, it promotes nostalgic thoughts, since my associations with the then Electrical and Wireless School began in 1924.

These were of somewhat humble origin, but I have in mind the Commandant's reference to ancestry dating from 1916, and as one of your harbours, I feel somewhat apologetic for our failure to record the illustrious happenings in the world of electronics, prior to 1936. Despite this lack of record, our potentialities, once unleashed, were obviously considerable, since it took no less than a world war to suspend them. Today, reflected in the evolution of an integrated Technical Branch, and in a maze of electronic complexity, these potentialities are resuscitated

and I would stress, under the guidance of an Engineer Officer.

This is a great compliment and almost a challenge. Such a challenge calls for the support of all past and present members of what is now known as No. 1 Radio School, to ensure the success that this magazine deserves. I feel certain that this support will be forthcoming in the future. For the present, I offer my congratulations to the promoters of this venture.



FOREWORD

BY GROUP CAPTAIN B. ROBINSON, C.B.E., A.F.R.Ae.S.

Commandant No. 1 Radio School

IN 1937, the Magazine of the Electrical and Wireless School, Cranwell, bore the same badge on its cover as does this magazine. *The Locking Review* is, therefore, not a new magazine but a revival, for the E. and W.S. Magazine lapsed with the onset of World War II, and thereafter the School moved to Locking in 1950.

In the first issue of the Electrical and Wireless School Magazine the then C.O., Group Captain E. Gordon-Dean, A.F.C. (now Air Commodore, *ret.*), wrote that the magazine "should become a real asset in portraying the general activities and life of the School." The first Electrical and Wireless School Editorial said that the magazine would "perpetuate memories of pleasure and events which would otherwise be forgotten, and so serve as a link between past, present and future members of the School." These aims remain the aims of *The Locking Review*. But, in addition, we now aim to restore and

strengthen our link with the past, for No. 1 Radio School can trace its ancestry back to 1916, when the Wireless School was at Farnborough, and later at Flowerdown.

The School today is, I believe, in its setting among the green fields of Somerset, in its facilities and its standards, a worthy heir to its traditions.

A great deal of work is involved in producing a Unit Magazine, and I should like to thank the Editor and his team and all contributors for the way they have set about re-creating this important part of the School's life.

Our intention is to publish annually and I hope that all who have connections with the old Electrical and Wireless School and its descendant, No. 1 Radio School, will become regular subscribers and so guarantee the magazine's future—a future, indeed, of electronics, and thus one in which No. 1 Radio School will have a great responsibility.

THE LOCKING REVIEW

No. 1 RADIO SCHOOL, LOCKING

Vol. I

No. 1

EDITORIAL BOARD

Chairman: Group Captain B. ROBINSON, C.B.E., A.F.R.A.E.S.

Editor: Squadron Leader B. L. CRONIN

Asst. Editor: Flight Lieutenant A. J. R. MUGGRIDGE

Business Manager: Squadron Leader E. J. MIDLANE

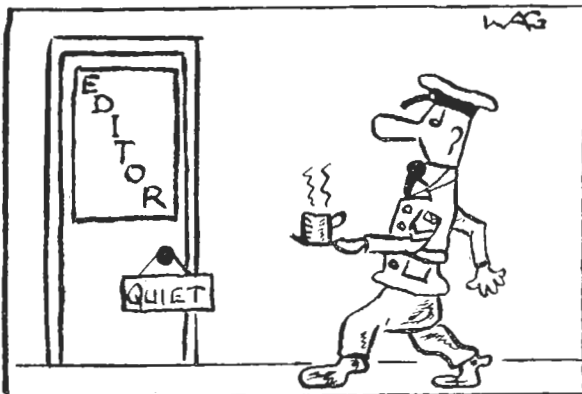
Sports Editor: Flight Lieutenant I. M. CLARKE

Photographs: Flight Lieutenant G. W. BARNETT

Hon. Secretary Locking Ex-Radio Apprentice Society: Flight Lieutenant D. A. MOYCE

EDITORIAL

A MAGAZINE for No. 1 Radio School, Locking, has long been projected, and although we make our bow in this issue we are not by any means the first in the field: as we write we have



before us the first issue of "The Magazine of the Electrical and Wireless School, Royal Air Force, Cranwell," and the date is February, 1936: we are indeed descended from a honourable line.

Our aim in *The Locking Review* is to reflect

year by year as many aspects of our life at Locking as possible, and to provide a link between past and present among all those who have received their Radio training either here or earlier at Cranwell—in this connection we will welcome contributions and correspondence from all "Old Boys," wherever they may be.

We should like to thank all those whose interest and co-operation lightened our labours and made this issue possible: of course we repeat the traditional Editorial plea: let us have your copy as early as possible—it will considerably ease our burden if intending contributors (and we are naïve enough to hope that there are going to be many such) to our next issue send us their material by the end of December, 1955: that may seem to be looking rather far ahead, but in the production of a magazine it is never too early to think of what comes next—and we prefer to preserve at least some semblance of sanity in our last-minute labours.

Finally, and with an eye on our accounts, we hope *The Locking Review* will reach an ever-wider public, and that you who support us will look forward, as we do, to the next issue: only you can help us to make it a success.

OUR CONTEMPORARIES

We have to acknowledge: *The Hawk*, *The Journal of the Royal Air Force Technical College*, *The Halton Magazine*, *The Robot (Chepstow)*, *The Arborfield Apprentice*, *The Cosford Magazine*.

The Locking Review is to be published annually, approximately at the end of each Easter Term, price 2/-, 2/3 post free, A remittance must accompany all orders by post.

Correspondence, contributions and orders should be addressed to:

The Editor,

The Locking Review,

Royal Air Force,

Locking, Somerset.

No. 1 (APPRENTICES) WING—PASSING-OUT CEREMONIES, 1954



68th Entry: The March Past

68th Entry

REVIEWING OFFICER:

Air Marshal Sir CHARLES E. N. GUEST,
K.B.E., C.B.

Address of Air Marshal Sir Charles E. N. Guest, K.B.E., C.B., on the occasion of the Graduation of the 68th Entry of Aircraft Apprentices from Royal Air Force Station, Locking on the 14th April, 1954.

Air Marshal Sir Charles Guest said:—

“Commandant, No. 68 Entry, Ladies and Gentlemen: First of all I would like to say how very honoured I am to have been invited to come down to this very important ceremony today.

“In the Royal Air Force we are very proud and jealous of this type of ceremony which is the culmination of three years intensive training of young men who have shown by their enthusiasm and interest that they have a great deal to give to this service of ours, and all that it stands for.

“Today we have seen a very impressive parade, and I would like to congratulate you all on a first-class turn-out, and on your steadiness—despite the loss of a few caps—and on the high standards of drill and discipline. Some of you may wonder in a Service whose main sphere is in the air, why we attach so much importance to parades, drill, kit inspections and polishing of buttons and all that kind of thing; you may have wondered why we do this, but individual and collective discipline, and pride in one’s unit and oneself, are basic ingredients of a Service which fights in the skies, and where high morale, punc-

tuality and obedience can make all the difference between success and disaster.

“Now I would like to congratulate Flight Sergeant Apprentice Hicks on the masterly way in which he conducted the parade, which was first-class and most encouraging. I would also like to congratulate the officers, N.C.O.’s and instructors who have contributed, either directly or indirectly, towards making it such a tremendous success. I am sure that they will feel a sense of pride in having accomplished something really well.

“Now the occasion today marks the departure from Locking of the 68th Entry, and I am going to say a few words which I hope may be of help to them. The occasion may be a sad or a happy one for you, you may not even think anything about it, it depends on how you feel about these things; but there is no doubt about its importance. You are going to do a man’s job in the Royal Air Force, a young Service by comparison with the Navy and the Army, but one which in two great world wars which have threatened civilisation, has made history and established traditions second to none. It will be your responsibility when you leave Locking to maintain these traditions and keep up the very high standard which we require of the Royal Air Force, in the air and on the ground.

“During the past three years you have been training, training and training, and the whole of this great organisation has been geared up to,



68th Entry: The Inspection

and fixed on, fitting you in mind and body for the work that lies ahead of you: developing your character, your sense of fair play, and getting the best out of you, educationally, technically and physically. When you leave here, you are

no longer at the receiving end, you yourself will be making direct contributions to your unit or station, and in doing so, the reliability of the aircraft we fly and the safety of those who fly them will depend upon you."

Air Marshal Sir Charles E. N. Guest then went on to remind the Entry of the hazardous flying conditions of the early days, contrasting them with modern performances. He welcomed the Commonwealth contingent, and paid tribute to the excellent work done by the Apprentices from Pakistan and Ceylon: he hoped to see more of them on his overseas tour as Inspector General of the R.A.F.

Addressing the parents in the audience, he assured them that the R.A.F. offered their sons a man's life, a life of adventure, opportunity and interest. In conclusion, Sir Charles reminded the 68th Entry of the standards that had been set at Locking, and of the need for thoroughness and efficiency in their work; he wished them every success.

PRIZE WINNERS — 68th ENTRY

- Air Ministry Prize for Highest Aggregate Marks*
586597 L/A/A Ludlow, V. J.
- Air Ministry Prize for Highest Marks in Technical Subjects (Air Radio)*
586597 L/A/A Ludlow, V. J.
- Air Ministry Prize for Highest Marks in Technical Subjects (Ground Radar)*
586568 A/A Woods, J. M. A.
- Air Ministry Prize for Highest Marks in Technical Subjects (Ground Wireless)*
P/85158 L/A/A Shah, M. H.
- Air Ministry Prize for Highest Marks in Educational Subjects*
586583 C/A/A Homewood, D.
- Air Ministry Prize for General Service Efficiency*
586094 S/A/A Voysey, A. J.
G.D. Cadetship
586618 F/S/A Hicks, M. A.
Victor Ludorum Trophy
586588 C/A/A Killin, E. J.
586617 C/A/A Dawson, F.

69th Entry

REVIEWING OFFICER :

Air Marshal T. G. PIKE, C.B., C.B.E., D.F.C.

Address of Air Marshal T. G. Pike, C.B., C.B.E., D.F.C., on the occasion of the Graduation of the 69th Entry of Aircraft Apprentices from Royal Air Force Station, Locking, on the 28th July, 1954.

Air Marshal T. G. Pike said :—

"Group Captain Robinson, Mr. Mayor, Ladies and Gentlemen :

I think that I ought to start by saying perhaps on behalf of the staff of the School, how glad I am, and I am sure they are, to see so many parents and relatives here today. It is a great encouragement to all of us to see so many who take such a keen interest in their sons and relations as to come here, some great distances, on this important occasion.

"I think on behalf of the parents, I would like to congratulate No. 69 Entry, and indeed the rest of the Parade, on an excellent Parade. I thought it was first-class and I also got a rather

closer view than you of the turn-out of the Parade which I thought even better and quite first-class; I can only say that if the tuition assimilated here lives up to your performance on Parade today, then I think the Royal Air Force is going to be proud of you, and I think you will do very well.

"I would also like to say how glad I am to see such a large proportion of our Commonwealth countries represented here today; this, I think, is excellent, and from the British point of view we welcome them as brothers in arms, and



69th Entry : The Inspection

we are delighted to see them here at this School.

"And now I would like to say a word or two to you young men just starting out on your career. Tomorrow you leave the very strict control and discipline of Locking after three years, I suspect three long years, and you are now on your own. What you make of life is up to you, because from now on you are on your own. I don't mean to say there won't be somebody breathing down your neck, but generally speaking, your career from now on is what you make it. Success in life doesn't just come, it depends almost entirely on what you yourself are prepared to do. How much energy and enthusiasm you are prepared to put into your daily work, that is what counts, and what is more important, you not only work with your hands, you must never forget your education. If you want to succeed, all your life you have got to pass examinations of one type or another; study and work with your head as well as your hands. Now you young men are going into the Royal Air Force, and in twenty years time you should

be the Leaders of the Royal Air Force. I remember when I was your age, an officer said to me the same remark and we thought it was one of the funniest things we had heard for some time; but remember that you young men will be the Leaders of the Royal Air Force, and we rely on you. For the past three years you have had the finest training you could have got anywhere in the world, and what is more, in important and universally required trades. Everywhere in the world now things are turning towards electronics, particularly in the Services, and even more particularly in the Royal Air Force. As far as I can see, the great future of the Royal Air Force is going to rely on electronics in one form or another, guided weapons and so on.

"You have every opportunity before you; see that you take it, and don't just be one of those chaps who jog along, content with the minimum to get by; that will never do. Remember also the R.A.F. slogan—'Nothing but the best is good enough.' The standard of work in the Royal Air Force is of the very highest quality,



69th Entry: Air Marshal T. G. Pike and the Commandant, Group Captain B. Robinson



69th Entry: The arrival of the Reviewing Officer, Air Marshal T. G. Pike



69th Entry: The March Past

and it is up to you to keep this standard and insist on others doing the same.

"I might perhaps close by reminding you of that very gallant soldier in Korea who, when he was awarded the Victoria Cross, said, 'I only did my best, like I always do.' Now there is a fine motto for you—do the same.

"The best of luck to you."

PRIZE WINNERS — 69th ENTRY

Air Ministry Prize for Highest Aggregate Marks
586547 S/A/A Lovell, J.

Air Ministry Prize for Highest Marks in Technical Subjects (Air Radio)
586975 C/A/A Penfold, R. U. S.

Air Ministry Prize for Highest Marks in Technical Subjects (Ground Radar)

586927 A/A Potter, P. R.

Air Ministry Prize for Highest Marks in Technical Subjects (Ground Wireless)

P/85323 A/A Aslam

Air Ministry Prize for Highest Marks in Educational Subjects

586975 C/A/A Penfold, R. U. S.

Air Ministry Prize for General Service Efficiency
586547 S/A/A Lovell, J.

G.D. Cadetships

586958 F/S/A Solman, R. G.

586994 C/A/A Kerr, R. G.

Victor Ludorum Trophy

586880 A/A Moir, G.

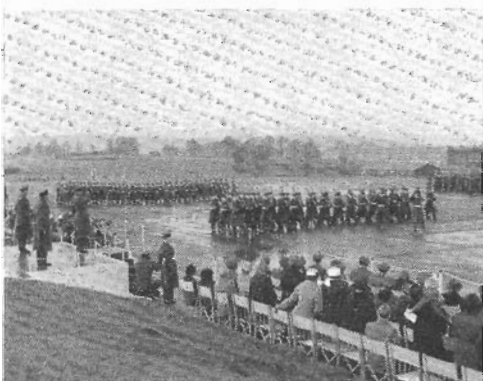
70th Entry

REVIEWING OFFICER :

Air Marshal Sir VICTOR GROOM,

K.C.V.O., K.B.E., C.B., D.F.C.

Address by the Air Officer Commanding-in-Chief, Technical Training Command on the occasion of the Passing-Out Parade of No. 70 Entry of Apprentices at Royal Air Force Locking, 15th December, 1954.



70th Entry: The March Past
(Reproduced by courtesy of *The Aeroplane*)

"Commandant, Ladies and Gentlemen and the Apprentices of 70th Entry :

"While it is the custom for the Reviewing Officer to address those passing out, I particu-

larly welcome this opportunity because I feel that this School has such a big contribution to make to the Service and the Country. It gives me great pleasure to be here and have the opportunity of talking to you and to see the Parade."

After welcoming the parents, the Commander-in-Chief said that they had made a wise and far-sighted choice for their sons' future, since the radio and radar trades offered unrivalled opportunities both in the Service and in civilian life; at Locking there were the very latest and most expensive types of equipment—no commercial firm could afford such training facilities : electronics would play a greater and greater part in the Royal Air Force, and the scope for advancement would probably be better in those trades than in any others.

The Commander-in-Chief then paid tribute to the Staff of the School and stressed the great importance of the human element in teaching and training : he was deeply conscious of the debt that was owed to the Staffs of the training schools.

There was no room for complacency : enough young men of the right calibre were not yet coming into the Service : considerable attention had been given to setting up in each School a system of training control to record, analyse and rectify any weaknesses in training methods, organisation or administration.

Turning to the Apprentices, and more particularly to the Entry that was passing out, the

Commander-in-Chief reminded them that their own initiative, courage and determination would decide their future lives: as an example of what Apprentices might aspire to, he told them that the Air Officer Commanding their own Group



70th Entry: The Inspection
(Reproduced by courtesy of *The Aeroplane*)

was an ex-apprentice of the radio trades: since the war 90 ex-apprentices of the radio engineering trades had reached the rank of Warrant Officer, three had obtained University degrees, two had been awarded diplomas in the post-graduate course in electronics at Southampton University, and one was among the few pioneers who had completed an advanced course in guided weapons.

“And here is a true story of just one ex-Corporal apprentice who passed out of No. 1 Radar School but seven years ago. In the year he passed out he was chosen to service the radar and radio gear on a Lincoln of the Empire Radio School, in the course of which he toured the Far East, Australia and New Zealand. Two years later he was a Sergeant Air Radio Fitter a Kai Tak, then in Japan and Korea servicing equipment for the flying boat wing, and operating A.S.V. on night sorties. In 1952 he was awarded the British Empire Medal and the United Nations and British Korea Medal. In the same year he was selected as a member of a Guided Weapons trial team and granted a permanent commission in the Technical branch. Since then he has gone from strength to strength—and I am told that he now has a car, two caravans, a wife, and twins!”

Air Marshal Sir Victor Groom in conclusion said that there were two points he would particularly like to emphasise:—

“The first is in connection with your trades

and the special nature of the technical work you will be required to do. What you have learnt here are the basic facts and principles that you will apply and use in the work of your lives, it is only the first stage in a long process of learning, a process that never ends—after nearly forty years of service I still learn something nearly every day. The equipment with which you will deal is becoming more and more complex, we depend on it not only for flying but in ever increasing aspects of our everyday life: those so-called black boxes that you will service and maintain are the eyes and ears of the modern pilot, they guide the aeroplane through fair weather and foul from its take-off to its landing, they search for enemy aircraft from the ground and from the air, they sight the guns, they guide the weapons of offence and defence just as they guide ships into harbour and entertain us in our homes. The future of our Service depends on you being able to maintain them, to diagnose the faults when they go wrong and to decide what is necessary to do to put them right. Our safety, whether in peace or war, the defence of our country, and the control of the air battles of the future depends on these devices, and so on your understanding of them and your ability to maintain them in serviceable condition. I think that you are fortunate, and, indeed, privileged to have such an important task ahead of you, and I wish you still further luck in the prosecution of it.



“Hamish leads them on”
(Reproduced by courtesy of *The Aeroplane*)

But let me add one more thing, and this will be my last point. You as ex-apprentices will form a large proportion of the comparatively small cadre of our Service. You know the extent to which we rely on National Service men, and

very excellent work they do for us, but it is to the regulars, and I mean the real regulars like yourselves, that we must look to form and maintain the traditions and standards of the Service, and to fill the posts of responsibility. It is to you, who will spend some of the most important years of your lives in the Service, that the Service will offer the greatest opportunities for promotion and advancement, that is why you have been given this long and expensive training—but that is only one side of the picture, and I am old-fashioned enough to think that one does not join the Service just for what one can get out of it, that you yourselves did not join the Service just for that, and that there is still a deeper and more real satisfaction to be gained in the idea of serving one's country, one's homes and one's families than there is in mere self-interest. You too, I think, will find life in the Service more worthwhile if you look at it like that. It is a great life and I hope you will enjoy it.

"I wish you Apprentices of the 70th Entry every success in your careers."

PRIZE WINNERS — 70th ENTRY

Air Ministry Prize for Highest Aggregate Marks
587358 S/A/A Spencer, H. M.

*Air Ministry Prize for Highest Marks in
Technical Subjects (Ground Radar)*
587347 A/A Watten, L. E.

*Air Ministry Prize for Highest Marks in
Technical Subjects (Ground Wireless)*
587386 C/A/A Brain, M.

*Air Ministry Prize for Highest Marks in
Technical Subjects (Wireless Fitter)*

B/5036 A/A Soe Win Myint

*Air Ministry Prize for Highest Marks in
Technical Subjects (Air Radio)*

587385 C/A/A Richtering, B. G. M.

*Air Ministry Prize for Highest Marks in
Educational Subjects*

587358 S/A/A Spencer, H. M.

Air Ministry Prize for General Service Efficiency
587358 S/A/A Spencer, H. M.

Technical Cadetship

586964 F/S/A Manners, A. J.

Victor Ludorum Trophy

587383 L/A Denyer, D. S.



The Reviewing Officer and the triple prizewinner:
Sgt. Apprentice Spencer
(Reproduced by courtesy of *The Acroplane*)

A SHORT HISTORY OF RADIO TRAINING IN THE ROYAL AIR FORCE

At the outbreak of the First World War there were only a very few Wireless Operators in the Royal Flying Corps, and the need for additional Wireless Staff was acute. To ease the immediate emergency a number of Seagoing Wireless Operators were enlisted at special rates of pay and two hundred and fifty General Post Office Telegraphists were enlisted and given a

short period of training at Marconi House, in London. A few more were then trained at the London Polytechnic, but it had become evident that a specialist school was needed, and No. 1 (Training) Wireless School was formed at Blenheim Barracks, Farnborough, Hants, where several thousand Wireless Operators and Wireless Mechanics were trained.

During the latter part of 1918, the School, which had been transferred from the Royal Flying Corps to the Royal Air Force on the 1st April, 1918, was moved from Blenheim Barracks to Flowerdown, and this move was completed by the beginning of 1919. Some time after the move the task of teaching Electricians for Air and Ground duties was added to the job of the School, and the School was re-named The Electrical and Wireless School.

In 1922 the Royal Air Force Apprentices scheme started, and the training of Radio Apprentices was added to the job of the School.

In 1929 The Electrical and Wireless School moved from Flowerdown to Cranwell. Just prior to the outbreak of the Second World War the name of the School was changed from The Electrical and Wireless School to No. 1 Signal School. This was probably due to the fact that the expansion of the Royal Air Force had made necessary the opening of additional schools. These were all given sequential numbers—No. 2 being opened at Yatesbury, No. 3 at Compton Bassett, etc. After the outbreak of the war when the training had to include new techniques associated with Radio, the name was again changed to No. 1 Radio School, the term Radio being used to cover both the Wireless and the Radar applications. In 1950 the development of the initial Flying Training School at Cranwell made it necessary to look for a new home for No. 1 Radio School, and Locking, which had up to that time been used to train Engine and Air-

frame Fitters as No. 5 School of Technical Training, was chosen as the new home.

In October, 1950, that part of No. 1 Radio School which was being used for the training of Airmen Mechanics and Fitters, moved to Locking and brought with it the School title of No. 1 Radio School. The portion of No. 1 Radio School which remained behind was re-numbered No. 6 Radio School and remained at Cranwell until 1952.



Down to the serious business of the day

This was necessary because the training accommodation at Locking was in process of being made ready. The first Entry of Aircraft Apprentices to start training at Locking was the 71st Entry, so that we now have a picture of three years of Apprentice training and four and a half years of Airmen Radio training at Locking.





APPRENTICE WING NOTES

THE year 1954 started with obvious signs that a new "Locking" spirit was making itself manifest in the Apprentice Wing, and nostalgic memories of Lincolnshire were beginning to fade.

Still smarting from a heavy winter games defeat by Halton, our sportsmen, under the watchful eyes of W.O. Parkes and W.O. Stacey, went into serious training, and, before long, the Wing began to reap considerable dividends.

Within a few months the Apprentices and Boy Entrants Championship Trophies for Senior Boxing, Soccer, Badminton, Fencing and, finally, Athletics were adorning the walls of No. 1 Wing N.A.A.F.I. It was only fitting that such a run of success should be rounded off with a memorable Summer Games victory over the combined strength of the Halton Wings. In recent months we have returned victorious from winter games fixtures with Aborfield and Chepstow, and consequently we can look forward with optimism to our next fixture with Halton on January 22nd, 1955.

Turning to more serious topics, we are glad to be able to report the success of our independent summer camp which was held last June at Braunton Burrows in North Devon. A compact camping site requiring the minimum of administration, an ideal field training area and an excellent G.C.T. programme—including armoured car and amphibious exercises, all combined to make the new venture well worth while, and a vast improvement over the combined camps at Woodvale. The more intimate atmosphere of the Braunton Burrows Camp gave the instructors more opportunity to watch for and to develop leadership qualities amongst the apprentices.

Whilst on the subject of leadership qualities, we must give a word of praise to Flight Sergeant Apprentices Hicks and Solman and to Corporal Apprentice Kerr who won Cranwell cadetships during the year, and are reported to be doing well; Hicks has the distinction of winning



"Elevenses—Satisfied Customer"

College fencing colours in his second term. Flight Sergeant Apprentice Manners goes to the R.A.F. Technical College in the New Year and takes with him our best wishes for a successful Technical career.



Apprentices in the Text and Reference Book Library

In the course of 1954 we have seen three successful Passing-Out Parades at Locking, and the success of these, and indeed of many which took place in previous years, has been due in no small measure to the guidance and supervision of Squadron Leader Sweetlove. Unfortunately for the Wing he has now left the Service to enjoy a well-earned retirement. The many hundreds of radio apprentices who have served in the "salt-mines" under his command perhaps initially regarded him with awe, but later with respect and eventually with undoubted affection; he has left behind a tradition of enthusiasm, discipline and smartness which, we hope, will carry on for years to come.

In conclusion, it with regret that we record the departure of our C.O., Wing Commander J. Morgan, D.S.O., who has been posted to the U.S.A.; his zealous interest in all matters that concerned the Wing will long be remembered, and we are indeed grateful for all that he has done for it. We wish him every success and good luck in his new sphere.

We welcome also our new C.O., Wing Commander J. Linnard, D.F.C., who comes to us from Oslo, where he has been serving with the N.A.T.O. Forces: we hope that his stay with us will be both long and pleasant.

LAST THOUGHTS ON THE "SEVENTIETH"

They're a frightfully senior entry, most sophisticated gentry,
 Are they really the delinquents that some conduct sheets suggest?
 Or did they just lose patience with our Locking Regulations,

Which have somewhat curbed their spirits, since they took their final test?
 They've recovered from the daze caused by electronic rays,
 And they know what makes impedance low oh high:
 Their sufferings have been chronic over gadgets thermionic,
 But they've learnt their lot is not to wonder why.
 They've had somewhat strained relations with algebraic equations,
 Of the calculus they took a view most definitely poor,
 They have seldom waxed ecstatic over matters mathematic,
 But they've had an eye for "figures"—of that you can be sure.
 Yes, they are the Senior Entry—most aristocratic gentry,
 But on Monday nights and Friday nights they've found life such a bore . . .
 They could hardly feel majestic when forced on nights domestic,
 To carry out such menial tasks as polishing the floor.
 They've been drilled for hours and hours, in between the passing showers,
 In an effort to get each "right on the ball,"
 But we've no cause to complain of this most symbolic rain,
 For today has seen the passing of the biggest shower of all!
 Still, they've justified our patience and exceeded expectations,
 And I don't think they'd expect a grudging Scotsman to say more,
 They've succeeded in their mission and upheld their own tradition,
 Though they like to call it "Cranwell," it is still *Esprit de Corps*.

(Excerpt from Wg. Cdr. Morgan's speech at the Passing-Out Dinner on the 15th December, 1954).

HAMISH

252 Aircraft Apprentice Ian Bruce Arthur Hamish McCrackers joined the Royal Air Force in December, 1953. His documents show that he was mustered as "Agricultural Assistant u/t Ceremonial Mascot" for duty with No. 1 (Apprentice) Wing of No. 1 Radio School. For short he answers to the name of Apprentice Hamish McCrackers.

Christened simply "Crackers," his full Christian names record that he was selected for No. 1 Radio School jointly by Sir Ian Orr-Ewing (M.P. for Weston-super-Mare) and Mr. Arthur Wilnot, one time M.F.H. and a well-known judge at Harringay and elsewhere. Also immortalised in his christian names is the fact that at the time of his entry to the R.A.F. the Radio Apprentice Wing at Locking was commanded by Wing Commander James Morgan, D.S.O., (Sassenachs may need to be reminded that Hamish is Gaelic for James). Finally it so happened that at the time there were three "Macs" serving at Locking: Wg. Cdr. J. S. McLean, O.B.E., D.F.C. (O.C. Admin. Wing), Wg. Cdr. D. McLaren, O.B.E. (Training Officer), and Sqn. Ldr. McDonald (S. Ad. O.)—hence the prefix "Mc." Modesty prevents any explanation of the remaining Christian name.



Hamish and his first attendant: A/A. Wise

When "enlisted" the following details were included in the particulars notified to the

Record Office and Headquarters, Technical Training Command:—

- (a) Age : 20 months
- (b) Sex : Male
- (c) Colour : Skewbald
- (d) Height : 38 inches
- (e) Place of Birth : Scotland
- (f) Intelligence : Above average : very quick to learn
- (g) Discipline : (i) No entries on his Form 120, but twice admonished for inflicting minor abrasions on the leg of the Wing Warrant Officer : 355581 W.O. H. Parkes, M.B.E.
(ii) Shows a tendency, like many apprentices, to break bounds, having escaped from his Paddock four times in a week.
- (h) Bearing : Stomach protrudes due to extreme youth. Needs a haircut (again, a common Apprentice failing) — but permitted to retain long hair during the winter due to his spartan way of life.
- (j) Other Characteristics : Looks down upon Goats.
- (k) Career : Signed on for 30 years. Should qualify as Junior Technician after three years Apprenticeship. To be retained at No. 1 Radio School throughout his man's service.



App. Hamish McCrackers. Induction Parade by Sir Ian Ow-Ewing, M.P., on 13th March, 1954

Further details were supplied on request from Headquarters, Technical Training Command, as follows:—

- (a) Marital Status : Single
- (b) Area of Choice : Station Commander's garden

After a short period of initial training during which time he was fully kitted, through the generosity of Mr. Thomas Hansford, of Weston-super-Mare, who presented his ceremonial coat, Hamish took part in his first ceremonial parade when the Wing paraded for his Christening and Induction. These ceremonies were performed by Sir Ian Orr-Ewing, M.P., as the picture shows, on the 13th March, 1954.

Since that date Apprentice Hamish McCrackers has progressed by leaps and bounds. On the first Passing-Out Parade, with the 68th Entry at Easter, 1954, he acquitted himself well (after a poor performance at the dress rehearsal—but we know the answer to this one now!), except that, as Air Marshal Sir Charles Guest, K.B.E., C.B., the Reviewing Officer, commented in his address to the Entry after the parade, he failed to give an "Eyes Right." With the 69th Entry, in July, when the Passing Out was a "Wet Weather" one, indoors, Hamish was less at home, no doubt considering that it was quite unnecessary to come indoors just because it was raining.

Between the two Passing-Out Days, Hamish had many other ceremonial appearances. In June he led the Apprentices' Pipe and Trumpet Bands when they appeared for the first time at the Royal Tournament at Earls Court. Here he was quartered with the Household Cavalry, and it must be recorded that he appeared a trifle swollen-headed on his return to Locking after this giddy time in higher society circles. During Battle of Britain Week he looked his best and drew the crowds as he marched and counter-

marched with the Band on the Beach Lawns at Weston-super-Mare. Probably he enjoyed most of all appearing with the Band at the Cheddar Horse Show, where he clearly thought he was the best in his class.

There have, it is true, been occasions when Apprentice H. McCrackers has got into trouble, and caused anxiety to many, from Pony Boy A.A. Wise up to the Station Commander. In his early days his main offences were biting, kicking and rearing up on his hind legs when on parade. These minor failings soon gave way to a more serious offence: breaking out of camp. His most successful "break" was a night sortie to the Vicar of Locking's garden. A personal call on the Vicar by his Wing Commander and a working party of apprentices soon restored the damage and the strained relationships, but certain letters on his personal file remain as testimonies to this regrettable incident in an otherwise unblemished record. It should perhaps be added that Hamish makes amends for this and other trivial misdemeanours by going to Church regularly, and marching past thereafter, on the first Sunday of each month.

At the time of going to press it is understood that McCrackers is considering submitting an application to inquire into his position on the roster to Leading Apprentice. Though he has shown undoubted promise during his first year of service, it is thought that his sole claim to promotion to L.A.A.—that he leads the Wing on parade—is scarcely sufficient at this stage to justify his appointment to N.C.O. Apprentice rank.

NOTE:

Hamish has authorised us to deny categorically that he has ever had any dealings with a certain quadruped popular at that other place in Buckinghamshire, nor does he ever intend to send "it" a Valentine (para (j) above refers).



APPRENTICES SUMMER TOUR—1954 France and Spain

At last, after literally months of preparation, of headaches, heartburn and long-distance phone calls, the frustration was nearly over and we were on our way to Dover and the Continent. It should be pointed out at this stage that, because a French coach was not available, it had been arranged that we should first cross to Belgium and then proceed through France to Spain.

The overnight trip to Ostend was made in a Belgian boat which offered better-than-usual cross-channel comfort, and by the time we reached the Belgian coast dawn was breaking.

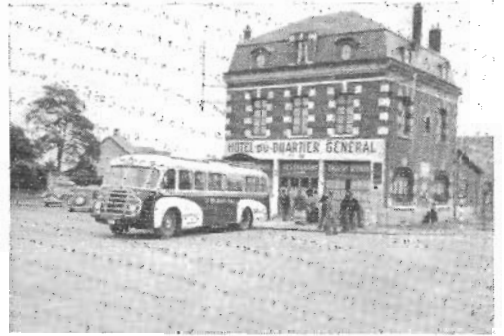
The Customs over, we were received by the Westminster Tours representative in Ostend, who conducted us to the waiting coach and its driver, Hector: both were to become well known to us over the next ten days. Although Hector spoke several languages, English was not one of them: conversation with him, therefore, was rather disjointed and in French. So it was that we began our journey towards Paris, where we were to spend our first night. *En route* throughout Belgium we were very impressed by the spotless modern architecture which contrasted strongly with the industrial areas of France which we later entered.



Our Party—in Paris

Hector's competence as a coach driver was first put to the test on reaching Paris, where, whilst manoeuvring the vehicle through dense fast-moving traffic, he would nonchalantly fill and light his pipe, and between blasts on one of the coach's three horns, wildly gesticulate at all who crossed his path. Our stay in Paris was at

the Institute Montaigne—in term-time a convent, and consequently accommodation was mainly of the dormitory type. We were, I regret to say, rather disillusioned by the standard of food and accommodation here, but a sense of humour helped to soften the blow. In other parts of the Institute were parties from several



Our first stop in France

European countries: Holland, Germany and Austria among them. Everyone was quick to use the "N.A.A.F.I." as it became known—a rather good café just across the road! During the two days in Paris, most of the sights and places of interest were visited. It was on one of our jaunts in the Notre Dame area that the boys acquired a much-treasured banner which had been plastered on the side of a coach and proudly announced that the party was from the good old U.S.A.!

Cultural education was furthered at night by visits to the Folies Bergère and the Casino! Both were enjoyed immensely, and of the former I can say the production and décor were superb.

The journey south to Spain was made in two day-long hops. Looking back we have to admit that, while we saw far more of the countryside travelling by road, the daily mileage attempted proved far too ambitious. The daily average was around four hundred miles, so that by the end of the day we felt too fatigued to take full advantage of the visits in central France. Indeed, very often there was insufficient time.

On the first day we travelled from Paris via Orleans and Chateauroux (where we had lunch) to Cahors. Here, we had an excellent hotel, good food and service. The proprietor was quite amusing—he had learned to speak English from an American.

Before moving on to Barcelona the next day

we had an opportunity to visit the ancient Valentre Bridge, under the able guidance of a venerable, promptly "christened" Jules Verne!



Spanish Frontier Police

As we proceeded south through Toulouse and Carcassonne the weather, which had been disappointing for this time of the year, gradually improved, so that by the time we entered Narbonne and the Spanish frontier the skies were blue and cloudless. Having satisfied the frontier police that our intentions were honourable we found ourselves on the last leg of our journey through Gerona and then on to Barcelona.

The whole picture presented to us travelling through Spain was one of gay and colourful living. This was perhaps more noticeable when we were there as we arrived in fiesta-time and the scene in every village was the same. Although it was quite late when we reached Barcelona everywhere was still very much alive.

During our four day stay in Barcelona, some of us were at the Pension Cisneros and the rest at the Pension Universitat. We found the staff most helpful, and although they spoke no English we understood one another quite well. It was at Cisneros that the boys met up with another

school party from Lancashire whose Spanish master had brought them on a tour. His command of Spanish proved most useful whenever we wanted anything.

Brief though our stay was, we managed to see most of the places of interest in this very large city, among them the famous unfinished temple (La Familia Sagrada) and the extensive grounds of the National Palace. It was here that we came across the so-called "museum" of handicrafts, consisting of rows of cobbled streets flanked by small shops where everything from embroidery to glass-blowing and metal beating could be witnessed and the articles made purchased.

We were all very sorry indeed to have to leave Spain, where travelling was very cheap (even in taxis), the food and wine most tasteful and where the bronzed señoritas in their light coloured dresses were easily the most beautiful women we had ever seen.

Our bags packed and the goodbyes over, we



Industrial Museum at Barcelona

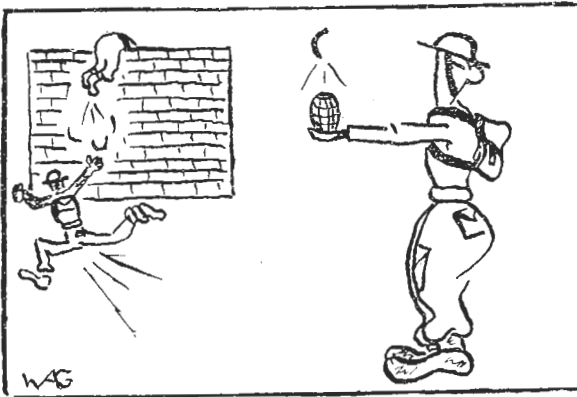
were on our way back. The journey north was over a different route, staying overnight at Montauban. On reaching Paris once more we

made the most of our last full day and two nights there—losing a lot of sleep. But it was worth it!

Finally we returned to Ostend where we had to bid farewell to Hector who had served us very well indeed. The goodbyes over, we crossed to Dover where, amid the regrets at having to draw in our horns and cut down on expenditure, the

“IT WAS A FAMOUS VICTORY”

On 24th September Locking stood to arms. We bristled with weapons; there was much tramping to and fro of heavy feet; otherwise peace-loving section and flight commanders polished up their Napoleonic gestures. There was to be no “paunch of the rabbit” at Locking.



At the outset the main threat was from the weather, and the early report of an A-Bomb attack before we had even drawn our weapons spread some alarm and despondency. Battle H.Q. was evacuated with commendable alacrity, although in some of the improvised “deep shelters” (No. 3 Wing huts) sceptics were unimpressed with the mortal danger facing them—and offered a variety of unhelpful suggestions.

When later battle was joined in earnest the horizon rang with musketry—a trifle ragged, maybe, but, we hoped, pointed in the right direction.

In the combat nerve centre, i.e. H.Q. 3 Wing, the lines hummed with reports of perilous activities on all fronts; some of the comments, back and forth, were understandably censorable, but did at least show that the Locking defenders

memories of our colourful tour made it all worthwhile.

The party was organised by Flying Officers Moore, Sykes and Merriman, and the party (38 in all) included Mrs. Sykes and apprentices from Pakistan and Burma as well as our own countrymen.

were having a go and taking the job in the right spirit.

When the first prisoners began to trickle in (black-faced “saboteurs” with wet feet and pockets stuffed with thunder-flashes), they confirmed our impression that the defence was sturdy and alert; one young Army officer admitted to having heard our arithmetical password on a number of occasions as he crawled in the dark, but could make nothing of it, mathematics not being his strong point; so there may be something in this education after all.

There was a moment of high drama when the measured tramp of iron-clad feet was heard coming down the slope towards Battle H.Q. Gallant fellows knelt in doorways with weapons at the ready; even the alleged Intelligence Officers were observed gingerly fingering their Stens. The “invaders” turned out to be our own people returning from escorting prisoners to the Guardroom: the relief was vocal on both sides.

The enemy probed here and there around our perimeter; more weary prisoners were brought in for questioning; mostly they acquitted themselves well and told us little, although one plump Sergeant told us most of what we wanted to know.

Everywhere the line was holding; fighting patrols went out into the darkness and the rain, and returned with valuable information and miscellaneous proofs of combat; morale was high, even when the rain decided to become extra unfriendly. We were all set to repel the expected large-scale offensive when the Chief Umpire took pity on us and declared a cease-fire in the early hours of Saturday morning.

News of the truce did not reach the main body of the enemy, who launched a vigorous attack long after most of us were in bed. However, the practice was probably good for them.

From the Umpires’ reports at the De-briefing it was clear that we had done ourselves no discredit and that we had adapted ourselves well

to the unfavourable conditions; we were officially assured that we had considerably improved on last year's effort. To quote our Prime Minister once more: Locking is not "an abode of uninformed civilians protected by the Army." Not at all.

Not Mentioned in Despatches

- (i) A patrol picked up three Army bodies who had disguised themselves as bales of hay in a field (that makes us think!); among the booty was a rubber tube filled with lead—now held in Shed 3 as Exhibit "A."
- (ii) A certain Padre on his rounds in the dark was challenged and could not give the password (not on the distribution list, we expect). So he intoned hopefully "Friend." "Pass, friend," said the sentry—an apprentice, naturally; as the Padre proceeded on his spiritual occasion the sentry threw a thunder-flash after him—no doubt to help him on his way.
- (iii) We sympathise with the erudite Squadron Commander on a far-flung post whose only stretcher casualties were his own stretcher bearers. Makes life hard.

FOOTNOTE: We won.

"SEE HOW THEY RUN"—

1st December, 1954

It all began one evening in September, when a few people met to discuss the next production of the Station Dramatic Society. A play had been staged in April—*I Killed the Count*—but, of course, most of the members had, by the end of the Summer, been dispersed to maintain radar sets in the four corners of the world. *See How They Run* was decided upon quite by chance—we had to make up our minds to do something!

After initial difficulties over casting—the part of Miss Skillon was in doubt for some time—the few members started the painful grind of rehearsals. Accommodation was a serious difficulty with the stage frequently in use for extra-theatrical activities, the theatre then becoming the Assembly Hall, and accommodating examinations and Church Parades. Never once, or perhaps just once, did the cast turn up for a rehearsal all together.

Behind the scenes was the obtaining of all the accessories needed in the staging of a play of



"See How They Run"

any sort. An incredible list of gadgets was drawn up, and these were begged, borrowed, or, dare I say it, "won," from many and varied sources. We are fortunate in possessing scenery of our own, but the erection of it is not easy. Stairs and a banister had to be borrowed and fetched from Weston; other items of furniture were obtained variously from Stores, a furniture shop in Weston and the homes of the cast. Costumes had to be ordered with, later, the agony of wondering whether they would arrive on time; arrangements had to be made for the printing of tickets and programmes—our thanks here to the Apprentices' Printers Guild who, working under greatest difficulties, produced both on time.

The culmination of all this activity, done in spare time, was the night of 1st December. The play was performed very smoothly, but it is surprising what a difference a good audience will make. They certainly received good value for their money, because several additions to the printed script were made by the cast quite on the spur of the moment!

After the show came the clearing up. A scene of desolation met the eye in the dressing-rooms and on the stage the following morning truth to tell, a little celebration had taken place despite the fact that several people had parades early the next day. But the place was soon put straight, the various props returned to their owners and the performance relegated to the memories of the company and their audience.

By the time that this is in print, you may soon be seeing or have seen the next production. What will it be? Who will be taking part? How many will come to see it?

That depends on you . . .

THE MANIAC: ODD EPISODE —BUT TRUE!

I was a patient in one of our R.A.F. hospitals, undergoing treatment for vocal-cord trouble. Strict silence for five weeks was imposed upon me. Having heard that there was a weighing machine somewhere in the airwomen's part of the building I went off to look for it one evening. Eventually I found myself in the long corridor leading into the W.R.A.F. wing. It was unlit, in the interests of economy. At the far end I espied a diminutive orderly flitting around, to whom I signalled.

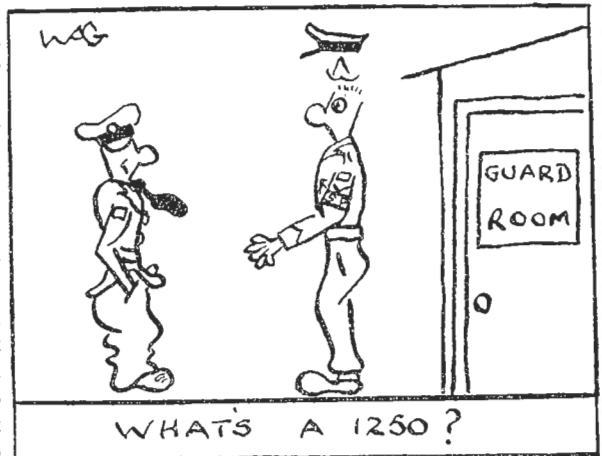
Upon her arrival I discovered to my dismay that I had come without my pencil and paper. However, nothing daunted, I sought by an elaborate process of play-acting to indicate that I wanted to weigh myself, and where was the machine? To express such a wish in dumb charade was no easy matter. The girl gazed at me apprehensively, casting furtive glances up and down the passage. More pantomime followed. A deathly silence was the only response I got.

I redoubled my efforts, interspersing avoirdupois and balance-adjusting gesticulations with *comprenez-vous* movements of hands and eyebrows. She merely shrank against the wall. I then wrote with my finger upon nothing at all, squiggly fashion, to indicate that I wanted a pencil. This failed in its object. Ah, I reflected, I have not indicated to her the reason why I have not spoken to her. I pointed to my throat and grimaced, and stooped to peer into her face in the gathering gloom to see if I could detect any sign of dawning intelligence.

To her this could indicate but one thing—intended murder. Gurgling sounds got choked up in her throat, "Minnie Teacle," she seemed to gasp. I frowned. Where had I heard those words before? Suddenly I remembered the writing on the wall in the Book of Daniel: "Mene Tekel"—"weighed in the balances and found wanting." I began to laugh helplessly. That was the last straw—maniacal laughter, and all the more horrible on account of its very inaudibility. Should I break the silence imposed upon me, I asked myself, distressed by the terrified girl's condition? No, I thought; for if I speak now it will only serve to impress upon her that my antics, unnecessarily dumb, are manifest proof of my dangerous lunacy. So I departed, unweighed on the balances, yet found

wanting, leaving her frozen to the spot and staring with glazed eyes at the monster, as, now weeping, he moved away into the shadows.

E.W.L.M.



THE STATION MUSIC CIRCLE

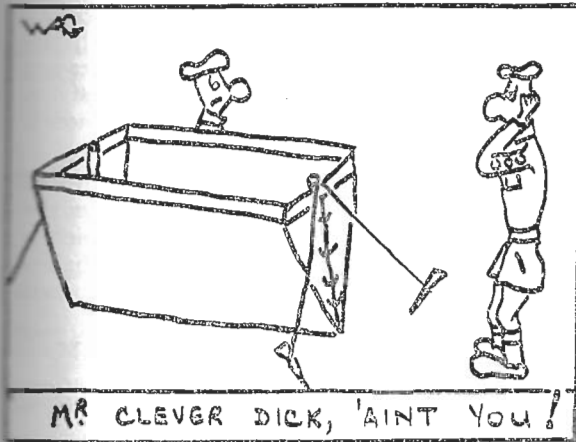
The Music Circle caters mostly for listeners to orchestral music, although occasional operatic and instrumental programmes are given. The apparatus that is used is designed to give reproduction superior to that usually found in the domestic gramophone, and a large collection of long-playing discs ensures varied programmes.

During 1954, meetings have been held every Thursday at 19.30 hours, and have been very well supported. It is interesting to note the programmes which draw the largest audiences. Tchaikovsky invariably entails the transport of additional chairs from other rooms in the Education Block—even when, amidst a welter of Tchaikovskian lushness, a work by Bartok is cunningly concealed. How galling to *have* to sit through the Concerto for Orchestra (incidentally, one of Bartok's most "popular" works), to hear the waltz from "Swan Lake"! We feel, however, that it is a sound policy to try to persuade people to use their perception in trying to appreciate unfamiliar music.

By the time this is in print, we hope that a further evening each week will have been arranged, with no set programme. Members will be encouraged to bring along their own records, and we hope that the extra evening will give them an opportunity to widen their musical knowledge.

1st LOCKING (R.A.F.) ROVER CREW

With "Hallo! People!" our second Gang Show was got under way, and the energy put into that opening verse by the Crew gave some idea of the sense of unity which our Crew feels on such occasions.



Our Crew has now been running since about May, 1953. Even so, we are not quite pioneers, because there was a Locking Rover Crew some years ago, before the Apprentices, bless 'em, came to stay.

Of course, after forming the Crew, we were immediately subjected by parents and friends to that peculiar form of moral blackmail well known in Scouting, and just had to start Cubs and Scouts as well—hence the 1st Locking Scout Group, which gave Flt. Lt. Mowforth something to do, and, when he was posted, went on to ruin Sqdn. Ldr. Fincher's beauty sleep.

Under the R.S.L.'s care, and as a result of the members' enthusiasm, the Crew waxed exceedingly strong. We instituted many activities; among them was a series of regular and very popular night hikes.

During the winter of 1953-54, the Crew as a whole studied for the St. John's Adult Certificate. Mr. Howe, from Weston, and our own S.M.O. were our lecturers, and, in the exam.

at the end of the course, all passed at a high standard.

Also engaging our attention at this time was our first Gang Show. Cubs, Scouts and all, it was presented in the Station Theatre, and was a howling (literally) success! So was this year's Show. We *were* surprised!

During 1954, our Crew has made many contacts with other Rover Crews, including several joint meetings with that Crew irreverently known as "Stoker's Mob" (the 3rd Weston (St. Paul's) Rover Crew).

Our Crew has extended its "Trinian" reputation as far as Bristol and Bath by personal contacts, for we attended their Rover Moots. Some of us were privileged to help on the staff at the Somerset Scout Jamboree at Williton last August. We have met other Service Crews, and we are registered as affiliated to the Somerset Service of Youth.

Now, where does all this get us? And how does this become useful training? The answer is relatively simple: as members of the Air Force, our chaps have much of their time and activities organised for them. Now this does not necessarily develop organising ability, so, in the Crew, if some project is to be planned, the *fellows themselves* get on and deal with it. This develops their own initiative and keenness. Help is available not only from officers of the Group, but also from the Air Force as a whole. The Group Captain, the G.S.M., the Catering Officer (oh, so important!) all aid and abet the encouragement and backing of Air Ministry.

The result? I think we have an integrated Crew, proud of its Service association ("We're the LOCKING Crew" they will tell you), which is designed, by the nature of its organisation, not only to keep lads in touch with the Movement and its ideals, but also to develop leadership in its members. This leadership may be used to help or to form Scout Groups on other Stations, but somehow I've an idea it might come in useful elsewhere . . . sometime. . . . This is our aim.

P.C.M.,
Rover Scout Leader.

FLORA AND FAUNA OF LOCKING

Adjudans Equinus A small round beast with a hoarse croak, often seen early in the morning when it is especially to be avoided.

Apprenticus Novex Benenutricious Not a separate genus, but so different from the adult specimen, *Apprenticus Malnutricious Multinefarious*, as to warrant a separate description. A harmless little creature with little or no bodily hair—except on the head, where it grows in profusion until a week after its first appearance. It is easily tamed and emits a fairly high-pitched squeak if disturbed. Prone to walking long distances.

Apprenticus Malnutricious Multinefarious A vicious looking brute with a voracious appetite and thirst—though the latter is often its downfall and it becomes prey to *Corporale Legalis* (which see). Occasionally found 'in situ' with smoke coming out of its mouth.

Corporale Legalis The lesser snoop; distinguished by a white band around its midriff and ankles. Very fond of *Apprenticus*, which it is known to seek out when the latter is drinking, often pouncing on it. Usually drags it, resisting, off to its rectangular burrow.

Apis Petrifunctus Semi Literans The rock Ape—a docile animal, easily domesticated. Likes crawling through mud and wet grass on its belly.

Homo Quasi Sapiens The double or treble striped variety is often seen leading large hordes of *Apprenticus*

(both *Novex Benenutricious* and the larger *Malnutricious Multinefarious*). Known to like bright objects and to emit cries of "see-see, see-see."

Tutorius Uni-Annulus, Super Literans Atque Laborans A much maligned creature, once thought to be vicious but now known to be harmless and useful. Dislikes any form of physical activity. Resembles the camel though without a hump.

Quadri-Annulus Magistratus (very rare) Yellow crested. Much feared by other animals—except *Adjudans Equinus* which is so conversant with its habits that it knows when to run for cover.

Original research by J.D.M.
(*Tutorius Uni-Annulus Longissimus*).

TO MAKE YOU THINK

It is not true that the following questions were set at an R.A.F. Education Test Part I, but can you solve them?

- (a) If it takes 3 days for 6 cows to eat a certain field of grass and 7 days for 3 cows to eat it, how long would it take 1 cow to eat it, assuming that all cows have the same appetite.
- (b) In the following addition sum, each letter represents a figure. Where a letter is used more than once, the same figure is represented each time. Deduce the figures to be assigned to the letters.

SEND
MORE

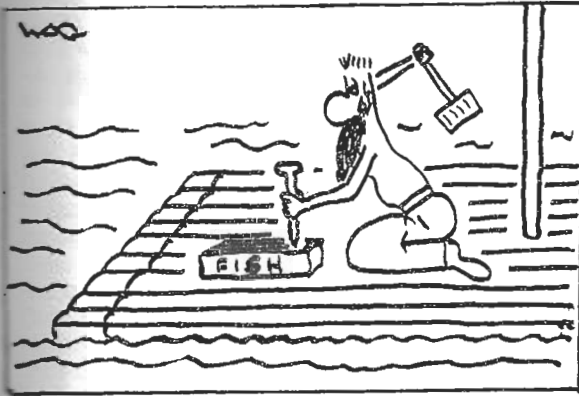
MONEY

For answers see our next issue.

"CYPHER."

FIESTA AT SAN VALENTINO

After escaping from R.A.F. Locking last summer by means of a Wooden Horse, Peter Pulzer (formerly Fg. Off. Pulzer of the General Studies Section) decided to see the world on a Panamanian tramp steamer and as little money as possible. We print below a despatch from one of his ports of call which was picked up in a Chianti bottle off Burnham-on-Sea last November.—*Editor.*



I POKED my head out of the porthole. It was five in the morning (you can't help waking up early in the Meriterranean: all your painfully acquired faculties for dozing until the last possible minute do not avail against the sun) and I was charmed by the change of scenery. Instead of the endless millpond, there was the green steepness of the Calabrian hills—the dry, gnarled green of figs, olives and cypresses. And somehow squeezed between the foot of the hills and the sea, there was San Valentino.

I knew that San Valentino was a fairly insignificant place from the fact that it was difficult to find in even the largest of atlases. And not even the atlas had told me that San Valentino was two places: the town, numbering about 10,000 souls perched half-way up the hillside, built onto and into the rock, and its much smaller port, San Valentino Marina, harbouring about half a dozen fishing smacks and, once in a while, a real merchant ship.

The last one had sailed in February: now in August the port was welcoming the *S.S. Rosita*. *Rosita* was not large: 2,300 tons net, 3,400 gross. She was not young: she had forty-three years behind her and not many more ahead. She was not fast: her eight knots (in fair weather) were shamed ten times a day by sleek, smokeless tankers gliding past. But the natives gawked at

her as if she was a Queen in the Solent. They stood for hours, silent, unmoved, stirred into consciousness only by one of the crew climbing down the gangway, whom they then prepared to encircle as the potential bearer of cigarettes.

The labourers were already waiting at 5 a.m.: lean, sun-tanned, despondent-looking men in tattered vests and dusty jeans; supervised by a foreman with an enormous corporation and an even more enormous straw hat. They were discussing how to unload the ship. The Dutch, with stunning efficiency, had filled the *Rosita's* holds with cement clinker in eighteen hours. The Italians diffidently suggested that they might take a week to shift it. Actually they took nine days.

I looked out at San Valentino. It seemed a pretty place. There were arcs over the promenade, decorated with flowers and fairy-lights. There were shrubs and trees. There was a pavilion or band-stand in what appeared to be the traffic focus of the village. When I got on land I saw that the promenade and squares were lined with booths advertising Coca-Cola, Vermouth and beer, with fruit stalls, sweet stalls, ice-cream stalls and novelty stalls. There was an over-decorated statue of the Virgin. Then I saw posters which announced that August 28th and 29th were the days of the Feast of the Santissima Madonna di Pompeii. The date was August 28th.

I spent the day in the hill town. You reach it by a bus which bumps up the mountain road. You may think you know what Italian bus journeys are like from having seen an Italian film; let me assure you that the actual thing is much more fun. Only the English queue. The Italians form a road-block so that even the fullest bus has to stop. The best—the only—thing to do is get into the middle of the crowd and wait to be swept in. Once inside, I tried to count the number of passengers in this single-decker vehicle. I got to ninety, but there were more. Their number grew at each stop. They smelt of garlic, cheap tobacco, olives, wine, sweat and plain honest-to-goodness no-wash. They were very friendly and laughed and sang. They saw my camera with its filters and exposure meter and asked if I was American. They had a brother/son/cousin/uncle/friend in America. His name was Giovanni, but his friends called him Joe. He lived in New York. Did I like New York? It was *bello*, wasn't it? and *molto grande*? How they wished they could get to America and meet Marilyn Monroe and



Gregory Peck. The conductor knew everyone and miraculously collected fares from them all.

The town was dusty and dilapidated. Despite its peacefulness, the beautiful countryside and the nearness of the beach, it was not a tourist centre. There was one dubious hotel; there were a few dingy cafés at street corners and a big, shiny one near the bus terminus in the Piazza Garibaldi. Inside a few idle, prosperous-looking gentlemen were sipping coffee, outside a few idle, lanky youths were making the most of their Cokes. I had an Everest of spaghetti for lunch and spent the afternoon recovering.

When I returned to the little port in the evening, the streets were transformed. The illuminations were on, the stalls were surrounded by customers, the promenade was thronged with visitors from miles around. In Calabria, the Fiestas are staggered: they move slowly from North to South, so that every citizen gets a chance of visiting not only his own but those before and after as well. With luck, he can manage something like a fortnight of fiesta. The same firm provides identical firework displays for all of them, the same scraping orchestra accompanies the same ample soprano and her tenor and baritone colleagues. The musicians travelled in a coach with their beds piled on top. These had to be taken down for railway viaducts.

But Italy is poor and the Italian welcomes all pleasures, however simple.

The musicians were obviously the main attraction. They performed arias and scenes from favourite operas. When they came to a particularly well-loved item the audience went "Aaah," joined in and clapped thunderously at the end.

Life without opera would be unthinkable to Italians. Verdi and Puccini are to them what Drake and Nelson are to us: they are national heroes and engraved in the popular imagination.

During an interval a procession came in from a side street, bearing the image of the Virgin. The women crossed themselves and genuflected. A carmelite friar began an impassioned address. The women listened devoutly; the men looked at each other, implying that a sermon was a small price to pay for forty-eight hours' high jinks. The procession moved on, the women resumed their conversation, the men their drinking. Quite a lot was drunk. The fact that in municipal amenities San Valentino was some way behind those of Clocheimerle worried nobody. The music started again. Girls walked through the crowd, arms linked in protective phalanxes or, if alone, under the stern glances of their matrons.

The fiesta went on till about two in the morning. The next day it was the same, ending with fireworks. I spent the rest of the week in Naples and returned on the day fixed for the departure. The streets were empty and dust-blown. The stalls, the arcs, and shrubs, and the band-stand were gone. A few disconsolate-looking shopkeepers and café-owners were standing outside their establishments vaguely hoping for a customer.

We sailed at six in the evening. I watched the receding coast through the porthole as the pilot took us past the breakwater. The hillside was glorious in the evening light. The town sat there, a little self-consciously, a little guiltily, a little irrelevantly. It was shabby and lifeless. It was—insignificant.

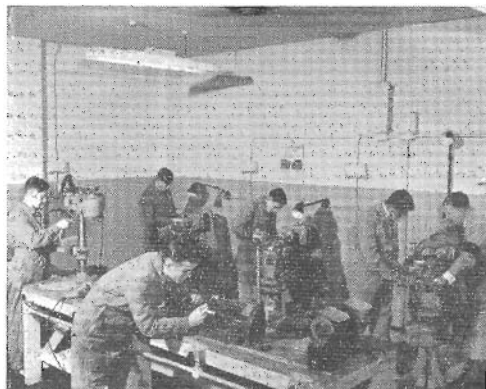
TRAINING WING NOTES

BEFORE writing detailed notes about the Training Wing it is thought that it would be a good thing to explain why at Locking we have had to set up a wing to deal only with the training staff and training accommodation, especially since these notes will be read by many of you who, although you have at one time or another passed through the Radio School, have no knowledge of the set-up at Locking.

When the School moved from Cranwell, four large training blocks which had been used by No. 5 School of Technical Training were converted by sub-dividing them into laboratories, classrooms and workshops and are now housing a total of about 200 such classrooms, etc.



Making and Assembling the Sets



Under Instruction in the Workshop

The training which we are undertaking includes training for apprentices in all the radio servicing trades and of airmen in the ground wireless and radar trades. Even with the large numbers of classrooms and laboratories which are housed in these new training blocks, it is necessary to use them for both apprentices and airmen training, and the instructors who are training apprentices are also used to instruct the airmen. These conditions made it impracticable to try to divide up the training accommodation or the instructors in such a manner that they could be allotted to the trainee wings as is done at the other Radio Schools.

Another point which is an advantage with this centralised system is that some of the equipment is in short supply and is extremely expensive. By using this equipment for common training there is, of course, an economy both in equipment and in money.

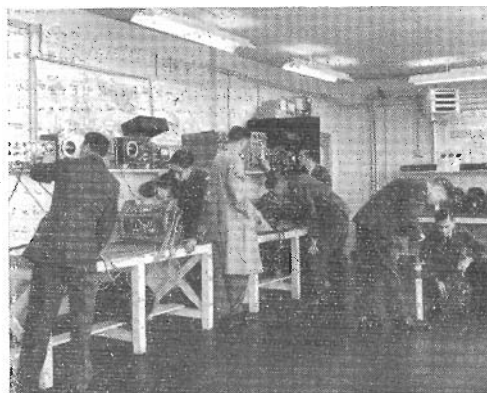
The set-up is that the Training Officer at

Locking is also the Officer Commanding the Training Wing and the Course Officers command Flights in the Training Wing comprising instructors and maintenance staffs.

During the eighteen months since the Training Wing was established we have, in common with other R.A.F. organisations, had to put up with a certain amount of "turbulence." S/Ldr. A. T. Prince arrived from Boscombe Down where he had been working with the development people to take up the duties of Assistant Training Officer. Civilian Substitution Officer Mr. Eastcott retired from the Service and is now at Records, Gloucester. F/Lt. Sienkiewicz who came from Cranwell with the apprentices and who was in charge of the air radio training, was posted to the Middle East and is now in 109 M.U. F/Lt. Wajda, also ex-Cranwell, who was in charge of the ground radar training has gone



Under Instruction: Ground Radar

Under Instruction
Equipment Laboratory: Airborne Radar

to the Far East and is now at Seletar. F/Lt. Jones, also from apprentice training, who, during his short stay at Locking, carved out quite a niche for himself in the cricket world, has left us and is now helping the Ceylon Air Force in the sunny isle to the South of India.

F/Lt. Gill who did much to set up our Station workshops organisation has left us and is now the technical adjutant at No. 8 School of Technical Training. F/Lt. Holden who had charge of the Training workshops has left for civilian life and is now working locally with the Bristol Aeroplane Company. W/O. Chapman from Training workshops has been commissioned.

Amongst those who have joined us are F/Lt. L. Perring who came from our near neighbours at Compton Bassett, F/Lt. Sandall who came from Malta, F/Off. Miller who came to us on commissioning and has taken over the Training workshops and the Station M.T., and F/Off. C. Munton who returned to the Air Force from civvy life and is now the adjutant of the Training Wing.

On the Educational side, Wg. Cdr. E. J. Ough took over as Senior Education Officer when the School moved from Cranwell to Locking and has seen a considerable build-up in the educational side during the period. S/Ldr. F. J. Balcombe came down with the School from Cranwell, and we have since been augmented by the postings in of S/Ldr. C. Davies, S/Ldr. B. L. Cronin and S/Ldr. E. S. G. Cropper.

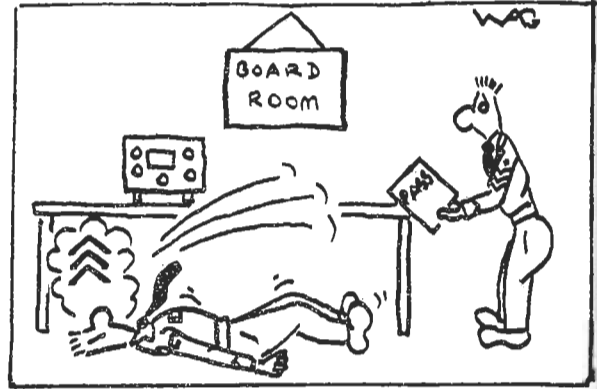
Readers who remember the School of bygone days will be interested to know that "Bill" Kidd and a host of other civilians including such well-known figures as "Tubby" Kirkham, "Sandy" Clapperton, Mr. Cleverly and Mr. Smith are still carrying the banner and maintaining the high standard that has always been expected from No. 1 Radio School and its forbears.

In sport the members of the Wing have been able to rake together cricket teams, etc., in the local and Station leagues, but our main sporting activities are confined to the contributions made by the Training Wing to the Station teams.

HOW TO PASS OUT

THERE are two ways of passing out, one of which is to crumple to the floor after being told that you have been unsuccessful in your final examination.

It is to the other way that these few lines are directed.



Examination technique is the art of answering questions in a way to do yourself justice, and not to lose marks unnecessarily. Almost everyone tends to be on edge in the examination room because of the emotional impact of examinations, and it is hoped that the following hints may give you an easier mind.

Trade tests are set in two parts. Part I—Theoretical papers. Part II—Practical tests on Equipments. The pass mark in each part being 60%.

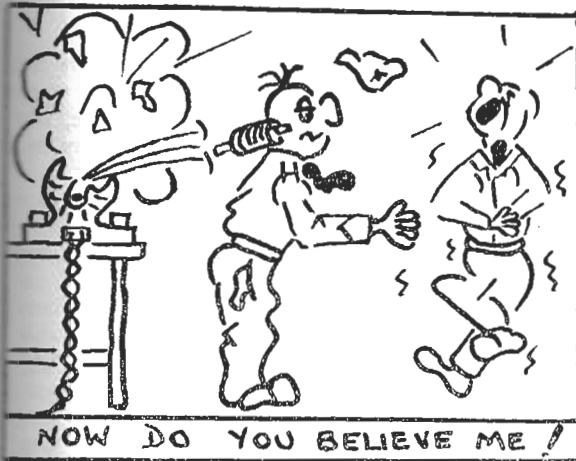
Written papers have always multiple choice objective type of questions. This means that problems are set with four possible answers (a), (b), (c) and (d) to each, one of which is correct. The other three which appear superficially reasonable, are wrong. You get credit for putting a cross against the right answer but nothing otherwise.

One of the main objects of these multiple choice questions is to help those of you who are poor at expressing yourselves, and another is preventing your answers being at the mercy of an examiner's personal opinion.

Examinations in the Royal Air Force, and particularly at Locking, are set in an endeavour to find the depth of your knowledge. No trick questions are set intentionally and if you fail on your written papers then you will be boarded orally before a fine decision is made.

The aim is not to find the top or bottom pupil, but to pass out to a standard set through experience of the passing years, and that standard is assessed at a 60% correctness of the questions set.

As you do not have to get 100% to pass, the way to get the best result is to go through each question, and mark those you can easily and quickly answer; leave the difficult ones for a



second run through, rather than waste hours on something so difficult that you may answer it incorrectly anyway.

Sixty per cent of the questions can be answered easily if you have done a normal of study, the other 40% are for those of you gifted with either more brain or a greater urge to study.

Regarding the practical tests—the workshops job is set so that it can be reasonably finished in the time allowed, i.e. five hours for fitters, three hours for SAC. mechanics and two hours for AC.1 mechanics.

It is a mistake, however, to under assess the ease with which it can be done, for if you do not get on with the job right from the start then you may find too much to do in the last hour, and in the rush to complete the task ruin material that you have already filed or marked correctly.

Work therefore at an even, steady, speed, and you will find that the instruction you have received is sufficient for you to be able to obtain a pass mark.

On the Equipment boards look for the simple direct answer, rather than misread into a question—“Now what’s the trick in this?” There is no trick, the examiner is trying to find out your depth of knowledge.

Remember, though, a knowledge of examination technique will not gain marks which technical knowledge does not merit, for no system will ever take the place of hard work, and if you do your bit it will be easy for you to pass out.



WING NOTES — No. 3 WING

No. 3 Wing has the task of accommodating Nairmen trainees, as distinct from the Apprentices (in No. 1 Wing). The duration of the various courses for trade-training varies from two weeks, at one end of the scale, to approximately nine months at the top limit. New trainee intakes arrive every week and this fact introduces into almost every aspect of the Wing's organisation a high degree of what is now popularly and very expressively described as "turbulence." However, the wing has now been living with turbulence long enough to regard it as part of its normal existence.

At the beginning of the year, the trainee population had rocketed sky-high over the previous three or four months, and the accommodation could be described as well-nigh "fit to bust," but the peak was passed safely in the late summer and the Wing has temporarily more "lebensraum."

The main item of administrative interest has been the introduction of a 4-Flight system into each Squadron with Junior Education Officers as Flight Commanders. It was tried out experimentally in one Squadron for about a month and proved so advantageous that it was repeated in the other Squadrons. As far as teaching commitments permit, the young E.O's function as fully as possible in their Flight Commander capacity and have introduced a most valuable link into the Wing chain of man-management.

Our old friend Turbulence has complicated the inter-flight sporting activities, because it makes it difficult to keep a Flight team together for a season. The difficulty is increased through most classes being entitled to one, and in some cases, two, short spells of leave during training. Waterlogged grounds have already curtailed the 1954/55 winter games activities.

At the end of the 1953/54 Soccer season, an evening match was staged between a team of Class Leaders and a team of officers from the Wing, mostly Flight Commanders. Contrary to popular forecasting, the officers won by a handsome margin, no doubt inspired by the need to preserve morale and discipline. The match was noteworthy for the fact that most of the officer's goals were scored by Rugger players—which only goes to prove that the only difference between Rugger and Soccer is the number of players (at the start of the game!), the shape of the ball, and the shape of the goal.

In the inter-Wing Athletic Sports we gave the Apprentices a run for their money on the track and the score board for quite a while, but eventually their wider choice of competitors and duration of track training proved decisive.

We have recently lost to the sunnier climate of Malta, our Wing Discip. Warrant Officer Curtis, after a long tour of duty with the Wing, first at Cranwell and later here at Locking, extending for over four years. Amongst his many administrative duties he took a commendable interest in the surrounds of our Wing H.Q. offices and leaves behind a sward of smart lawns, flower beds and shrubs for which he will long be remembered by those who knew him. Our best wishes go to him in his new appointment.



We like to think we are a generous community and we can congratulate ourselves on maintaining a high percentage of contributors, 85%, to the R.A.F. Benevolent Fund, due perhaps in the main, to the excellent publicity at the Schools of Recruit Training, whence the majority of trainees come. We are also proud of our good response to the six-monthly call for blood donors. We were commended in the late summer by the Station Commander on having produced during the first part of the year, 450 donors in the Wing—77% of a total of 587 donors from the whole Station. This represents about 56 gallons of blood. In fact, "down" in 3 Wing, we can pride ourselves on being a bit b minded (at the right time, of course!).

PERSONALITIES OF No. 1 RADIO SCHOOL

THE TRAINING OFFICER



WING COMMANDER D. McLAREN, O.B.E.

After passing out from the Electrical and Wireless School, Flowerdown, in 1921 as an L.A.C. Wireless Operator, he first served at the School of Artillery Co-operation at Old Sarum. Joined the expedition to Turkey in 1922 during the Graeco-Turkish troubles. In Mesopotamia in 1925 he served as Wireless Operator-Air Gunner to the late Air Chief Marshal Sir Roderic Hill. Joined Headquarters Fighting Area in 1928 and served there during the build-up of Air Defence of Great Britain. Went to the Sudan in 1934 as a Warrant Officer and was there during the Abyssinian incidents. Commissioned in 1937 and was Signals Officer at Northolt till the end of 1940. In Northern Ireland was Chief Signals Officer in 82 Group. In

1942 formed and trained signals units for the took over from the Japanese in 1945. Was at Headquarters Transport Command and at Yatesbury before being posted to Locking. Due to retire at the end of 1955.

North African campaign. Served in India in 1943. Went to Malaya with the forces which

No. 1 (APPRENTICE) WING WARRANT OFFICER



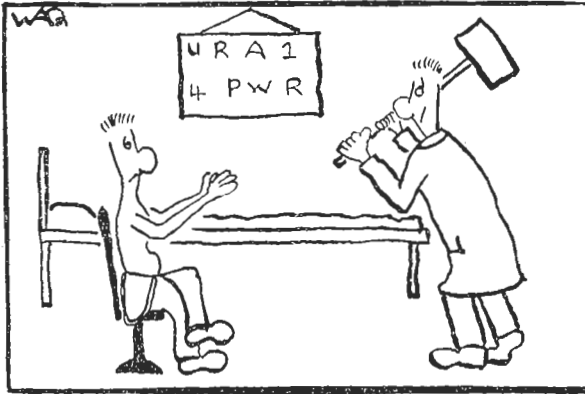
355581 WARRANT OFFICER P. PARKES, M.B.E.

Enlisted in 1923 as a u/t Driver Petrol, but became a Physical Training Instructor. Did his initial training at the R.A.F. Depot, Uxbridge. Served in Iraq 1925-31. Has served at many apprentice and boy entrant Training Schools, including Ruislip (Apprentice Clerks) 1934-40, Halton 1946-50, and Cosford 1950-52. Was R.A.F. Flyweight Champion in 1933. R.A.F. Boxing Team Manager from 1947 to 1954. Made M.B.E. in New Year's Honours List 1953.

"... WILL ATTEND A MEDICAL EXAMINATION"

by A.J.E.M.

ALL attempts to obtain further deferment on the grounds of hardship, mental instability, or a flat-footed family requiring support having failed, I was greeted one morning at breakfast by an ominous buff envelope bearing the legend



O.H.M.S. Its arrival was greeted by the ex-service members of the family circle with howls of mirth, and as soon as they learnt that it was in fact an invitation to a medical the fun really began. David apparently was left lying on a marble slab for three hours while the top brains of Harley Street lit fires under him to test his reflexes, and made a deep incision to do a spot check on the presence of all the essential organs. Bruce, on the other hand, had his ears hosed out with a stream of icy water, and was made to stand naked in a windy corridor to make sure he turned regulation blue. Both mysteriously were pronounced A.1.

I was left with one week before the examination took place, and like all my fellow countrymen I prepared to meet this call to duty with initiative and courage. In fact I took to smoking fifty cigarettes a day, and falling heavily as frequently as possible. The day before the examination a severe chest pain developed, but unfortunately twisted braces proved to be the diagnosis. Thus, feeling unpleasantly healthy, I made my way to the medical centre.

The examination took place in a long, pre-fab hut, but before the physical investigation began I was given two large forms to complete, which

requested information on the state of father's teeth, mother's feet, and whether my sister was married. This last presumably was designed to exclude the facially repulsive. These questions were followed by the most intriguing section which asked whether the applicant had suffered from Brights disease, sleeping sickness, Gugenheimus twitch, Plenderleiths shuffle or, presumably to have one positive reply, recurrent colds. Finally, the bottom of the form is decorated by a section to be filled in by the presiding doctors, this is called P.U.L.H.E.E.M.S. and modesty forbids an explanation of its meaning.

The filling in of forms was followed by a subtle investigation of the recruit's mental powers in an "intelligence test," which could better be called a "lack of intelligence test." We were herded into a small room full of smaller desks and given twenty-seven minutes to complete this mental marathon. "What is two times eight?" demanded the first question, and the man on the right started to chew his pencil. "How many sixpences in 2s. 6d.?" This was greeted by a rattling of small change. So it continued until after twenty-seven minutes the death-watch beetle on the right had consumed his pencil and was gazing at the wall with an expression of happy illiteracy. He wanted to go into the Catering Corps anyway.

Our test papers were collected and the examination proper began. At first I was greeted by a small man who said "Takeoffeveryfing-eggsept troussocks." I asked him to repeat the request and was told gruffly to "Sterip to the wist," he then added that it was unwise to leave anything of value in the cubicles provided. This presented the thorny problem of stowing wallets, combs, pens, etc., in already full trouser pockets. However, looking rather like an example of over-developed hips, I approached the first doctor. He presented me with a glass and told me to fill it, and, this done, he placed a small crystal in the glass, the contents of which turned blue and bubbled excitedly. This appeared to please him and he directed me to the ears, nose, and throat man.

The doctor presiding at this particular cell of torture was perfectly charming as he forced the sharp end of a sort of conical telescope into my

ears and focused a high powered lamp on the area. He gazed in rapt attention down the blunt end of the instrument, and I pondered on the effect of placing small mirrors in one's ears prior to this part of the examination. Would they accept a man with eyes in his ears, even in the Catering Corps? This performance over it was confirmed that I could distinguish between the words "Cirencester" and "Solicitor" at a range of ten feet. My next conscious feeling was one of slow strangulation as a complete hand was inserted into my mouth and down my throat. It groped uncertainly round my tonsils, and clambered slowly into my mouth. Having arrived there it made two attempts to count up my full complement of teeth, withdrew, signed my form, and directed me to the anatomy king.

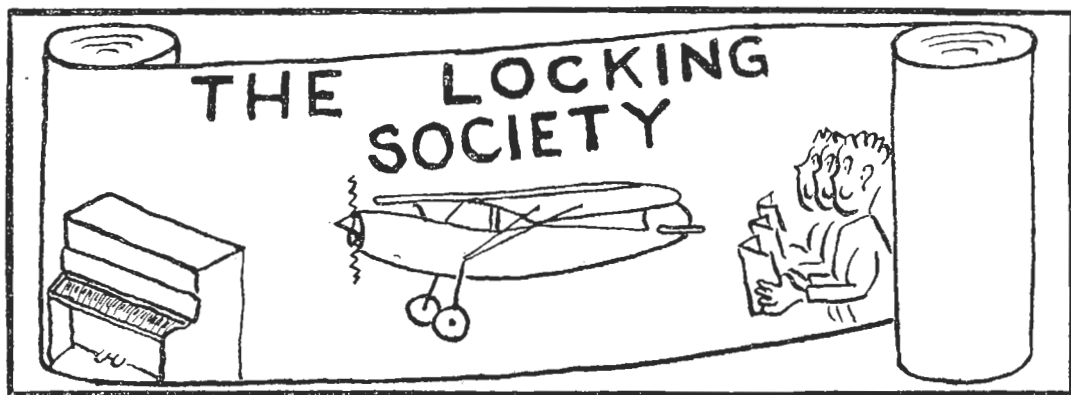
An interview with this gentleman necessitated a complete strip down and, rather surprisingly, he was also concerned with one's ability to see. A chart made to the standard pattern was suspended on a wall some twenty feet away and without glasses I was able to reach the third line of A B C W Xs. Indeed, I was lucky to achieve this level, since with my right eye covered I was asked to read the chart with it. In order to correct this error the doctor had to walk in front of me to do a snappy calculation and say "I mean left." He next turned to colour-blind-

ness and from there he placed his hand on my stomach and said, "What numbers can you see?" This I confess had me floored; I tried very hard but in the end was forced to ask him to repeat his question. "Sorry—cough," he said, and the examination continued on its way. However, this incident does seem to sum up the dangers of mass-production medicals. It seems only a matter of time before an absent-minded doctor listens to the candidate's knees with a stethoscope and hits him in the stomach with a reflex hammer. This last object, incidentally, resembles a rubber sledge hammer and would produce a kick from the Albert Memorial.

And so to the president of the board who pronounces one's physical grading I, II, or III; there is, I gather, a grade IV, this being reserved for the obituary notices of those who die in the course of the examination. After years of debauchery I emerged from the mill Grade I and a broken man. One further question remained to be asked by a pimply Corporal in the Education Branch: "'Ave yer been in trouble with the Police, or been in the A.T.C.—or anything like that?"

There is a zebra crossing outside the exit of the building, and next day as I lay in bed with gastric 'flu I thought that there must be a moral in that somewhere.





THE Society exists to promote the welfare of the apprentices by encouraging them to make intelligent use of their leisure time by the pursuit of hobbies, recreations and cultural activities which are not catered for in the School curriculum or by officially recognised sports.

The aims of the Society are carried out by means of clubs, each being concerned with a particular activity. The clubs are affiliated to the Society but run their affairs independently.

All aircraft apprentices are eligible for membership. There is a voluntary subscription of one shilling a term for each member entitling him to belong to any one or more clubs.

“ RADIO LOCKING ”

The first days of broadcasting over the Apprentice Wing re-diffusion in January, 1954, had a great deal in common with those of 2LO in the early twenties. There was a great deal of enthusiasm and, if the equipment let us down in the course of that initial broadcast, it did at least give us the chance to apologise for our first technical hitch. This particular hitch occurred in the course of News Bulletin No. 1, when the mass of valves in the unit suddenly grew tired, ceased to hum merrily to themselves, and died. Ten minutes of frenzied effort cured this and the bulletin started again. It ran for a further two minutes when the lights went out. This final disaster left the announcer with nothing but his imagination and the listeners with an abruptly concluded news item.

Since then we have come a long way. Flight

Sergeant Apprentice Solman, the first director of broadcasting, has left us for Cranwell, and the complex business of programme planning is now in the hands of a committee. Two complete inter-entry quizzes, run on the lines of “Top of the Form,” have been keenly contested and won, and we have broadcast a dramatisation of the “Dam Busters.” This incidentally gave us the chance to do the first outside broadcast—a microphone held outside the window to pick up the strains of the Last Post, to conclude the series. We have a Record Library slowly building up to the stage when we can meet most requests, and also there are the cultural and informative sides to our broadcasting. The Little Theatre group have recorded their first play and “Topic for Tonight” has become a regular feature covering a wide range of subjects and giving the more travelled amongst us the chance to recount their experiences without fear of



A/A. Sparrow

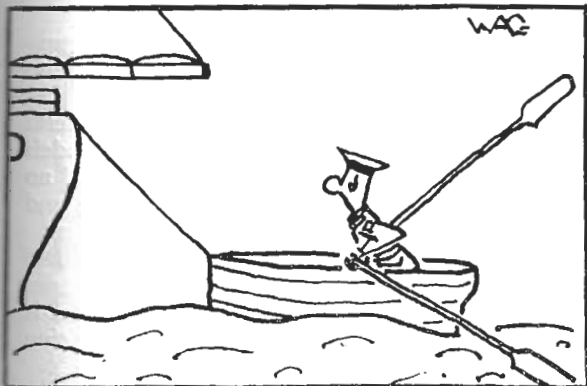
interruption. On the informative side we preview entertainments both on the Station and in the nearby towns, and we are the inevitable channel for orders, instructions and appeals. As yet we have not been called upon to S.O.S. for missing Apprentices!

As to the future, the sky is the limit. The studio which started in a back room has grown to a size capable of accommodating two quiz teams or the cast of a play with all the necessary engineers. The control table has been built by members of the Society and an impressive number of wires, tuning knobs and switches have sprung up. Perhaps the thing that gives us the greatest professional flavour is the red light glowing outside the studio door and the notice which reads:—

“RADIO LOCKING—SILENCE PLEASE.”

THE APPRENTICE SAILING CLUB

AT Christmas, 1952, when the main body of Aircraft Apprentices moved from Cranwell to Locking, they brought with them a 12ft. National sailing dinghy which had been constructed from a kit by enthusiasts of the 65th and 67th Entries. This boat, christened



“Rebecca,” in honour of the well-known radar navigational aid, formed the basis for the formation of a sailing club at Locking.

The Locking Apprentices’ Sailing Club came formally into being in March, 1953, when permission was granted by the Bristol Waterworks Company for the Apprentices to sail alongside the Bristol Corinthian Yacht Club at Axbridge reservoir. A/A. Cox of the 67th Entry was elected as the Rear Commodore of the Club, which had a membership of 20.

In April, 1953, a second-hand 14ft. Merlin-



The Sailing Club: Making them shipshape and Bristol fashion

Rocket class dinghy named “Allegra” was purchased with funds from the Apprentice Endowment Fund, and after some sustained hard work by the members was made very seaworthy.

A further boat, a 12ft. Firefly dinghy, was kindly loaned to the Apprentices by Pilot Officer Dobell, and in the next six weeks two Apprentices qualified for R.A.F.S.A. “A” Class Helmsmen Certificates and four for “B” Class Certificates.

In May, 1953, “Rebecca” and the Firefly dinghy were entered in the Weston Bay Regatta. “Rebecca” with A/A. Cox at the helm was placed second in her class after a race notably devoid of favourable winds.

In September, 1953, three helmsmen—A/A’s Cox, Fletcher, and Vosper—were entered in the Clevedon Sailing Club Regatta, which was a knockout competition against some of the best sailing clubs in the West Country. The three Locking helmsmen succeeded in reaching the final heat against the Bristol Corinthian Yacht Club who narrowly beat them.

At the end of September the number of boats was increased to four, when the Commandant loaned his 12ft. National, “Siskin III,” to the Apprentices, and an inter-squadron race was held. The result was C Sqdn. 1st., A Sqdn. 2nd, and B Sqdn. 3rd.

A laying-up supper was held on November 4th, in the Apprentices’ N.A.A.F.I., and boats were returned to the clubhouse in the Hobbies Clubs building for servicing.

The 1954 season opened with the acquisition from P.S.I. of a 12ft. Firefly dinghy and a 12ft. National dinghy, and the loss of Plt. Off. Dobell’s Firefly when that officer was transferred to the

Reserve. A/A. Fletcher was elected as Rear Commodore for 1954 at the termly meeting.

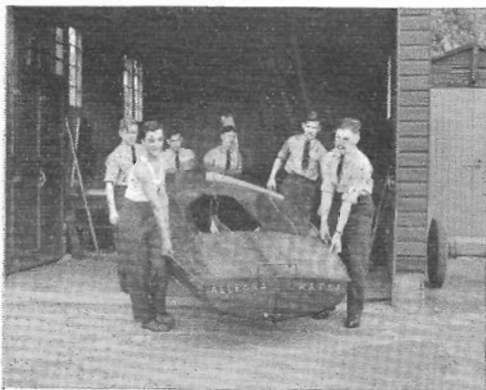
The beginning of the season was used mainly for team racing at Axbridge reservoir with the Bristol Corinthian Yacht Club.

At Easter, 1954, a club rally was held on the Norfolk Broads, where six boats were hired and their crews enjoyed a fine sailing holiday.

Weston Bay Yacht Club Regatta was held in May despite heavy seas and dinghies from the Apprentices' Sailing Club were placed 2nd and 3rd in their class. The extremely poor weather this summer caused the cancellation of many local regattas and much of the season was confined to training when weather permitted.

In December the Bristol Corinthian Yacht Club awarded the Davis Shield to the L.A.A.S.C. in recognition of the hard work by Apprentices at Axbridge reservoir in keeping the club area neat and tidy.

For the future it is planned to hold another club rally on the Norfolk Broads at Easter, and hopes are high for an Apprentice representation in the Command Trials next year.



The Merlin-Rocket "Allegra"

APPRENTICES: MODEL AIRCRAFT CLUB

The present strength of the Club is about thirty members, about half of whom consistently take an active part in Club activities; there is a strong bias towards control line models rather than free flights, probably owing to the shortage of open space.

To encourage free flights some evening ex-

peditions were made to Weston Airport during the summer—they could have been more fully supported.

New members are always welcome, in particular from the junior entries; the Club has a well-equipped Clubroom and a store with a supply of building materials at reduced prices; there are also available publications on aero-modelling, balsa knives and tools; members are also covered by third party insurance while taking part in Club activities.



Aero-Modellers at Work

During the 1954 season eleven members represented the Station in the Command competition for the R.A.F. Model Aircraft Championships, held at R.A.F. Spitalgate in June. General weather conditions were poor and several models were written-off. Although the Club gained no awards useful performances were put up, and two members went on to the Championships.

An engine starting competition was held during the winter term: there were six entries and both competitors and spectators found it instructive and entertaining; the competition will be repeated in the near future.

Future activities include indoor flying and a chuck glider competition; the current interest is in a building competition for any type of model.

The Club is active, and could use more regular members.

APPRENTICES: MUSIC CIRCLE

The Apprentices' Music Circle, which meets twice weekly on Wednesdays at 18.30 hours, and on Sundays at 13.30 hours for gramophone recitals in the Station Education Centre, is in

quite a healthy state chiefly through the efforts of Fg. Off. Pulzer, who left the Station and the Service with everyone's regrets at the end of the summer term. Though attendances vary considerably according to the number and popularity of competing activities, the identity of the audience is rarely the same two weeks in succession. This may show that once is enough; we prefer to think it indicates a wide but fluctuating following.

The Music Circle now possesses a wide range of recorded classical music, but some of the most popular composers, in particular Brahms and Tchaikovsky, are still under-represented, in most cases because we await satisfactory recordings.

The difficulty of co-ordinating transport, consent and cash has made it possible this term to attend only one concert, by the Italian Opera Quartet in Bristol. We hope to improve on this next term.



APPRENTICES' PRINTING GUILD

After a rush period prior to Christmas, in which the usual end-of-terms jobs such as passing-out book plates and dance tickets were almost overshadowed by the menus for the Apprentices' and Airmen's Christmas dinners,



The Printing Guild: Compositors at Work

the tempo of activity is more sedate and normal.

The future holds promise of a greater variety of work as a handsome amount of money has been set aside for the purchase of new equipment and type.

The amount of interest taken by the Apprentices in the printing is at the moment below normal, but with the arrival of the new Entry it is intended to make a drive for more men who want to learn a really productive hobby.

APPRENTICES' AMATEUR RADIO CLUB CLUB PORTABLE OPERATION AT SUMMER CAMP, JULY, 1954

During the three years of training at R.A.F. Locking each Apprentice spends ten days at a summer camp, where manoeuvres and other ground combat training are carried out. The 72nd Entry were in camp at Braunton Burrows, near R.A.F. Chivenor, North Devon, from the 7th to the 18th July.

A few days before the camp, A/A. Byrne, G13JUR, A/A. Nicholls, GW3JZZ, C/A. Turner, and A/A. Robinson met Sgt. Johnstone, G3IDC, who suggested that a portable amateur radio station should be operated from the summer camp site. Subsequently, official permission to do this was obtained and suitable equipment borrowed. The equipment included a Type 3 power unit, a 24-volt rotary converter, an R1224A receiver, a small 3-stage transmitter, a length of aerial wire, a soldering iron and a few tools.

The first signals were radiated from the station at 18.00 hours, only six hours after arrival. Among the first stations contacted was G3IDC (Sgt. Johnstone, R.A.F. Locking), and he optimistically inquired why the station was not on the air at lunch-time, when contact with G8FC, Headquarters of the R.A.F. Amateur Radio Society at Locking, could have been effected. Contacts with other stations continued smoothly throughout the week, the Apprentices making contact with over 200 stations in England and N.W. Europe during their stay at Braunton Burrows. These included daily contact with G8FC at Locking.

A visit to the station was made by Sgt. Johnstone: he was very welcome, particularly as he brought a much-needed fully charged accumulator for the receiver. Another amateur, G2DOW, from Torrington, also called in and suggested a visit by the Apprentice operators to his house on the Sunday to see his transmitting station. This kind offer was accepted, and radio-telephony contact was made with G8FC/A (F/O. Arrowsmith) at Locking.

The station closed down on the 17th July and the 72nd Entry returned to Locking after a very enjoyable camp and a most successful 'Operation.'

THE BOY SCOUT TROOP— 1st LOCKING

The Troop was formed shortly after the Rover Crew in June, 1953, and now consists of roughly a dozen members. After a very successful initial period under Padre Kirkham, A/A's Woods and Miles ran the Troop until they passed out in December, 1954.

Good progress has been made in badge-work, and apart from normal Scouting activities, the Troop have played their part in the Group Gang Shows and the National "Bob-a-Job" weeks. Several week-end camps and Patrol Leaders' training camps were held in 1954, and a Summer Camp took place at Midhurst in Sussex. Contacts have been made with other Groups in the district, both in Scout work and other activities, such as garden fêtes.

THE WOLF CUBS—1st LOCKING

The membership of the Pack has steadily increased since its inauguration in June, 1953,

and there are now over twenty Cubs, all of whom are sons of officers or airmen serving on the Station.

The Pack meets every Thursday evening in the Scout Hut and during the winter months its activities, apart from badge work, have included a visit to Bristol Hippodrome and a modelling competition. The Pack took part in both our Gang Shows and also in the District Cub Sports. The officers of the Pack are Plt. Off. C. Chater, Mrs. Fletcher, and A/A's Edirmanasinghe and de Stigter. These have been assisted, from time to time, by several of the Rovers.

APPRENTICES' HISTORICAL SOCIETY

The aim of the Society is to maintain an illustrated account of all Apprentice activities on, or in connection with, the Station. Records dating back to the inception of Apprentice radio training at Flowerdown are preserved, and it is anticipated that the revival of the Locking magazine will prove an important source of additional material.

APPRENTICES' PHOTOGRAPHIC CLUB

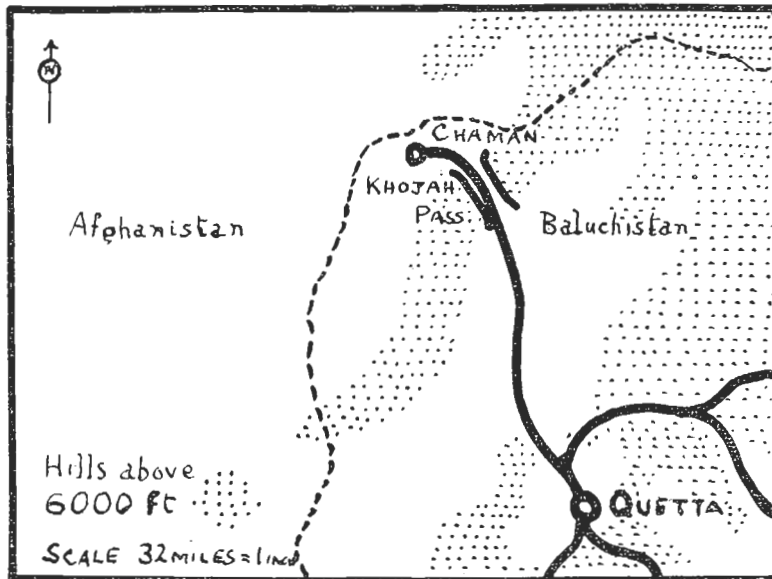
Situated in a cosy corner of the Hobbies' Centre, the Club consists of two dark-rooms and a club-room. New members are always welcome to come and try their hand, for this is a good opportunity to use equipment which 'A.C. Plonk' cannot afford to buy. In addition to saving money, the enthusiast can produce better quality prints than the shop!

The Club has recently purchased a new twin-lens reflex camera in order to record activities in the Wing. There is also a flash unit to use with it, so that those keen to learn about those baffling 'f-numbers' and 'flood factors' can do so.

A start has been made on a little portraiture in the club-room and the first customers are highly satisfied—either with themselves or the photography!

The Club will be a busy place as summer approaches and a few thousand feet of film will see daylight (through the lens, we hope!) before it is over.

AFGHAN ADVENTURE



IN January, 1926, my first overseas posting took me to Quetta, Northern India. Like many others, I had imagined the Indian climate to be hot all the year round, and it was rather a surprise after a five hundred mile rail journey due north from Karachi where our sea trip had ended, to find ourselves climbing with two engines pulling the train, to a height of 5,000 feet and a temperature of minus thirty. This rises in the summer to 100 or thereabouts.

Quetta, the chief city of Baluchistan, is situated on a plateau surrounded on three sides by hills up to 12,000 feet. Known to most, nowadays, only because of the earthquakes in 1935, the Military Staff College was probably its most notable feature in the twenties.

To support the Staff College, and for general frontier defence, the Afghan frontier being only forty miles away, 31 Army Co-operation Squadron Royal Air Force, was stationed at Quetta and was equipped with Bristol Fighters. This aircraft, famous from World War I, an open two-seater designed at the time when it was thought that two wings were better than one, was constructed of wood, metal fittings and fabric covering. Contrary to general belief, no string was used except to control the message picking-up hook, although the undercarriage

springing consisted of a number of turns of elastic, and to add to the excitement of the crew, no brakes were fitted.

I joined C Flight as an Air Gunner and crewed up with my pilot, Flying Officer McPhail. Readers may like to know that an Air Gunner's duties on Brisfits, as they were often called, consisted of:—

- (a) Operating two way W/T (TF and T21) and R/T (T25 and R31). Specimens of these equipments are in the School Museum.
- (b) Operating a rear Lewis gun, battling against the slip stream at 60 to 70 m.p.h.
- (c) Loading and operating vertical and oblique cameras.
- (d) Dropping and picking up messages by means of a hook on the aircraft, the message being fixed to a cord suspended between two six foot poles on the ground. This was quite thrilling—but the pilot was in trouble if the poles made holes in the wings.
- (e) Observer; assisting the pilot to navigate and to spot gunfire during artillery shoots.

After a year of routine flying we were briefed that King Amanullah, Amir of Afghanistan, was to travel across India to Karachi, by train during December, 1927. At the time of the incident he was travelling to Europe to visit the

capital cities and gather Western ideas to introduce into Afghanistan.

Chaman lies on the Indian side of the Afghan border at the base of the Toba and Kakar range of mountains 12,000 feet high, these mountains are crossed by road over the Khoja Pass and by rail through the longest unventilated railway tunnel in the world.

The Squadron was brief that on the day the King crossed the frontier and boarded the train for Karachi at Chaman, the aircraft would fly to the advanced landing ground at Chaman, refuel, escort the train to the Khojan Pass, taking photographs, returning to Chaman to refuel a second time, as the flying duration of the Bristol Fighters was of the order of $2\frac{1}{2}$ hours maximum. After the second refuelling the aircraft would return to Quetta, the photographs would be developed, printed, and presented to the King as his train arrived at the Quetta railway station.

The Squadron flew in flights of three, one carrying radio, one cameras, and the third reserve cameras, chocks for wheels, refuelling funnels, etc.; I was passenger in number three aircraft of C Flight. Everything went to plan until we landed at Chaman for the second refuelling, when our aircraft developed a slight defect, resulting in a loss of pressure in the fuel system. The Squadron took off for home base and we were alone except for the two fitters of the ground servicing party, who had previously come by train, and were locating the fault. Eventually it was traced and we were airborne again; by this time the mountains were in cloud. The pilot climbed to 14,000 feet, which was a bit of an effort for the Bristol and took quite a time, but we know that we would just clear the mountain tops, so into the clouds we went. This in fact developed into a snowstorm and we battled on with our primitive instruments for long enough to know that the aircraft could descend in safety on the Quetta side. We were completely lost; after attempting to recognise some landmark and with the petrol getting low the pilot decided to return to Chaman over the mountains once again.

This decision he shouted into my ear when I leaned over to his cockpit; this was before the days of intercom, and speaking tubes were fitted only to a limited number of aircraft types.

We flew through the snowstorm once again, and down out of the clouds, but Chaman was nowhere to be seen. With only thirty minutes' flying duration in hand, Flying Officer McPhail

picked a reasonably level piece of ground near the mountain base and made a beautiful landing. We had spotted two men working on the land, and hoped to find our position from them. During the time he had been landing, large numbers of natives appeared from nowhere, and when we stepped out on the ground a dozen or so ruffians armed with guns and knives pounced upon us—and we were prisoners. Our captors took us away to their village, and we spent the night in a mud hut with a cow tethered at one end, a smoking wood fire in the middle of the hut, and no chimney or hole in the roof.

The atmosphere and smell were indescribable. We were searched and I saw one of our captors attempting to understand the working of my new fountain pen; he finished up by digging holes in the earth with it. I never saw it again! In those days aircraft carried Indemnity Certificates—known to aircrew under another name; these certificates promised one's captors a reward if one arrived back on British soil unharmed, complete in one piece. Notwithstanding that, the few people who force-landed in Afghanistan seldom came back, as it took at least six months negotiating for their release; so we were wondering about our future. The one redeeming feature was that the Afghan King was in India on British soil.

Apart from the initial rather rough handling we were reasonably well treated, although the village headman, who seemed to be having difficulty in controlling the younger more fully armed members of the tribe; it was obvious that there was a difference of opinion as to our treatment.

During the days of our captivity we were allowed out of our hut under guard. Few of the natives of that area had seen white men; the neighbouring tribesmen came throughout the day with their women folk, and as soon as we stood still or sat down, they sat in a circle around us, staring but not saying a word until they salamed the old chief as they left and the next party arrived.

After a number of days of this, living on chapatias and other native delicacies, wondering what our future was to be, we heard the joyful sound of the English language again. A camel had arrived with an Afghan political agent, and also—a joy to behold—a motor car, although there was nothing but open country, rivers and ditches for miles. In the car was a very welcome hamper of food, and it was the driver who spoke English. We learned that we were twenty

or more miles over the frontier, having apparently drifted considerably during the snowstorm.

The Squadron had been searching up to the border throughout each day since we had disappeared, and word had only recently reached the bazaars in Chaman of our whereabouts. The King, fortunately, for us, had graciously agreed to our immediate release, but the aircraft had been forgotten during the negotiations, so we had no authority to move it. We took leave of our late captors and boarded the car, a Chevrolet open type, casually noting that a number of spades and shovels were lashed on the back. We were not so casual after digging and pushing the car the greater part, so it seemed, of those twenty miles. At the frontier we were entertained with green tea by the Afghan political agent in the fort, and tired and filthy, eventually reached the British agent's bungalow at Chaman, where hot baths, some borrowed clothes and a wonderful meal put us on our feet again.

Within twenty-four hours news were received that the aircraft could be recovered, and in the same car we went back over the same track, carrying a number of drums of petrol. With the refuelling gear in our aircraft the petrol was soon transferred, but starting was possibly going to be a problem. Frankly the system was primitive by present day standards, as it needed:—

- (1) Some one in the cockpit.
- (2) Another at the leading edge of the wing to operate the hand starting magneto.
- (3) A bag and rope team. The bag slipped over the end of the propeller and was a safeguard against injury.

As the aircraft had been standing out in the open for a number of days in winter, with the petrol switched on, we anticipated trouble. I "sucked in" by rotating the prop. when the pilot was in the cockpit; he then set the throttle

to a position he hoped would be sufficient to start the engine but not enough to put the aircraft on her nose; he operated the hand magneto while I, the driver, and the locals pulled away. The old Bristol went first pull like a bird, with a gentle tick-over as if she had been in the hanger all night and just filled with hot water. Making the locals keep out of the way while we taxied to the end of the ground and turned into wind was a bit of a problem, but we were soon airborne and back to Quetta and normal routine that afternoon.

Despite its crude construction by present day standards, the Bristol Fighter was a likeable and thoroughly reliable old bus, and in 650 hours of flying in them I only experienced two minor mishaps; one a burst tyre as the result of swinging to avoid running into a hangar, when brakes would have been an asset, and a heavy landing breaking the undercarriage elastic. The Rolls Royce engine ticked away for ever, so it seemed, with no trouble.

Extract from *Civil and Military Gazette*:—

**AIRMEN MAKE FORCED LANDING
KING ORDERS IMMEDIATE RELEASE.**

Karachi, Dec. 11, 1927.

"A telegram was received this afternoon from Quetta stating that an aeroplane forming part of the escort of His Majesty King Amanullah at Chaman, made a forced landing near a village twenty miles north of Spin Baldek Fort, having lost its way in the clouds while crossing Khojek. The crew are safe.

When the King was informed, he sent an urgent message ordering the immediate release of the airmen."

"Pop."

**DOMESTIC TAILPIECE—WITH A SIDEGLANCE AT H-LT-N
STATEMENT OF GRIEVANCE (Q.R.1001)**

Hamish McCrackers, A.A. 252,
Recently neighed the commendable view,
That "goats are domestic and frightful to smell
And—in front of a pipe band—just never look
well;
Only Scotsmen can march to the Pipes' mighty
sound,

So, instead of this goat could a Pony be found?
Further, lest Lewis, retired, should grow fat
On tax-payers' money, may I suggest that
He could still take a part in events on the square,
His hide as a bag-pipe,—there's work for him
there!"

A.J.E.M.

BETTER BLUES—A FANTASY

“CLASS Attention!”
 “Thank you, Corporal.”

“This is GMF/AMG/20, sir, they are on Radio Fundamentals phase.”

The high-ranking officer glared regally at the shining classroom, taking in the polished floor, the geometrically-positioned desks, the absence of chalk dust or cigarette ash, and, finally, the trainees themselves.

“Errumph—yes. How do you find them?”
 The corporal looked about him at the collection of blank faces.

“Oh, about average, sir.”

“You, boy!” the high ranking officer roared, glaring at one of the surprised trainees.

“What are the essentials of a good transmitter?”

The lad slowly stood up, apparently trying to collect his thoughts. He opened his mouth once as though to speak, then closed it again.

“Come on, boy—don’t be afraid of me!”

The trainee took a deep breath and began: “The basic requirements of transmission imply efficient modulation, power amplification, aerial coupling and matching. The usual criteria of *good* transmission, however, are generally based on power measurements. In this respect we must distinguish between—”

At this point looks were exchanged between the inspecting officer and the instructor. The trainee continued to expatiate on the finer points of transmitter design theory. It was soon clear that unless he was stopped he would continue doing so until the lunch-break.

The high ranking officer, in spite of his interest in the lecture, was beginning to fear that something might soon be said that he would be unable to criticise favourably or otherwise.

“Er—yes,” he interrupted. “Quite good. Corporal?”

“Sir?”

The lad was still standing, looking rather taken aback.

“Corporal, do you keep this room clean or do the civilian cleaners come in?”

“No, sir, it’s my responsibility.”

Then the August One noticed the young man still standing.

“You may sit down.”

The sorrowful A.C.2 sank once more into oblivion.

The high ranking officer was just turning to leave when his eagle eye caught sight of the fire appliances. He turned back to the corporal, saying: “Why is the water in this bucket blue?”

A puzzled corporal gazed into the deep.

A multitude of facetious answers were on the tip of his tongue, but whilst they might be cheerfully received in the Corporals’ Club, here and now they were somehow out of place.

“I’m afraid I couldn’t say, sir.”

At last the August One saw his chance.

“Well, get it changed right away. There’s no excuse—after all, there’s plenty of colourless water about.”

THE PROGRESS OF AN APPRENTICE

We have thought it might be interesting to follow the career of some Apprentices from their arrival at our gates to the proud moment when they Pass Out.

Pictured below you see some members of the 79th Entry: in subsequent issues we hope to illustrate the various stages of their careers—and not all of those stages will, we hope, be lacking in interest even to the finished product.

We have our eye on them!



STATION PHOTOGRAPHIC CLUB

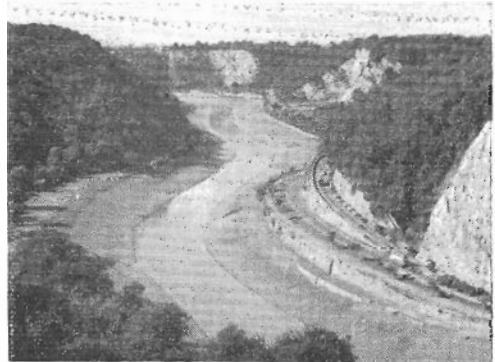
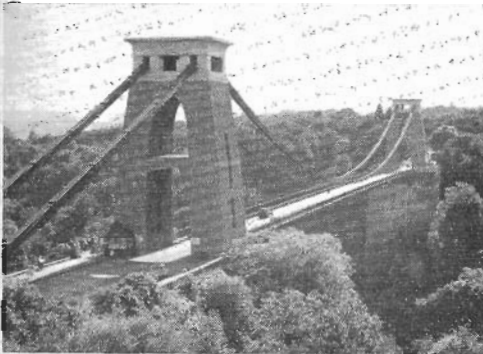
This Club is situated near Station Sick Quarters and is available for use at all time, although general meetings are held normally on the first Tuesday in the month.

There are several experienced photographers on the committee and their advice is always available on photographic matters.

Flt. Lt. G. W. Barnett (Ext. 56), Mr. Wheeler

(No. 2 Block) and Mr. Hough (No. 1 Block) are interested in meeting new members and will put them wise on Club activity.

The Club's dark-rooms have ample equipment for normal requirements and examples of Club members' work can be seen in this magazine. If you have time to spare, then why not join and learn an absorbing and not necessarily expensive hobby?



HAVE YOU HEARD THESE IN YOUR CLASS

Examiner: "What is the value of this resistor?"

Candidate: "About threepence."

* * *

On component testing a pair of inside calipers were shown to the candidate who said he thought they were forceps.

The Flight Sergeant said, "Oh, surely not."

The candidate: "Oh, sorry, Flight, of course they're biceps."

* * *

When shown a barretter valve a legal minded candidate suggested it was a barrister.

* * *

An aircraft apprentice when asked what flux he would use to solder a split pin to a cable, said, "Soap and water."

* * *

One candidate suggested that the ignition on a JAP engine was of the Splash Feed Type.

* * *

A candidate when shown an accumulator lug suggested that it was used to bind the cross

sections of scaffolding to the uprights as seen in the No. 2 Block building programme.

* * *

In the same board another suggested it was used to hold a scribe against the upright on the scribing block.

* * *

Another genius suggested that in a variable condenser some signals went through the fixed side whilst others went through the moving side.

* * *

One against the Trade Test Section: A senior N.C.O. was being boarded for transfer to Senior Technician and was asked what he would do if he drew a transmitter of a specified make from stores and found it unserviceable.

The answer should have been "Service it," but he said, "Return it and get another." The examiner then said, "Well, suppose the next one was u/s, what then?" His reply was the same. The exasperated examiner said, "Well, suppose the next forty were all u/s, what then?"

The sergeant replied, "Oh, I'd still find one serviceable in stores; we have 400 of them there."

THE N.C.O's

N.C.O's are a fortunate lot, for as everybody knows, an N.C.O. has nothing to do. That is, except:

To decide what is to be done; to tell somebody to do it; to listen to reasons why it should not be done, why it should be done by someone else, or why it should be done in a different way; and to prepare arguments in rebuttal that should be convincing, and, what is more, final.

To follow up and see if the thing has been done; to discover that it has *not* been done; to inquire why it has not been done; to listen to excuses from the person who should have done it, and did not do it; and to think up arguments to overcome the excuses.

To follow up a second time to see if the thing has been done; to discover that it *has* been done, but done incorrectly; to point out how it should have been done; to conclude that as long as it has been done, it may as well be left as it is; to wonder if it is not time to shake up the person

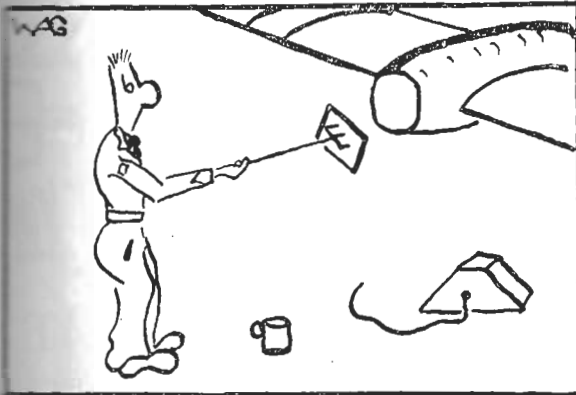
who cannot do a thing correctly, to reflect that the person in fault has an adoring mother, but that no other N.C.O. would put up with him for a moment; and that in all probability any successor would be just as bad or worse.

To consider how much simpler and better the thing would have been done had he done it himself in the first place; to reflect sadly that if he had done it himself he would have been able to do it properly in twenty minutes; but that as things turned out, he spent two days trying to find out why it was that it had taken someone else three weeks to do it wrongly; but that such a procedure would have had a highly demoralising effect in the R.A.F., because it would strike at the very foundation of the belief of all airmen—that an N.C.O. has really *nothing* to do.

(With acknowledgements to the Magazine of the Electrical and Wireless School, R.A.F., Cranwell; Vol. 1 No. 1, Feb., 196. The characteristics clearly remain constant.—*Editor.*)

3 WING MODEL AEROPLANE CLUB

A MODEL aeroplane club would appear to be a very natural offshoot of a Royal Air Force Station, and this club has been functioning for some years.



It is probably one of the simplest station activities to organise since its only prerequisite seems to be a suitably spacious room where the aircraft can grow literally on the drawing board, undisturbed, until the moment of completion. The tools required are few and simple, and many of our members come to Locking with an impressive background of experience in design, construction and club flying.

The individual works quietly in his selected corner and little is heard but his heavy breathing until one evening his tiny engine splutters into triumphant life. The more gregarious members argue, criticise and discuss the subtleties of dihedrals, dopes and diesel fuels.

At present we have the use of an excellent room adjoining the Hobbies Club in the Station Education Block. A year ago we occupied a suite of small rooms in the 3 Wing Picquet Post, and for a while enjoyed a membership of over fifty. This figure dropped sharply when higher authority ruled that aero-modelling at a work-bench was not an outdoor sport suitable for Wednesday afternoons! In this way we were relieved of our "phony" members, and ever since we have had a small keen group doing remarkably fine work.

One feature of the club which always surprises the casual visitor is the wide variety of the models. A pre-occupation with supersonic jets might reasonably be expected, yet one of the most perfect scale models built in 3 Wing was a

1914-1918 German Scout which had an actual flying speed of 80 m.p.h.

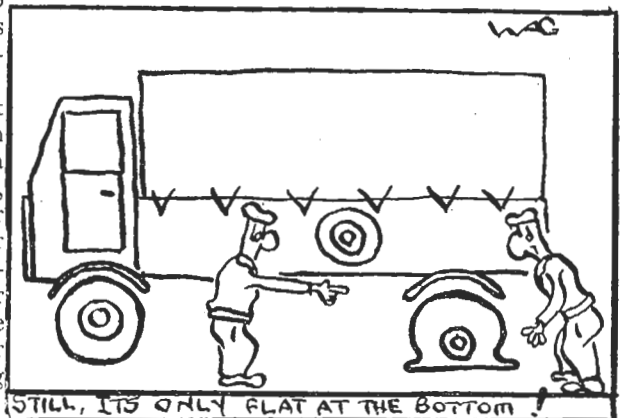
Catholicity of taste is not peculiar to Locking, as we discovered when we joined forces with the 1 Wing Club and took part in the Technical Training Command Competition at Spitalgate, last June. There we saw model aircraft of almost every nationality and vintage.

These competitions, incidentally, showed the fine sporting spirit of the entrants. The organisation of the events was right on the top line, but the one factor beyond control almost ruined everything. The weather was quite unsuitable: fine rain and a gusty deceptive wind.

The opening event, the *Concours d'Elegance*, showed the results of the past twelve months' patience and skill. As the day went on we saw one aircraft after another take off in fine style, only to be dashed to pieces on the tarmac by a sudden wild gust. It was heart-breaking to watch, yet very few competitors withdrew. We saw control-line high speed flying and aerobatics as long as the models could survive.

It was typical that after each disastrous "prang" the almost traditional routine was followed. The engine was carefully removed (to fly again?) and the fuel soaked wreckage was piled up and set alight while the pilots and constructors stood around the pyre smiling ruefully.

The foregoing should not be allowed to discourage any beginner from joining the club. Building model aircraft is an intensely satisfying occupation—and no more expensive than one chooses to make it.



The sight of these startling realistic miniature aircraft may perhaps satisfy a want felt by those whom fate has directed to a non-flying R.A.F. Station.

THE ROYAL AIR FORCE M.T. EFFICIENCY COMPETITION

1954 has been a vintage year for the Locking M.T. Section. In June the Section was judged the best in No. 27 Group. It therefore later represented the Group in the Technical Training Command Inter-Group Competition which it won. The Command Shield for M.T. Efficiency was presented to the Section on the 15th November, 1954, by the Air Officer i/c Administration, Air Vice-Marshal G. R. C. Spencer, C.B., C.B.E.

Kidlington (Maintenance Command). Horsham St. Faith (Fighter Command) were the winners.



Representing Technical Training Command in the Inter-Command Competition, Locking was placed second and highly commended with



Air Vice-Marshal G. R. C. Spencer presenting the Command Shield for M.T. Efficiency to Flying Officer F. G. Miller



The M.T. Section, 1954

BAND NOTES

PRACTICES WERE HELD IN ANKLE LENGTH GRASS!



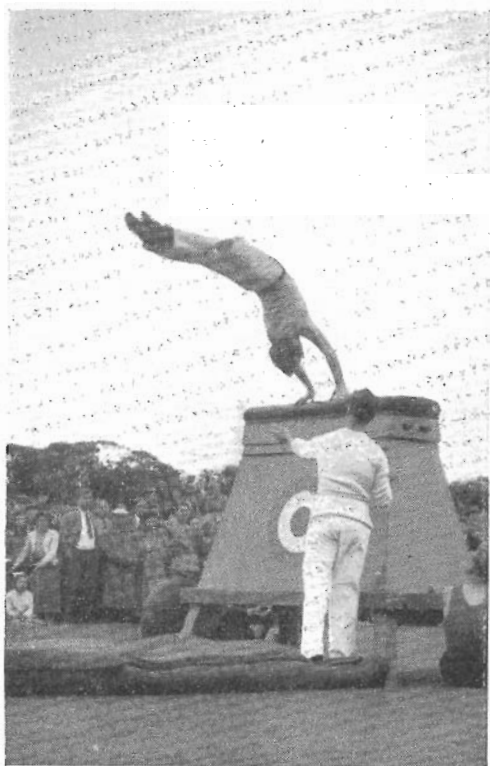
THE snow lay on the ground, the air was chilly and the overcast sky whipped into a black foam by the bitterness of the gale. Such was the welcome that the Apprentices from Cranwell received from R.A.F. Locking in December, 1952. One truck, in the huge convoy, drew up outside the Regional band hut and mysterious bundles were thrown into the hut, No. 1 Wing band had arrived. A fortnight later a group of boys surveyed the mound of equipment with listless eyes. Soon drums, pipes and trumpets were scattered in all directions in search of sticks, belts and dress cords. After Christmas, however, practices began but did not continue for long. By horrible coincidence the Regional band's practices were always at the same time as ours. Even to the most unmusically-minded man it is obvious that pipes, trumpets and classical tunes do not mix, so that the band left their first home. Their next place of abode was laughable. It was, in fact, our Tinea Treatment building and practices were held in angle-deep grass. It was at this time that our present band president, Fg. Off. T. A. Rippon, D.F.C., joined us. Within a short time we were moving again, this time to a decent band hut of our own with a plentiful storeroom. Later we were presented with a bigger room attached to the one we had; this will be our clubroom.

Not long after our move Fg. Off. Rippon informed us that we were going to play at Earls Court in June. This statement sent a flurry of excitement throughout the band. This was the first time an Apprentice band from Cranwell had ever played at such a tournament. Rehearsals had their usual ups and downs, but

eventually everything worked out. The dress rehearsal at Locking, the press interview and soon the journey to Uxbridge prior to our appearance in London. It was at Uxbridge before we were due on that our senior tenor drummer collapsed. He had rupture. This was indeed a crisis, because he was the only one who knew the correct beatings for our grand show-piece, the circle of pipers. However, at seven o'clock that night, in walked our biggest problem out of hospital! Such was the noise and excitement I still do not know how he managed it. The following day we set off for our big moment. The strain had mounted, and the floor of the bus was soon littered with cigarette-ends and finger nails.

We arrived with half an hour to spare. The clock struck the hour, and the crystal clear notes of a trumpet came echoing through the arena: one solitary trumpet in that vast space: I still pity Leading Apprentice Hossel for that ordeal. No time to think now the massive doors had opened, we were on! Everything went beyond our wildest dreams, our show was a great success. As we finished we marched towards the doors, but the doors didn't open! I didn't know who was more surprised, the crowd or the band when we had to counter-march back to the arena. The second time they opened, however, and we discovered later that we had run two minutes under time and had to make it up. As we marched through the doors we found ourselves in the ranks of the splendid horses of the Household Cavalry! The band quickly dispersed, but our mascot, Hamish, a small Shetland pony, gave a whinny of terror (or was it recognition?) and tried to bolt. A disaster was averted by the presence of mind of his keeper. In later reports, much to our pride and satisfaction, the No. 1 Wing band had excelled itself, and was a credit to Wing and Station.

Later that summer we were called upon to play at the annual "Battle of Britain Week" in Weston-super-Mare. The programme was arranged to give the half an hour's break while gymnastics were on, and it was our habit to slip away for a cup of coffee and a rest. This day was no exception. Three of us were sitting sipping cups of coffee and chatting while the minutes flew past. At last we decided to make our way back to the beach lawn where the display was being held. As we calmly strolled down



Battle of Britain, Sept., 1954: On the Beach Lawns

the road the gently modulated tones of trumpets reached our ears. I doubt if Mr. Bannister himself could have covered that distance in a shorter

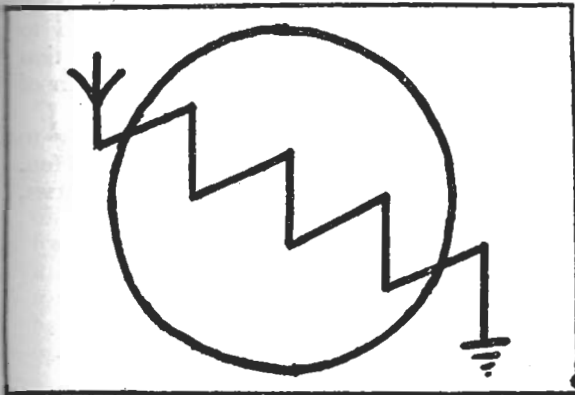
time. When we arrived the pipe band was just forming up so I was in the clear. The other two, a trumpeter and a trumpet drummer, gazed woefully at the trumpet band parading on the lawn. The decision was made, both of them tried to look inconspicuous in the ranks of the pipe band. As the pipes marched through the ranks of the trumpet band we dropped our passengers. It was very funny afterwards, but at the time everybody was too busy trying to look innocent to laugh.

So we come to the band of today. Such progress has been made it is almost fantastic. Today we live together in newly acquired billets, we have an ample store-room of equipment and a respectable hut in which to practice. Plans have now come forward for the interior decoration of our clubroom which has been newly painted. This is to be done by the band members and not by hired help. From a lazy couldn't-care-less organisation has come a proud and worthy activity. From a shared band hut to an incinerator to a place of our own; big steps in a short time. Most of this progress is due to the ideals and work of our band president who has always stood by his band with unshakable loyalty. I write this not only for the Station magazine but in the hope that someday in the future a new band member may read it and appreciate the work, the tears and the worry that have gone into making the band what it is. I honestly feel that even my most reluctant reader must admit, even if it is only to himself, that No. 1 Wing pipe and trumpet bands have come a long, long way and are now a proud asset of the Apprentices at R.A.F. Locking.



GF8FC CALLING AMATEUR RADIO

HUNDREDS and thousands of men and women in this Atomic Age are members of a great institution which can do more to prevent the use of 'A' and 'H' bombs than can be appreciated by the layman. Amateurs began emulating Marconi and Popoff (who, the Russians claim, invented radio) early in this century, but actually became organised after the first World War.



Originally the amateur radio enthusiasts were allowed to use what is now known as 'the medium wavelength broadcast band' because at that time it was considered useless by the professional radio engineers. The 'Hams'—as they are now known—found these bands extremely useful, so much so that they were forced to use higher frequencies (shorter wave-bands) by the great influx of professional broadcasting stations.

So began a trek to new fields. The G.P.O. allocated new frequencies for amateur experimenting, resulting in a general migration to the bands which can now be used for world-wide broadcasting. One of the first of these broadcasting stations operated experimentally at Daventry under the guidance of Gerald Marcuse—a keen and still active 'Ham.' These experiments were on the 25 metre band and proved so successful that the B.B.C. commenced an Empire Broadcasting system.

Incidentally this success was not any more significant than that of the remainder of the amateur fraternity, who were contacting each other on a world wide basis, using transmitters with power inputs similar to the present day broadcast receivers—single and two-valve short

wave receivers were quite common as contrasted to the 17-valve communications receivers used now in Ham radio.

This was not merely a hobby, as during disasters, floods, hurricanes and earthquakes, etc., the Amateurs maintained communication and played a major part in relief work. As prisoners of war they also successfully made contact with the outside world, their components being constructed from junk.

Now, the world of Amateur Radio is a great united body: there are Societies with thousands of members in every large country which send representatives to international gatherings, thereby promoting goodwill and fellowship. All speak the same language, which could be termed 'Radio Esperanto.'

A British Amateur can transmit by speech or morse code to any part of the world with the correct choice of time and frequency, even occasionally puncturing the Iron Curtain!

The R.A.F. has its own Amateur Radio Society, known as the R.A.F.—A.R.S., and has approximately 400 members, including a number of ex-R.A.F. personnel. It is affiliated to the Radio Society of Great Britain.



Locking Calling

Its original formation was designed to further friendships made at R.A.F Cranwell, via the medium of the ether, after posting from the Radio School to home or overseas stations.

Since then, the R.A.F.—A.R.S. under the expert supervision of Wg. Cdr. W. E. Dunn, O.B.E., has been broadened to include members

at every British R.A.F. station throughout the Empire. It assists newcomers to 'Ham Radio' in obtaining their licence and permission to operate on R.A.F. stations at which they are serving. Its members express their views and exchange technical information, called 'Q.R.V.' (an international signals abbreviation meaning 'I am ready'). This magazine, published twice yearly, is a Locking production and can be seen in the Information Room at any R.A.F. Station.

The Headquarters of the R.A.F. Amateur Radio Society is now situated at R.A.F. Locking, Somerset, with the Commanding Officer as President. Other officers are delegated to ensure its good welfare. The maintenance and operating of the Headquarters Radio Station—G8FC—and other detailed business is carried out by a resident Committee elected yearly by the corporate membership who obtain much good advice and assistance from the Officers previously mentioned.

G8FC operators at Locking are in regular communication with R.A.F. amateurs at home and abroad. For instance, there are the members of the R.A.F. Clubs at Habbaniya (Y12AM), Gibraltar (2B2A), Idris (5A4TT), Little Sai Wan (VS6CT), Honk Kong (VS6CO), Eastleigh (VQ4EN), Butzweiler-Hof (DL2SS), and many others who operate regular schedules on the Ham bands with Headquarters. Many radio men were trained at R.A.F. Locking and maintain contact by both radio and the printed word.

Let us hope that *The Locking Review* and 'Q.R.V.' plus the R.A.F.-A.R.S.'s own H.Q. Amateur Radio Station (G8FC), will help to maintain the high standard of communication between past and present officers and men of Locking.

Service and ex-Service personnel wishing to join R.A.F.-A.R.S. should apply to the Hon. Sec., R.A.F.-A.R.S., R.A.F. Locking, Somerset, for an application form.

"THE MUSIC SQUARE"

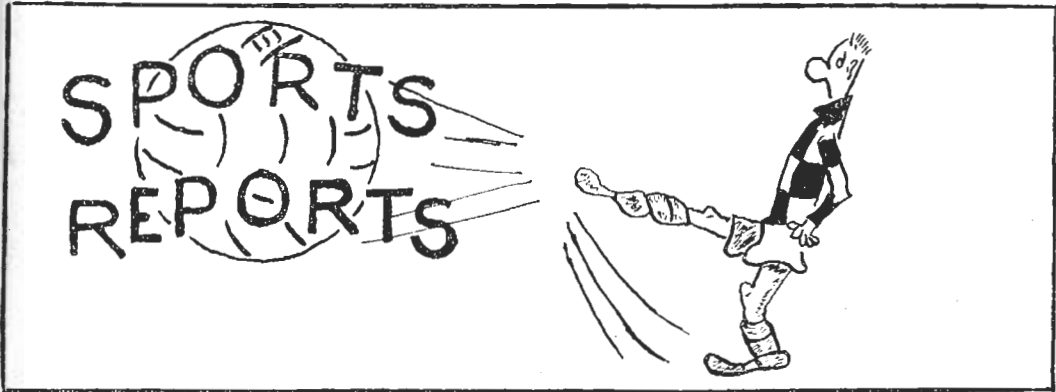
The Music Square was formed in December, 1954, with the intention of complimenting the activities of the Station Music Circle. As the name suggests, the aim of the Society is to provide four particular types of music; dance music, jazz, music from the films, and from the theatre.

Meetings are held every Monday at 7.30 p.m. in the Music Room of the Station Education Centre. The Society invites its members to take an active part in the planning and presentation of all programmes.

The first four programmes were designed to test the amount of support that such a Society might expect. At the inaugural meeting a representative programme was heard by an audience of forty. The following week thirty-two jazz enthusiasts heard music to their taste, while

theatre-goers were invited to a performance of Gilbert and Sullivan's "Mikado" by the D'Oyly Carte Opera Company. The attendance at this meeting was disappointingly low, mainly due, it seems, to lack of advance publicity, but the last of the experimental meetings more than justified the formation of the Society. On this occasion an audience of one hundred and four was packed into the Music Room to hear a comparison of dance music as played by Glenn Miller and Ted Heath.

It is therefore obvious that there is a great deal of support for such a music society on the Station, and it is hoped in the near future to secure either more spacious accommodation or a second evening each week for the furtherance of this type of music.



THE Sporting scene has been marked by outstanding successes throughout the year.

“Locking Airmen Dominate Sport at Weston”—so ran a headline in a recent issue of one of our local papers. We have our star performers, of course, but in the main these gratifying results are the product of keenness, team spirit and enthusiastic leadership: we feel we have reason to look forward to 1955 with optimism.

Trophies Won

SOCCER

- Somerset Div. II League Cup.
- Somerset Charity Cup.
- Bristol Wednesday League Div. I Cup.
- Weston & District League Cup.
- R.A.F. Apprentices and Boy Entrants Sigrist Trophy.
- Axbridge Cup.
- Weston & District Knock-Out Cup.

BADMINTON

- R.A.F. Apprentices and Boy Entrants Championship Cup.

RUGBY

- Somerset Seven-a-side Knock-Out Cup.

BASKET BALL

- Weston-super-Mare League Div. I Shield.

FENCING

- Somerset Shield.
- R.A.F. Apprentices and Boy Entrants MacEwen Trophy.

ATHLETICS

- R.A.F. Apprentices and Boy Entrants MacEwen Trophy.
- R.A.F. Apprentices v R.A.F. Halton Apprentices Inter-Schools Competition Cup.

R.A.F. Locking Apprentices v Army Apprentices Chepstow Inter-School Competition Shield.

SWIMMING

No. 27 Group Inter-Station Championship Cup.

SHOOTING

No. 27 Group S.R.A. Shield.
 Technical Training Command S.R.A. Cup.
 Bisley Trenchard Cup.
 Somerset County Cup.

GOLF—

The Worlebury Foursomes Cup.

CRICKET

R.A.F. Inter-Station Group “A” Cup.
 Weston & District Div. I League Cup.
 Weston & District Knock-Out Cup.
 Weston & District Div. II League Cup.

BOXING

No. 27 Group Inter-Station Championship Cup (Joint Winners).
 R.A.F. Apprentices and Boy Entrants Sigrist Trophy.



“The Smiles of Victory”



SEPTEMBER, 1953—AUGUST, 1954

BACK Row: A.A. Donald, Soccer Capt. (A.A.s), A.A. Beck, Badminton Capt. (A.A.s), Cpl. McCaffery, Soccer Capt., Cpl. Bennett, Soccer Capt., Sgt. Rose, Cricket Vice-Capt., W.O. Stacey, Apprentice Wg. P.F.O., C.A. Smith, Athletic Capt. C.A. Baker, Fencing Capt., Cpl. Garner, Basketball Capt., F.S. McGivern, Golf Sec., A.A. Atkins, Boxing Capt.

SECOND Row: Fg. Off. Harris, i/c Basketball, Flt. Lt. Rowe, i/c Badminton, Fg. Off. Robb, i/c Soccer (A.A.s), Ff. Off. Collard, Rugby Capt., W.O. Parkes, M.B.E., i/c Boxing, Ff. Off. Long, Stn. P.F.O., Flt. Lt. Law, M.B.E., i/c Fencing, Fg. Off. Rippen, i/c Boxing (A.A.s), Flt. Lt. King, i/c Shooting, Flt. Lt. Barnett, i/c Boxing, F.O.J. Morgan, i/c Cricket (A.A.s).

FRONT Row: L.A. Budd, Soccer Capt. (A.A.s), A.A. Wilson, Soccer Capt. (A.A.s), Flt. Lt. Cooper, i/c Soccer, Sqdn. Ldr. Davies, i/c Rugby, Wg. Cdr. J. S. McLean, O.B.E., D.F.C., Chairman, Sports Board, G/Capt. B. Robinson, C.B.E., Station Commander, Wg Cdr. J. Morgan, D.S.O., O/C. Apprentice Wing, Rev. (Sqdn. Ldr.) Cook, M.B.E., i/c Cricket and Captain Flt. Lt. Wycherley, i/c Swimming, L.A. Asford, Swimming Capt, A.A. Andrews, Cricket Capt. (A.A.s)

CRICKET—Season 1954

The Station XI won the following competitions :
R.A.F. Inter-Station Competition "A" Cup.
Weston-s-Mare & District Knock-Out Cup.
Weston-s-Mare & District League Div. I Cup.

RESULTS

Played	Won	Drawn	Lost
43	33	8	2

Individual Performances

The highest score was 91 not out by P/O. Blake which was scored against Panteg. Three of the team's bowlers performed the hat-trick during the season, Cpl. Garner, L.A.C. Cook,

and A.C. Jennings. The leading averages are as follows :—

Batting

F/L. Clarke ...	20	4	537	63*	33.5
A.C. Hopkinson	9	3	156	52*	26.0
J.T. Beaumont ...	21	4	362	51	22.5
A.C. Jennings ...	26	5	466	74*	22.2
P/O. Blake ...	32	3	595	91*	20.5

Bowling

Cpl. Garner ...	261	71	574	84	6.8
F/L. Jones ...	114	30	285	41	6.9
M/E. Kennedy...	37	6	102	14	7.3
A.C. Jennings ...	244	53	529	68	7.7
L.A.C. Cook ...	54	17	134	17	7.8
A.C. Mordue ...	115	17	309	39	7.9

Review of the Season

The story of the 1954 cricket season is largely the story of our struggle to win the Royal Air Force Cup in the Senior Inter-Station Competition. This series well-nigh dominated our other fixtures, and indeed our selections for and tactics during other games were determined largely by the needs of our battle to bring the premier trophy to Locking.

The team that brought the Cup in triumph to Locking early in September was a good all-round club side. The batting order was a captain's headache, as at least nine of the eleven were capable of making fifty. The attack depended largely on its pace bowlers with the backing of an off-spinner of class. The fielding was first-class and many good catches were held. The whole policy of attack was directed by an astute captain, who made the best use of the keen spirit and determination of the players.



1st XI Cricket, 1954: The Winning Team

W.O. Robinson, Plt. Off. Blake, Fg. Off. Barrett, A.C. Mordue, A.C. Turner, A.C. Jennings, Cpl. Garner, M.E. Kennedy, J/T. Ogie, Cpl. Tech. Lunn, Sgt. Rose, J/T. Beaumont, Padre Cook (capt.), Gp. Capt. Robinson, Flt. Lt. Clarke

Our Progress to the Cup

R.A.F. Locking, 228 for 8 (Clarke 54, Jennings 66).

R.A.F. Melksham, 172 for 6 (Curtis 89, Garner 4 for 57).

R.A.F. St. Athan, 123 for 9 (Jennings 4 for 34).

R.A.F. Locking, 147 (Garner 76).

R.A.F. Yatesbury, 84 (Mordue 3 for 7, Garner 3 for 28).

R.A.F. Dishforth, 39 (Garner 4 for 11).

(In R.A.F. Cup cricket each innings is limited to 45 overs. The side batting first is given in the left column.)

R.A.F. St. Mawgan, 140 (Jones 3 for 18, Mordue 4 for 30).

R.A.F. Locking 173 for 5 (Clarke 54, Jennings 51, Cook 35*).

R.A.F. Locking, 124 for 9 (Beaumont 44).

R.A.F. Hereford, 107 (Garner 5 for 35, Jennings 5 for 24).

R.A.F. Locking, 85 for 8 (Clarke 32, Beaumont 21*).

R.A.F. Locking, 40 for 1 (Beaumont 28*).

Two games from the season's struggles stand out in the memory. At St. Athan we were pleased to limit a strong batting side to 123 for 9 wickets although our pleasure was tempered by the thought that at one stage St. Athan were 68 for 8. All the bowlers played their parts: F/L. Jones moved the new ball disconcertingly to get the valuable wickets of the opening bats and the hostile spell of Jennings broke the back of the St. Athan innings. Both were aided by Sgt. Rose behind the stumps, who took two good catches and kept well throughout.

We started badly and both our openers failed to open their scores! However, a fine stand by Sgt. Rose and Beaumont put us on the road to

victory, until Beaumont was run out by a brilliant piece of fielding. This was a sad end to a grand innings, in which Beaumont's playing of Cowan, the Yorkshire fast bowler, was superb.

After this runs accrued but wickets fell and when F/L. Jones, the last man, went in to bat, six runs were still needed. The tension mounted as Turner was nearly run out in attempting a short single and as Cowan returned for a last fling. Turner bravely parried this over and F/L. Jones brought us a thrilling victory with a nonchalant sweep for four off the first ball he received.

The other outstanding game of the series was against Yatesbury in the semi-final. Yatesbury

were all out for 84 on a wicket taking spin, of which Mordue took full advantage with his slow off-breaks.

The scoring of 85 runs did not look a difficult task for a strong batting side and we had 38 runs on the board at tea-time for the loss of only one wicket. After tea, however, the light got worse, the wicket took spin more quickly and Locking were soon in bad trouble. With eight wickets down, fifteen runs were still needed when M/E. Kennedy joined Beaumont, who had survived the batting disasters by skilful defence. Against the fine bowling of Naylor with his left-arm spinners which turned and lifted, these two carried the day. This was a grand game of cricket and few of us will face better spin bowling than that produced by Naylor that day.

The final against Dishforth proved an anticlimax. From the moment when Jennings dismissed the star batsman of the Yorkshire side in his first over, Locking were on top. Wickets fell regularly and Dishforth were dismissed for the meagre total of 39. We had little difficulty in knocking off the runs and victory was ours by nine wickets after ten overs. Thus, for the first time R.A.F. Locking had won the R.A.F.

cricket cup, and we returned to the Station tired but jubilant with memories of some fine cricket and some fine cricketers.

Other Features of the Season

We won the Weston and District League Championship Cup in Division "A" and the Weston League Knock-Out Cup, thus repeating our successes of 1953. We also played many enjoyable friendlies and to mark our happy and successful season, a cricket dinner was held at the end of it.

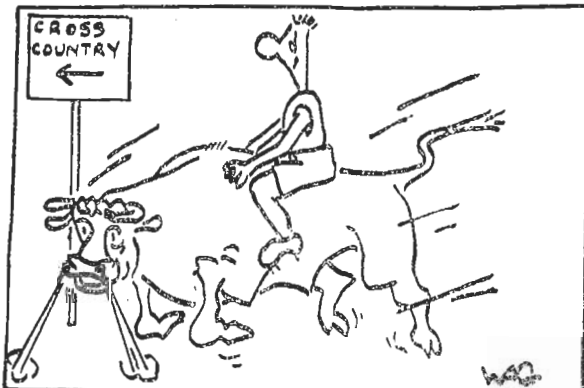
Future Plans

Our plans for the future include the laying of a new table, improvements to the present pavilion, an indoor net from February to the beginning of the season, and the steady improvement of our fixture list. A few of the cup-winning side will be available in 1955, but there will be ample opportunity for new cricketing talent. If our 1955 team has the same keen spirit and fights with the same determination as the 1954 side, it will have an equally enjoyable season and, let us hope, will keep the R.A.F. Cricket Cup at Locking.

STATION ATHLETICS—Season 1954

THE Station Athletics Team had a successful season in 1954, producing a standard of performance above the average of previous years.

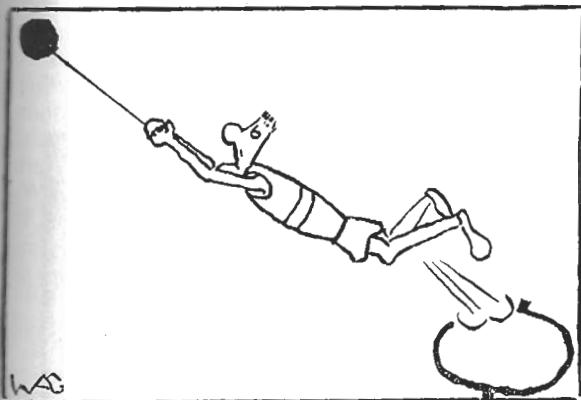
Championships, at which the following six records were broken :—



The season opened in May, with the Station

Hop, Step and Jump	
Flt./Lt. COOPER	41ft. 7in.
Discus	
A/A. PEPPER	102ft. 1.75in.
Shot	
C/A/A SMITH	36ft. 3in.
440 Yds. Hurdles	
Flt./Lt. COOPER	61.3 sec.
120 Yards Hurdles	
A/A. COOPER	17.3 sec.
4 x 110 Yds. Relay	
No. 3 Wing	46.4 sec.

In the 27 Group Championships held at Compton Basset in June, the Locking team finished second to Yatesbury, by as narrow a margin as has been known for several years. (Yatesbury 73 pts., Locking 59 pts.). Individual Group Champions from Locking were :—



Flt./Lt. COOPER—1st, 440 Yds. Hurdles.
 Flt./Lt. COOPER—2nd, Hop, Step and Jump.
 A/A. COOPER—1st, 120 Yds. Hurdles.

A/A. TIN SHWE—1st, Pole Vault.
 C/A/A. SMITH—1st, Javelin.
 A/A. RENNOLDS—1st, Hop, Step and Jump.
 A/A. DISANAYAKA—2nd, 120 Yds. Hurdles.
 A.C. ATKINSON—2nd, 440 Yds. Hurdles.
 A.C. PURCELL—2nd, 220 Yds. Flat.

The 27 Group Champions from Locking, all represented Group in the Technical Training Command Championships, held at Halton in July. The following gained placings :

A/A. COOPER—1st, 120 Yds. Hurdles.
 Flt./Lt. COOPER—3rd, 440 Yds. Hurdles.
 A/A. RENNOLDS—3rd, Hop, Step and Jump.
 A/A. Cooper subsequently represented Command in the Royal Air Force Championships at Uxbridge, but was unplaced.

During the season, Flt./Lt. Cooper won the Somerset County A.A.A. Senior Hop, Step and Jump Championship.

TENNIS—Season 1954

As with most sports last summer, the weather proved to be the most formidable opponent and tennis was probably hit harder than others. Rain and wind alternated with monotonous regularity from June onwards, and the exposed situation of the courts emphasised the bad conditions. Not only were matches cancelled but often little practice was possible.

Despite these handicaps, those who did represent the Station were rewarded with a large measure of success, and the games lost were nearly all against stations having one or more players in R.A.F. representative teams.

Although eliminated early in the R.A.F. "A" competition, Locking defeated Weston Zoyland, St. Athan and Lyneham in the "B" cup to reach the quarter-finals. The game with Lyneham deserves mention for the fine recovery made by Locking, who won after being four matches to one down. Melksham, who subsequently

reached the final, ended our hopes in the quarter-final.

On the Station, the singles knock-out competition was won by Flt. Lt. I. M. Clarke, who was consistent and accurate even in the most difficult weather conditions. The doubles competition was not completed owing to the poor weather.

In the R.A.F. Championships at Wimbledon the Station was represented by Fg. Off. Harris and A.C. Withnell. Against strong opposition they did very well to win two matches before being beaten by the eventual finalists.

Of last year's team of : Fg. Off. Harris and A.C. Withnell, A.C.s Standford and Swarbrick, and A.C.s Ingle and Stephens, only two remain. It is hoped that good support will be forthcoming next season, especially from members of the permanent staff. The Station trials will be held in April.

BASKETBALL—Season 1954-55

This game is rapidly gaining popularity on the Station and with the advent of a No. 3 Wing League the standard of play is improving.

The Station has three teams, one Airmen and two Apprentices in the Western and District

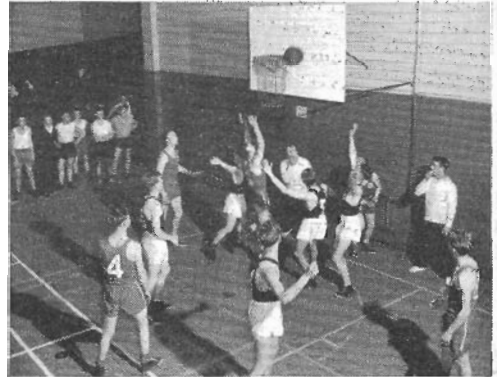
Basketball League and we have a good chance of topping both divisions at the end of the season.

Our hopes in the R.A.F. Cup were soon dashed by Locking's bogey team, St. Athan, but

this has been our only defeat, and our victories include one over Bath Y.M.C.A. hitherto considered the best side in Somerset.

Representing the Station this season have been Sergeant Hill-Jones, Sergeant Moran, Sergeant Stock, Corporal Garner, Corporal Lester, and Corporal Thomas, the latter being the top scorer for the side. Sergeant Hill-Jones and Corporal Thomas have played for Technical Training Command in the Inter-Command Competition.

In November the Amateur Basketball Association of Great Britain decided to form a Somerset Branch, and Locking now have a representative on the executive committee who acts for the Royal Air Force in Somerset.



HOCKEY—Season 1954-55

Results

P.	W.	L.	D.	For	Against
15	9	4	2	62	21

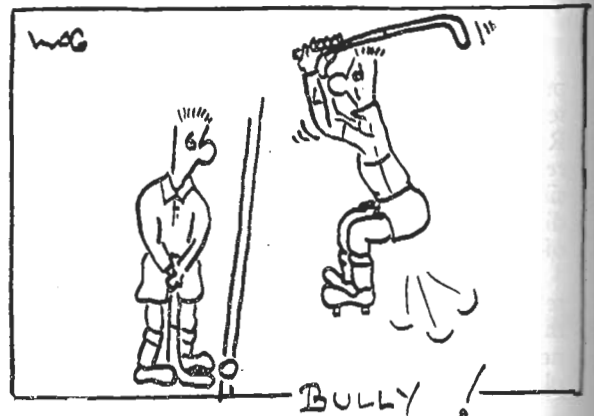
Review of the Season

The season started in promising style, as between thirty and forty players appeared in the trial games, but it soon became clear that a number of those would not reach the standard of the Station team. It was necessary to experiment in the early part of the season, and prospects did not seem good when the first three games produced two losses and a draw.

Since then, however, the Station has won all its Wednesday games including four matches in the R.A.F. "A" Cup Competition. We are now in the fourth round, which means that the record entry of 168 stations in this tournament has been reduced to 16 teams, and Locking are playing well enough to make further progress.

The keynote of the team has been attack, as can be seen from our average score of over four goals a match. Most of the goals have been scored by the inside trio of J/T. Beaumont (I. R.), F/L. Clarke (C. F.) and A.C. Salisbury (I. L.), with the aid of two powerful wingers in A.C. Holmes (O. R.) and W/O. Nash (O. L.), who have made many good openings with quick, hard centres.

The half-backs have backed up the attacks splendidly with F/O. Mason, the centre-half and captain, always well up in support. F/O.



Dunning at right-half is the most improved player in the team and his wholehearted endeavour has been a feature of our play. At left-half we have just lost A.C. Widdows, who has served us well in a difficult position.

The full backs have been sound with F/O. Long a pillar of reliability at right-back and with first Cpl. Hudson and now Sgt. Brailey, a safe partner at left-back. S.A.C. Palmer has made some good saves in his unenviable position as last line of defence.

Several members of the side have achieved distinction. F/L. Clarke has played for the Combined Services, the Royal Air Force and Dorset, and has captained the Technical Train-

ing Command team which has reached the semi-final of the Inter-Command competition. A.C. Salisbury has done very well in his first season in R.A.F. hockey to be selected for the R.A.F. at right-half. He has played regularly for the Command side in that position. F/O. Mason has also represented the Command, at left-half, and he is one of three players who have joined the Weston club, the others being F/L. Clarke and F/O. Folland, the latter being a valuable and recent addition to the Station side.

Our enjoyment of games during the season

has been enhanced by two factors. Firstly, cup matches at home have been played on the Recreational Ground in Weston and the high quality of the pitches there has led to a definite increase in the standard of play. Secondly, we have been fortunate in having several excellent umpires available, and acknowledgment is due to the following who have controlled our games so well throughout the season: Sqn. Ldr. Henley (H.Q. No. 27 Group), Sqn. Ldr. Sweetlove, F/S. Newton, F/S. Oldroyd, Sgt. Rice and Cpl. Morris.

STATION SOCCER

So far this season the Station Soccer teams have done very well. Difficulty arises due to the few R.A.F. units in the area. This means joining mainly civilian leagues involving Saturday matches and very few Wednesday matches. However, great keenness has been shown by the players and the Station is entered in three Saturday Leagues and one Wednesday League.

The Station First XI, captained by Cpl. McCaffrey, the goalkeeper, are second from the top of the Somerset Senior League, Division I, with three games in hand. At present they are the only Service team in Division I. In addition, the First XI have reached the following positions in Cup matches:

The Final of H.Q. 27 Gp. Cup v. Yatesbury.
The Final of Somerset Subsidiary Cup 1953/4 season. This cup is played for by the winners of Div. I and Div. II of the

previous season—opponents: Chard Town.
The 3rd Round of the Somerset Senior Cup.
The 3rd Round of the Somerset Charity Cup.
The 3rd Round of the Somerset Subsidiary Cup.

The Station Second XI, captained by Sgt. Waghorn, are entered in two leagues. They are at present in fourth position in the Somerset Senior League, Div. II. This league was won last year by the First XI who subsequently gained promotion to Div. I. The Second XI are also in third position in the Bristol Wednesday League, and have reached the semi-final of the Gloucester Wednesday Cup.

The Station Third XI, captained by Cpl. Duncan, are well on the way to success, being top of the Weston and District League with a five point lead. They have also reached the 2nd round of the Weston-super-Mare Knock-out Cup and look like pulling off a very nice double.



The Station 1st XI with some of the 1953/54 season trophies
FRONT Row: S.A.C. Peacock, S.A.C. Mechan, Flt. Lt. Cook, (O. i/c Soccer), Gp. Capt. Robinson, Cpl. McCaffrey, L.A.C. Thomas, A.C. Wakeford
BACK Row: L.A.C. Simm, A.G. Burt, L.A.C. Dunn, A.C. Chappell, Sgt. Moran, Sgt. Rose
Others of the team who are not in the photograph—
Flt. Lt. Cooper, Fg. Off. Bell, Cpl. Garner



Station 2nd XI
FRONT Row: A.C. Drewery, Cpl. Brifitt, Sgt. Hill-Jones, Flt. Lt. Cook (O. i/c Soccer), Sgt. Waghorn (capt.), A.C. McKinder, A.C. Driver
BACK Row: Fg. Off. Grisewood, L.A.C. Whalley, L.A.C. Middleton, A.C. Brett, A.C. Collins, L.A.C. Finney

STATION RUGBY FOOTBALL

The Rugger team ended season 1953-54 in a blaze of glory, winning the Somerset seven-a-side competition and only narrowly missing the double in the Bristol and District sevens competition.

The present season started with only five of last season's team remaining to form a nucleus for the season's 1st XV, but the side has now developed into the strongest-ever Locking XV and is undoubtedly one of the best sides in the Royal Air Force.

Several players have distinguished themselves in representative games while others are doing extremely well with first class teams. Fg. Off. Collard, Plt. Off. Shuttleworth, Plt. Off. Blake, and A.C. Wicks have played for the Royal Air Force XV this season and are in the running for R.A.F. Colours, while A.C. Davies took part in the recent Combined Services XV tour of France. Fg. Off. Collard, A.C. Davies and A.C. Wicks helped Technical Training Command in all the games to win the Inter-Command Rugby Championships.



1st XV, 1954

BACK Row—L. to R.: A.C.2 Maeers, A.C.1 Davies, A.C.2 Hodges, Fg. Off. Roberts, Cpl. Egbeer, Cpl. Dransfield, Plt. Off. Shuttleworth, A.C.2 Jones, A.C.2 Dixon

MIDDLE Row: L.A.C. Clarke, Fg. Off. Blake, Fg. Off. Collard, Gp. Capt. B. Robinson, C.B.E., Sqdn. Ldr. Davies, Fg. Off. Gray, A.C.1 Wicks

FRONT Row: A.C.2 Stanford, J/T. Jones, J/T. Davies, A.C.2 Dawson

During the week-ends, Fg. Off. Collard, A.C. Davies, J.T. Davies, A.C. Brown and L.A.C. Clarke play for Weston-super-Mare R.F.C. 1st

XV, Fg. Off. Blake plays outside half for Bristol R.F.C. and Plt. Off. Shuttleworth is playing scrum for Bath R.F.C.

Recent arrivals on the Station include Sqn. Ldr. Uprichard, the Irish international, and Fg. Offs. Baxter and Jones, both of whom obtained their Rugby colours at the University College of Wales, Cardiff. In addition to the above players there is a large number of young and keen players on the Station and competition for first team selection is increasing every week.

The team expected to do well in the R.A.F. Cup Competition this year, but unaccountably lost to R.A.F. Innsworth in the 2nd round at Gloucester on January 5th by 3 points to nil. The following week, however, the tables were turned at Locking, when with a depleted side and without Jim Collard for the second half we beat Innsworth by 6 points to nil. Under the guidance of Sgs. Barnham and Horn the 2nd XV have been doing extremely well this season, and at present they could put up a strong fight against most station 1st XV's.

It is anticipated that the remainder of the season will be a very successful one and the prospects for next season appear excellent, as most of the 1st XV are members of the permanent staff.

The Rugby XV's extend their thanks to Wg. Cdr. McLean, W.O.s Stacey and Conway and Sgt. Barker for acting as referees in our home fixtures.

So far this season our record is:—

Played 13, Won 9, Drawn 1, Lost 3,
Points for 185, Points against 83.

The following players have represented the Station 1st XV this season: S/L. Davies, F/O. Collard, F/O. Gray, F/O. Roberts, P/O. Blake, P/O. Shuttleworth, Cpl. Redcliffe, Cpl. Egbeer, Cpl. Dransfield, J.T. Davies, J.T. Jones, A.C.s Davies, Wicks, Brown, Jones, Clarke, Maeers, Moxhain, Spiers, Dixon, Hodges, Stanford Hodges, and Sgt. Howell and Cpl. Allerton of A.T.D.U.

FULL BORE RIFLE SHOOTING

During the past two years the Station rifle team has achieved a worthy mention in the R.A.F. shooting world.

In 1953 the Station rifle team after exacting and strenuous practice on Yoxter Range, performed the notable feat in one shooting season of winning the No. 22 Group S.R.a Shield, Technical Training Command S.R.a Cup, R.A.F. Bisley Trenchard Cup (competing against the best 100 R.A.F. teams) and the County of Somerset Lord Lieutenant's Cup.

The year 1954 found the team, although somewhat depleted due to postings, still proving successful in bringing back the trophies, namely the No. 22 Group Shield, Technical Training Command Falling Plates Cup, and the Somerset Lord Lieutenant's Cup.

It is hoped during the 1955 season to introduce a little "new blood" into the team, enabling Locking to uphold its fine record.

CROSS-COUNTRY RUNNING—

Season 1954-55

The Station cross-country team has had to face two main difficulties. Firstly, many of the neighbouring stations have been unable to field a side, which means that our fixture list is not a full one. Secondly, most of our runners are trainees, so that the composition of the team is variable. Indeed, the only runner here now who was with us at the beginning of the season is A.C. Wade.

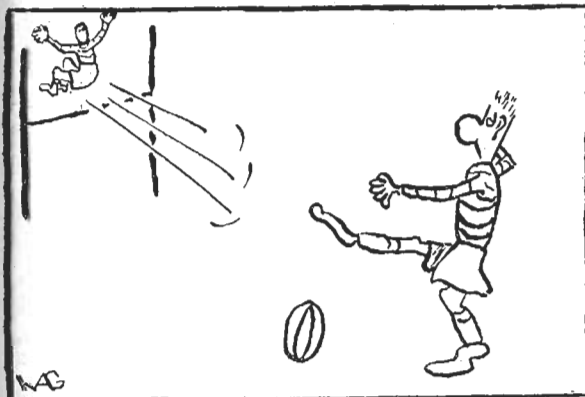
Nevertheless, our record is a good one. We have won four of the six races in which we have taken part. Individuals who have shown good form are A.C. Caiger, who came seventh in the Surrey Junior Cross-Country Championship, A.C. Hobson, and Cpl. Thomas, who is our only representative from the permanent staff.

With a fuller programme ahead the team is looking forward to some keen competition, in preparation for the important races which take place in No. 27 Group and R.A.F. Championships.

APPRENTICE WING SPORTS

APPRENTICE RUGBY

DURING the year 1954 the Apprentice Rugby team did much to enhance its already good record. Wins were registered against such strong



sides as Weston Grammar School, Bristol Grammar School, and the Bridgwater Colts. Three players, Sergeant Apprentice Spencer, Leading

Apprentice Denyer and Leading Apprentice Hifle, gained positions in the Somerset County Colts and all three acquitted themselves well.

In the first half of the 1954/5 season wins were once again registered against the above-mentioned teams. Kingswood School, a new addition to the fixture list, fielded their second team against us, and were beaten by a convincing margin of 29 points to 3. It is hoped that on the basis of this result Kingswood may be induced to include us on their first team fixture list next season.

Bristol Grammar School first XV provided us with a very good example of keen and exacting Rugby, and after a most keenly contested game were defeated by 16 points to 3. As this school includes Clifton College and Newport High School in its fixtures, it is felt that these teams should be approached with a view to arranging some games for next season. The inclusion of such teams should do much to stimulate the Apprentice XV to an even higher standard of play.

The trials for the Somerset County Colts were

played on December 11th, 1954, and of the four players nominated by the Apprentice Wing, two, Sergeant Apprentice Clements and Leading Apprentice Marks, were selected and subsequently played two representative games for the County.

The annual games with the Army Apprentice establishments at Arborfield and Chepstow each year provide the respective schools with a high degree of rivalry and much enthusiasm is shown, both by the players and their supporters. This

year Locking Apprentices succeeded in winning both games, having beaten Arborfield by 14 points to 3 and Chepstow by 9 points to 3.

The major event of each season is the game with the rival Apprentice School at Halton. The degree of enthusiasm shown at these games is quite unsurpassed and on both sides careful preparation is made in the form of extra training and discussions on tactics. Last season the Halton team won by 11 points to 3 after a very hard-fought game.

APPRENTICE SOCCER

Three Soccer teams represent the Apprentice Wing in external Soccer fixtures.

Wing Team—best selection

"A" Team—under 18 years of age

"B" Team—under 17 years of age

The Wing team fixture list is composed of games with other apprentice training schools (Army and R.A.F.), friendly games with neighbouring clubs—Bristol University, Bristol City Nomads, Youth Clubs and local Grammar

Halton. The first, at Halton, in January, ended in a 3—3 draw, which was a fine performance on the part of Locking, when one considers the greater numbers at Halton's disposal, and also the fact that Locking were playing away from home. The second of these matches against our traditional rivals was at Locking, in April. After a rather easy victory in the semi-final of the Sigrist Trophy at Hereford, Locking drew No. 3 Wing Halton, in the final, and won a thrilling game by the narrow margin of one goal.

While the Wing team was continuing its winning way during this 53-54 season, the "A" and "B" teams were by no means laggards in supporting their more senior fellows. The "A" team won the Cheddar Valley Cup, defeating Wells fourths in the final at Draycott, while in the Weston and District League continued bad weather coupled with "cup" commitments made completion of the fixture list impossible—a great pity, this, as the team was well on its way to another success.

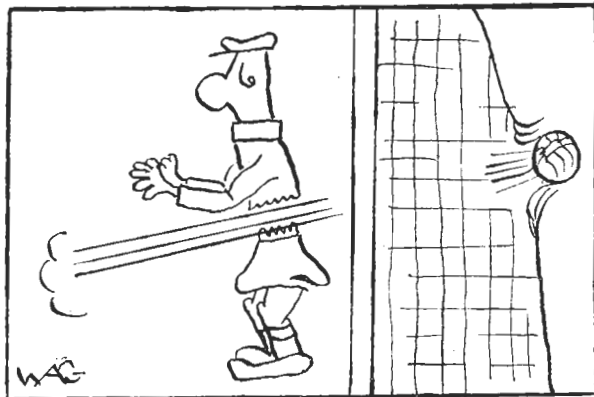
The "B" team was also among the honours, winning the Weston K.O. Cup and reaching the semi-final of the Lewin Cup Competition only to be narrowly beaten by West Twerton Youth Club (Bath).

At the time of writing we are half way through the 54-55 season, and despite extremely bad weather, are doing very well.

The Wing team is still undefeated after seven games, while the "A" team is in firm command of the Weston League, having scored eighty goals for two against, in seven matches, without loss of a point!

The "B" team composed mainly of junior entry boys, is just now settling down as a team, and at present is in third position in the League.

The prospects for the current seasons are very



Schools—and matches in the Boy Entrants, and Apprentices, Signals Trophy Competition.

The "A" and "B" teams are members of the Weston-super-Mare and District Youth League, and also participate in the Somerset County Cup Competitions (Youth Shield and Lewin Cup).

During season 1953-54 the Wing team was undefeated. Among its victories were convincing wins over the Army Apprentice Schools at Arborfield (6—0), and Chepstow (8—1). There were also in this season two fine matches with

bright indeed. The Wing team is every bit as strong as last year and hopes to repeat its successes in the Sigrist Trophy and inter-Service games. The "A" team is the strongest side we have had at this level since the Apprentice Wing came to Locking. It is an experienced side and, as it was last season's "B" team, is well used to playing together, with the result that its prospects seem excellent. It should, without doubt, repeat its cup success, and also win the League Competition, if the weather is a little more kind in the latter half of this season than it was in the last one. The County Youth Shield, of course, is the main objective this season, where we hope, with any luck, the "A" team will go a long way.

The "B" team will understudy the "A"s and will be content with moderate success in League and Cup competitions, and next season, we hope, it will step into the spotlight so firmly held by the "A"s.

In closing, mention must be made of the keen-

ness of all team members, and their desire to learn more and more about the game.

In their procession of victories they have done Locking great credit, but, more important still, by their sportsmanship, have made many friends.

Perhaps special mention might be made of the team captains of past and present seasons. Running a soccer team, especially in Somerset's uncertain climate, is no easy task, and without the help of these tireless workers, many of our fixtures, let alone victories, would not have been accomplished.

Wing Team

- 1953-54 A.A. Mann (68)
- 1954-55 L.A.A. Donald (71)

"A" Team

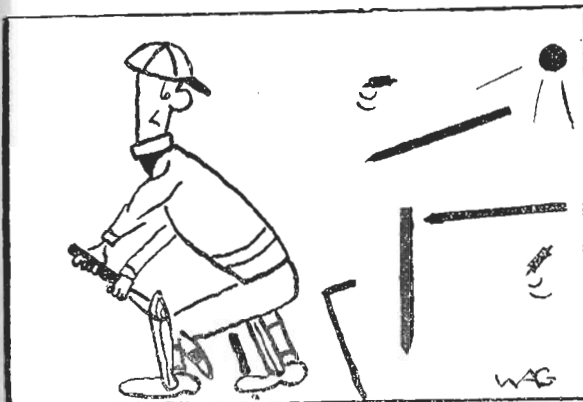
- 1953-54 L.A.A. Budd (70)
- 1954-55 A.A. Wilson (71)

"B" Team

- 1953-54 A.A. Wilson (71)
- 1954-55 A.A. Rann (77)

APPRENTICE WING CRICKET

The Wing had a very successful season last year under the captaincy of A/A. Andrews (69th Entry) and maintained a very high standard of play in spite of one or two major defeats.



The principal disappointment was the match against Halton Apprentices played at home: Halton won the toss and decided to bat on a very good wicket. Andrews gave the new ball to (Beck (72) and Upstone (69), and though both

bowlers were hostile and accurate, Halton scored slowly and carefully, and by lunch time they had passed the hundred with four wickets in hand. When they were all out for 118 we went in with a formidable task ahead. The opponents, however, proved too strong, and we were dismissed for 85.

The most notable achievement of the team was the winning of the Weston and District Cricket League, Division II, the Cup being won without the loss of a single match! Much of the credit for these victories goes to the team spirit, and it would be invidious to single out any one player, but one or two staunch supporters of the team deserve special mention: A/A. Beck and A/A. Upstone were consistently reliable as an opening pair, and A/A. Palmer was a safe wicketkeeper and a useful bat.

The Second XI played rather fewer matches than the First XI, and the team was constantly changing to try out new people who might form the basis of this year's First XI. Nevertheless, they played some good cricket, and L/A. Strudwick was a reliable captain.

Colours were awarded to A/A.s Andrews, Beck, Brough, Care, Lawrence, Palmer and Upstone.

TENNIS—APPRENTICE WING SUMMER 1954

There was much good tennis played during the season, although inclement weather was the cause of cancelling no less than eleven fixtures.

Perhaps the most notable match was that in the summer—Inter-Wing Sports and Athletics meeting with the Apprentices from Halton. It was indeed a hard fought match with the advantage changing continuously, a worthy second couple won their three games and with the match score 4—4 all the game was intensified in the knowledge that the winning of the meeting trophy well depended on a win. L.A.A.

Hifle and A.A. Furneaux played extremely well to win this vital game in the third set. Well done!

We are indebted to Mr. Rundle, L.T.A. Tennis Coach, who trained the team for a fortnight prior to this match.

Some good fixtures were held both for the first and second teams, although some opposition was rather on the weak side. Colours were awarded to L.A.A.s Govan and Hifle, and A.A.s Thommson and Furneaux. L.A.A. Revell and A.A. Emerson should form the nucleus of the Wing Tennis team next season, for they most ably represented the Wing on many occasions.

Finally, many thanks to the officers who accompanied the teams so often.

APPRENTICE SWIMMING 1954

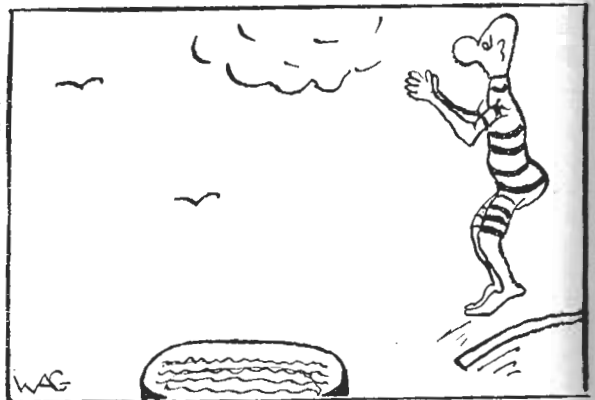
The main swimming events of the year have been the inter-squadron swimming gala and the annual match against Halton. The inter-squadron events gave rise to keen competition, and the issue of many races was in doubt almost up to the final touch. The 220 yards race, in particular, roused great excitement as L.A.A. Hardwicks and L.A.A. Bailey fought for the lead before the former proved to be the winner. The overall victory went to "B" Squadron for the second year in succession, the Squadron captain, L.A.A. Bailey, also distinguishing himself in gaining the highest number of individual points. "A" Squadron took second place.

Despite the advantage of swimming in home waters against our Halton opponents, we succeeded in winning only the diving event. The Halton team was supremely fit and included swimmers of outstanding talent. They are also fortunate in having a swimming bath on their home station. These factors carried them to victory against the courageous opposition of the Locking team.

Several Apprentices were included in the Station team which won the Group Championship, and their performance was largely responsible for the victory. As a result of this match L.A.A. Axford and L.A.A. Hitchins, both of the 70th Entry, were selected to represent No. 27

Group in the Command Swimming championships at St. Athan.

Perhaps it might seem unfair to make special mention of an individual, but the team mates of L.A.A. Hitchins will probably be the first to agree that an exception can be made in his case.



He worked hard at his diving throughout the season and with more competition experience behind him his talent should enable him to make a name for himself in Service championships. Wing Commander Morgan awarded the season's colours to C.A.A. Hassell (69th Entry), L.A.A. Hardwicke (71st Entry) and L.A.A. Hitchins (70th Entry).

APPRENTICE HOCKEY

The 1953-54 season proved to be most successful for the Wing team, having played 20 games, won 15, lost 4 and drew 1, with a goal average of 62 for to 25 against. During the course of this season, two inter-school games were played; one against the R.A.F. Apprentices at Halton which we unfortunately lost by the only goal of the match; the other against the Army Apprentices from Arborfield which we won by 3 goals to nil, a score which hardly did credit to our marked superiority.

At the commencement of the 1954-55 season, we had only four members of the Wing team remaining, and around this nucleus, a 1st XI had to be formed. A measure of the success of this new team was shown by the results of the first half of the season—played 8, won 6, lost 2; the goal average being 25 for to 13 against.

During this time two inter-school games were played, one against the Army Apprentices at Arborfield, resulting in an 8—2 victory to Locking, which was somewhat flattering to us; the other against the Army Apprentices at Chepstow which we lost by one goal to nil, a just result.

At the end of the Christmas term, Wing colours were awarded to A.A. Khaliq (capt.), L.A.A. Perera, A.A.s Khan, Taylor, Saeed Morrison and Haleem, all of whom played consistently well throughout the term.

The Wing team suffered a loss when Sqd. Ldr. Sweetlove retired at the end of 1954. His enthusiasm and advice were of inestimable value to us. We wish him well in his retirement.

Now we look forward to a second half of the season as successful as the first with, we hope, less interference from the weather.

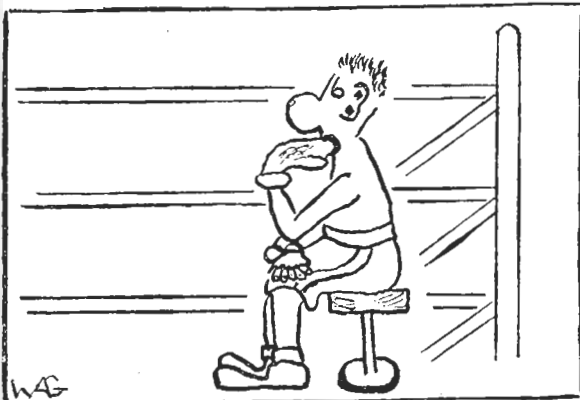
APPRENTICES WING BOXING

The latter half of the 1953/54 boxing season gave evidence of the growing strength of our senior team, but, at the same time, it became more apparent that our juniors had to learn to fight with more aggressive spirit. Our pilgrimage

triumphant with the Sigrist Trophy. On this occasion the juniors once again failed as a team, but there was consolation in some fine individual performances: A/A. Appleton won the feather-weight title and went on to become runner-up in the I.B.S.A. Championships.

And so to the start of the present season and the Inter-Squadron Tournament which was held in October. The local press described it as "an exhilarating evening's sport" and indeed, so it was: "B" Squadron won the senior trophy, "A" Squadron the junior, and, with "C" Squadron always in the running, the aggregate competition resulted in only a few points separating all three.

Everything augured well for our visit to Arborfield, our first boxing encounter with an Army Apprentice School. We were not a little disappointed to return to Locking apparently overwhelmingly defeated by 13 bouts to 2. In fact, however, we were far from disgraced: the decision, in nearly every contest, rested on a narrow margin of points. On December 4th we met another, and even more formidable, Army team when we travelled to Chepstow. Success again eluded us, but the closeness of the contest (9 bouts to 6 in Chepstow's favour) showed that our boxing, thanks mainly to the tireless coaching of the evergreen W.O. Parkes, was definitely on the up-grade.

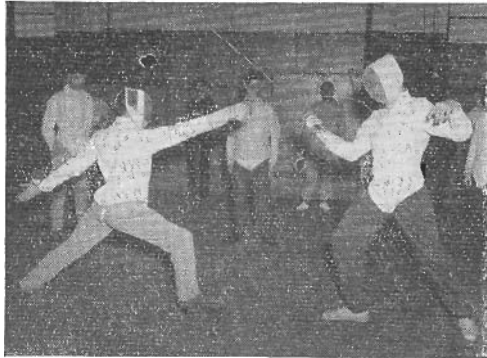


to Halton last January resulted in a narrow defeat for the senior Apprentices but, alas, a chastening drubbing for our junior team.

Fortune favoured us in the following month, however, when we sent teams to Cosford for the Apprentices' and Boy Entrants' Championships: our seniors boxed extremely well and returned

APPRENTICE WING FENCING CLUB

Fencing in the Wing has been of a very high standard this year, in spite of the loss of two of its most prominent members, Hampshire and Briggs, at the start of the season and Hicks and Solman half way through.



"Touché!"

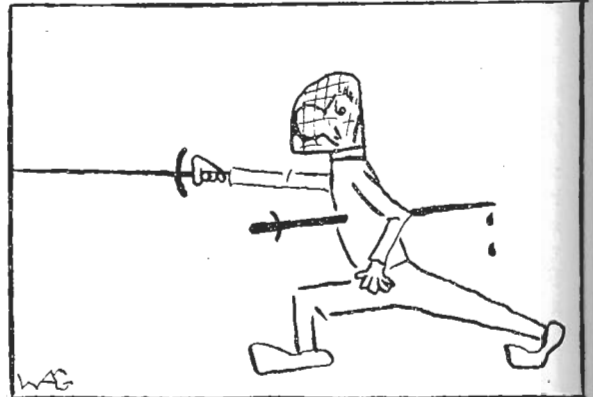
The standard has been improved mainly by entry in matches and competitions in which more experienced fencers take part, such as the MacEwen Trophy, the Inter-Unit Fencing Championships, the Royal Tournament Competition, and the Somerset Shield.

This steady improvement was markedly shown in the return match with the Royal Naval Engineering College at Plymouth. At the end of September they beat the Wing by 17 wins to 8, but in November, against the same team, we beat them 13—11.

Among our other victories this year were the MacEwen Trophy, the Summer Games and the Somerset Shield. We also beat the Weston

Sword Clubs in friendly matches; another civilian fixture, against Millfield School, we lost.

Although we lost to the Halton Apprentices in the Winter Games we showed them in the Apprentices' and Boy Entrants' MacEwen Trophy and the Winter Games that we could still beat them.



INDIVIDUAL ATTAINMENTS

Birch Shield Novices' Competition

F.S.A.A. Solman—6th in Epee

S.A.A. Hicks—Reached semi-final of Foil

C.A.A. Brown—Reached semi-final of Sabre

Phase II of the Royal Tournament

F.S.A.A. Solman—3rd in Foil

A.A. Baker—6th in Sabre and Bayonet

MacEwen Trophy

C.A.A. Brown—1st in Sabre

A.A. Fine—3rd in Sabre

L.A.A. Baker—2nd in Epee

A.A. Roberts—3rd in Epee

A.A. Murry—3rd in Foil

APPRENTICE BADMINTON

The small band of Badminton enthusiasts, captained by A/A. Beck and coached by Sergeant Hill, was not too successful during the 1953-54 season in friendly matches, but scored a triumph at Halton by winning the Aircraft Apprentices' and Boy Entrant Championships for the second year in succession.

The 1954/55 season has started well, matches being played against both Service and civilian teams. The standard of play is good and is still improving; we should welcome new members, whether novices or experienced players.



APPRENTICE WING CROSS-COUNTRY

During the first half of the season 1954/55 the team only won two of its six fixtures, but we have seen some very fine running, particularly by Astle, Furneaux, Tooth, Brittliffe, Barber, Harvey, Wyer and Shrubsole, whose efforts have rewarded the Wing with many exciting races and some very close results.

This season, for the first time, the team have been training and running over a new five mile course entirely outside the bounds of the Station. The course is mainly over footpaths, fields and streams and when present and future generations of runners are struggling up an appallingly muddy track, only to be caught by the full force of an easterly gale on approaching the summit

of Hutton Hill, they will remember C.A.A. Astle and A.A. Furneaux, whose exploration of the surrounding countryside and negotiations with the local farmers resulted in the course being officially adopted by the Wing.

The inter-squadron race resulted in a decisive win for "C" Squadron, the points being: "C" 53, "A" 91 and "B" 177. The results of the other fixtures during the first half of the season were as follows:

Date	Opponents	Result	Points
18th Sept., 54	R.A.F. Yatesbury	Wing Lost	31-107
30th Oct., 54	A.A.S. Arborfield	Wing Lost	36-42
2nd Nov., 54	Fry's Club	Wing Won	39-45
6th Nov., 54	R.A.F. St. Athan	Wing Lost	36-42
13th Nov., 54	Bristol University	Wing Won	35-43
4th Dec., 54	R.A.F. Locking (Station Team)	Wing Lost	32-48

APPRENTICE WING ATHLETICS— Season 1954

The Apprentice Wing Athletic team in 1954 completed its most successful season for many years. For the first time in living memory, the annual Halton fixture was won. This was a fine achievement, considering Halton's greater numbers.

For the first time since 1939 we entered for the MacEwen Trophy, which is competed for

forthcoming fixtures. The records broken were:

- 220 yds.—A/A. Adams, 24.2 secs.
- 3 miles—C/A/A. Astle, 16 min. 20.8 secs.
- 2 miles walk—A/A. Potter, 16 min. 51.0 secs.
- Long jump—A/A. Rennolds, 20 ft. 4.5 ins.
- Throwing the discus—A/A. Pepper, 119 ft. 0.5 ins.
- Throwing the hammer—A/A. Pepper, 97 ft. 8 ins.

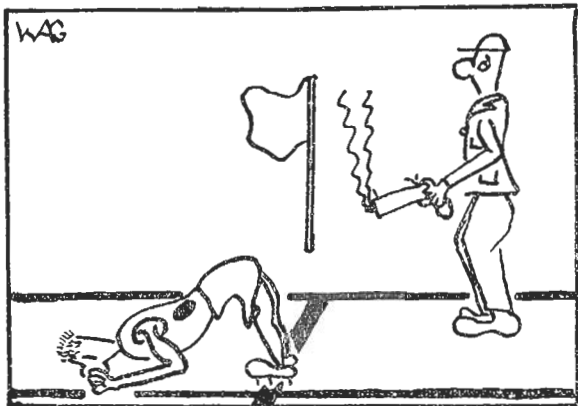
A/A/. Pepper, who also won the High Jump, was awarded the Victor Ludorum Trophy for scoring the highest number of points.

Later in May, the Apprentice Wing team, competing in the Station Sports, retained the Inter-Wing Trophy by a convincing margin over No. 3 Wing, with S.H.Q. third. Three Station records fell to Apprentices, namely:—

- Discus—A/A. Pepper, 102 ft. 1.75 ins.
- Shot—C/A/A. Smith, 36 ft. 3 ins.
- 120 yds. Hurdles—A/A. Cooper, 17.3 secs.

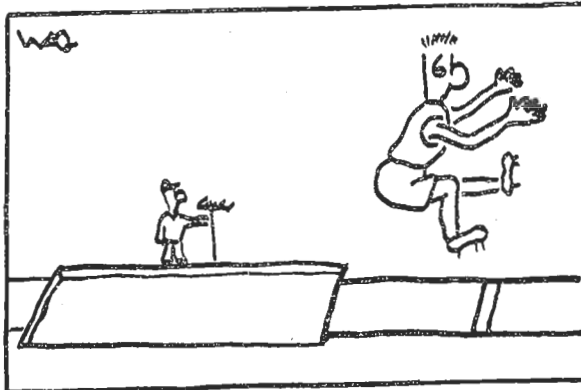
On the result of the Station Sports, 16 Apprentices were selected to represent Locking in the 27 Group Championships, held at Compton Basset in June; in addition the Wing provided a tug o' war team. The Locking team were runners-up to the Group champions, Yatesbury, and this was due in the main to the fine efforts of the Apprentices. The following distinguished themselves by gaining placings:

- C/A/A. Smith—1st Javelin, 2nd Shot.
- A/A. Cooper—1st 120 yds. Hurdles.
- A/A. Rennolds—1st Hop, Step and Jump.
- A/A. Tin Shwe—1st Pole Vault.
- A/A. Disanayake—2nd 120 yds. Hurdles.



annually by all Apprentice and Boys' Wings in the R.A.F. Locking won convincingly.

The season opened in May, with the annual Inter-Squadron Championships, which "A" Squadron won, with "C" Squadron runners-up, and "B" Squadron third. The standard of performance in the championships, in which six new records were established, promises well for



These Apprentices subsequently represented the Group in the Technical Training Command Championships held at Halton in July. A/A. Cooper won the Command 120 yds. hurdles championship, and A/A. Rennolds was 3rd in the Hop, Step and Jump.

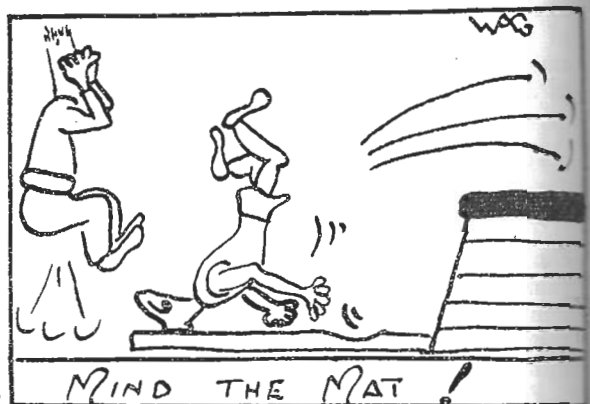
A/A. Cooper went on to represent Command in the Royal Air Force Championships at Uxbridge later in the month, but was unplaced. Rennolds was chosen as reserve for the Hop, Step and Jump in the Command team. Only rarely does an Apprentice represent Command in Athletics, and Cooper deserves special mention for his fine achievement.

In June, the Wing team, competing at Chep-

stow in a Quarterangular fixture against the Army Apprentices from Chepstow and Hereford, and Aircraft Apprentices from Cosford, won the match, with Chepstow second and Cosford third.

Other fixtures during the season took place against Fry's of Bristol, which was won, and against Westbury Harriers and Bristol South Harriers, both of which were lost.

Special mention should be made of A/A. Potter, who won the Hampshire County A.A.A. Senior 2 Miles Walk, and A/A. Rennolds, who won the Midland Counties A.A.A. Junior Hop, Step and Jump Championship.



R.A.F.A.A. 7 MILE WALKING CHAMPIONSHIP

On Wednesday, January 26th, the Locking Apprentices Walking team won a surprise victory at the R.A.F. Athletic Association's 7 Mile Walking Championship. The race was held at R.A.F. Newton, near Nottingham, and was started by the A.O.C. 12 Group, A.V.M. W. J. Chrisham, C.B.E.

The field of 77 contained competitors from five commands, and rival station teams included that of Halton, seven times victors in this event. However, Locking won with a margin of more than 100% with 29 points compared to the nearest team's (Cranwell) 61. The team consisted of: A/A's Garratt (Capt.); Green, Gunby, Gooch, Broadbent, and Clark who returned the splendid time of 63 minutes .06 seconds for the course. All the members of the team came from "C" Squadron, No.1 Apprentice Wing.

APPRENTICE CYCLING CLUB

The past season has not been a particularly memorable one for fast times. This may be blamed partly on the number of times the weather has interrupted training, but it has also been due to a lack of incentive and competition. The principal difficulty has been that most civilian events are started very early on Sunday morning, thus necessitating the use of overnight accommodation away from camp. While this has proved impossible this year, it is hoped that the use of Youth Hostels will provide the solution in the future. The prospect of a full week-end run, staying overnight at a 'Y.H.,' should also serve to revive the touring section. On most of the 'Free Sundays' this year they have disdained to swop bed for bicycle, leaving it to the racing section to support the run and turn it into a 'blind.'

The beginning of the season brought with it the prospect of losing the Wing 'crack,' A/A. Broomfield, when the 68th passed out in April. He continued to ride consistently fast times and assisted the rest of the "C" Squadron team to establish pride of place in the inter-squadron event. The final race of the term was named the 'Broomfield Farewell' in his honour. It took the form of an Australian Pursuit and Broomfield finished sixth off scratch, while the winner was Cox, of the 70th, who received eight minutes.

The summer term saw the first occasion on which the inter-squadron cycle race was held in conjunction with the Athletic Sports; the race starting and finishing in good style alongside the arena. "C" Squadron maintained their supremacy with Lewis, Douglas and Hildersley, all of the 72nd, as their principal riders. Shortly after Whitsun the Station held a 45 mile massed start, which included two ascents of Cheddar Gorge. The Wing was well represented, but a series of minor accidents left only Lewis and Gott to finish the course. At this time the Station Cycling Club held a weekly 25 mile time trial, and a number of Apprentices found their times improving with the incentive of racing against more experienced riders from

such clubs as Weston Wheelers and Avon Road Club.

The "wash-out" of the Christmas term, while not hitting cycling as hard as other sports, has led to the cancellation of a number of events. However, a number of hill climbs have been held and "C" Sqdn. won the Inter-Sqdn. '25.' This race was particularly encouraging, as it brought to light a number of promising riders from the junior entries.

The discovery of this new cycling talent augurs well for the future of the Club. It compensates for the loss of the keen cyclists of the 70th and brings a more even distribution of the cycling strength which should go far to promote keen competition. With the prospect of fairly regular outside events and the occasional week-end tour, the cycling club looks forward to a successful season.

The officials for the past season were:—

Touring Captain—A/A. Keeling.

Racing Captain—A/A. Douglas.

Vice-Captain—A/A. Lewis.

Secretary—L/A. Bond.

Store Keeper—L/A. Gott.

Selection of results:—

'Broomfield Farewell,' April, 1954:

1st—Cox, 70th.

2nd—Lewis, 72nd.

3rd—Bond, 72nd.

Hildersley, 72nd.

Gott, 72nd.

6th—Broomfield, 68th.

15 Mile Massed Start, May, 1954:

1st—Lewis, 72 (C), 33 min. 38 secs.

2nd—Gott, 72 (B), 33 min. 38 secs.

3rd—Douglas, 72 (C), 33 min. 42 secs.

Winning team: "C" Sqdn., total time
102 min. 10 secs.

25 Mile Time Trial, November, 1954:

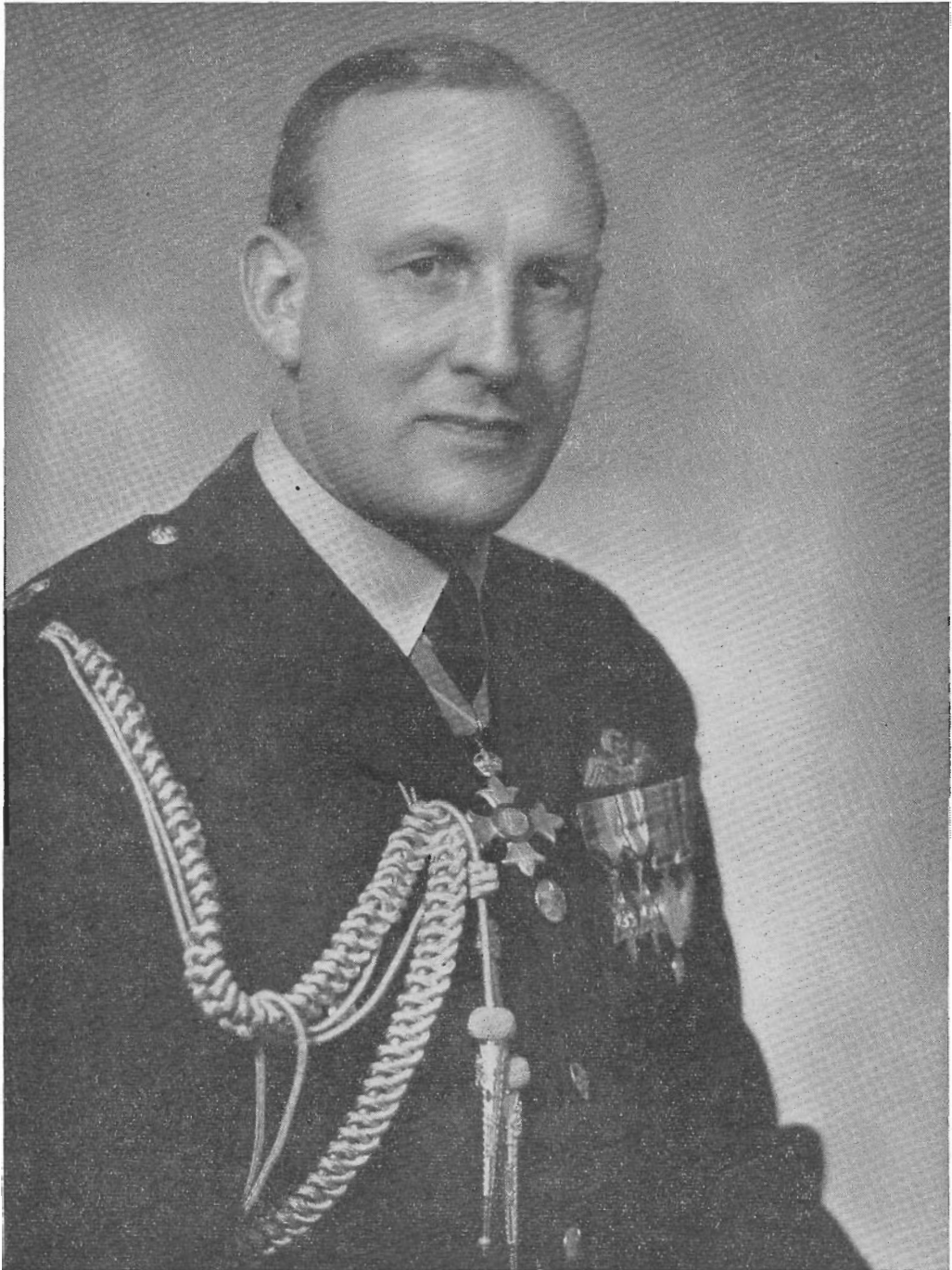
1st—Lewis, 72 (C), 1 hr. 9 min. 45 secs.

2nd—Morris, 75 (C), 1 hr. 9 min. 52 secs.

3rd—Hill, 78 (B), 1 hr. 11 min. 56 secs.

Winning team: "C" Sqdn., total time
3 hr. 32 min. 1 sec.





AIR COMMODORE T. U. C. SHIRLEY, C.B.E., M.I.E.E., A.F.R.Ae.S.,
COMMAND SIGNALS OFFICER, FIGHTER COMMAND

MESSAGE FROM

AIR COMMODORE T. U. C. SHIRLEY,

C.B.E., M.I.E.E., A.F.R.Ae.S.

Command Signals Officer, Fighter Command

As an ex-Apprentice I would like to take the opportunity presented by this, the first issue of *The Locking Review*, to offer my congratulations to the Radio Ex-Apprentices Society upon its foundation and to wish it every success in the future.

Since the inception of the Aircraft Apprentice scheme in 1922 the ex-Apprentice has built for himself a tradition of service and *esprit de corps* second to none in the Royal Air Force and I have every confidence that those of you who are yet to follow will proudly maintain this great tradition.

THE RADIO EX-APPRENTICE SOCIETY

THE AIMS OF THE SOCIETY

1. To stimulate interest and comradeship between Radio Ex-Apprentices of all Entries.
2. To provide information on the progress and activities of Radio Ex-Apprentices wherever they may be serving.
3. To give those Radio apprentices still under training an insight into the life that awaits them after graduation.

SECRETARY'S NOTES

THE Commandant has explained in his foreword that the aim of *The Locking Review* is to re-establish those links between ex-members of the Radio School which were originally forged by the *Electrical and Wireless School Magazine* in the late 1930's.

It has been felt for some considerable time, however, that there should be, within this wider aim, a rather more specialised organisation which would exist to act as a link solely between Radio Ex-Apprentices. It is to meet this need that the Radio Ex-Apprentices Society has been formed.

The aims of the Society are shown at the beginning of this, our first section of the *Review*, and it is hoped in this section of future issues to publish letters and articles of interest from Ex-

Radio Apprentices of all entries wherever they may be.

We must all of us at some time have wondered what had happened to the comrades of our Apprentice days, here is the opportunity to satisfy that curiosity.

So let us hear from you. We are interested in anything concerning the ex-Apprentices serving on your stations and in your career since you left the School.

Remember, this is your Society, and only with your help can we make it an active and flourishing concern.

D. A. MOYCE, Flt./Lt.

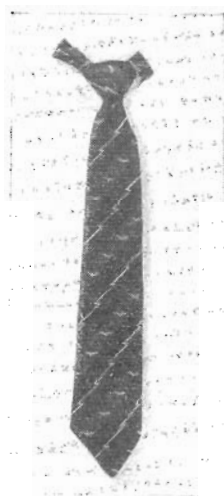
THE RADIO EX-APPRENTICE TIE

The attention of all Radio Ex-Apprentices is drawn to the existence of the Radio Ex-Apprentice tie. This was designed by the Apprentices themselves and was instituted during 1950 for wear by all ex-apprentices who have successfully completed the Aircraft Apprentice Radio Course.

A photograph of the tie, which is attractively designed in dark blue and maroon diagonal stripes appears on this page.

Authority to purchase this tie may be obtained on application to:—

The Training Officer,
Royal Air Force,
Locking,
Weston-super-Mare,
Somerset.



The ties may then be purchased at a cost of 10/- direct from:—

Messrs. Burberry, Ltd.,
Haymarket,
London.

or

Thomas Hansford,
3, 4 and 12 The Centre,
Weston-super-Mare,
Somerset.

SOME OBSERVATIONS ON THE PAST AND THE FUTURE OF POWER ENGINEERING

The subject matter for this article has been taken from the Inaugural Address of J. Eccles, C.B.E., B.Sc., M.I.C.E., M.I.Mech.E., this year's President of the Institution of Electrical Engineers, to that Institution on 7th October, 1954. Mr. Eccles is an eminent electrical power engineer and it is considered that the information contained in his address will be of very real interest to the readers of this Review. Readers who wish to read the whole Address will find it in The Proceedings of the Institution of Electrical Engineers Volume 102, published in January, 1955.

(This digest has been printed by kind permission of the Editor of "The Proceedings of the Institution of Electrical Engineers."—Editor).

THE function of the power engineer is to give man command over Nature by releasing her great storehouse of energy and presenting it in forms and in quantities that enable him to achieve the otherwise impossible, and, at the same time to enable him to gain a livelihood without undue physical exertion. Between these extremes he provides ways whereby man may live a fuller life or, if he chooses, effect his own destruction.

Coal consumption in Britain is 200 million tons annually, about half being used to provide mechanical and electrical power. This mechanical and electrical power will do the work of at least 750 million unaided men working a 44-hour week. Taking the population as 50 millions we have, in effect, provided fifteen slaves for every man, woman and child. These slaves propel trains, operate cranes, turn lathes, whirl vacuum cleaners and washing machines and actuate the myriad host of power driven appliances on which our civilisation depends.

Oil is used to propel cars, buses and lorries, tractors and bulldozers, ships and aircraft and a calculation shows that the present consumption of liquid fuel in this country provided the equivalent of a further five slaves for each living soul in Great Britain.

How has it come about that each of us has to depend upon 20 slaves to maintain his present standard of mobility, comfort and leisure? For Science and technology after a long period of

how long has this been going on and what are the chances of its continuance? These are some of the vital questions of our age and in answering them it is necessary to go backwards in history a little way.

At some remote period in the earth's history, conditions arose which resulted in cycles of luscious vegetation followed by periods of decay. Vegetation grew, decayed, was reborn and again decayed, until there was built up stratum upon stratum of hydro-carbonaceous matter. To this we owe the coal and oil which provide 85% of the world's fuel. It is thought that as long as a million years ago man knew how to initiate and control fire. For a long time man was content simply to live upon what nature provided. Later he improved upon nature by tilling and fertilising the soil. During this period the demand for fuel grew apace. Wood was used for warmth, for cooking and for smelting. Whole vast areas were deforested by burning simply to provide wood-ash as a fertiliser. Eventually in India and China when the crops failed through lack of fertiliser the population was decimated by starvation and the old cultures died out. The records show that in these ancient civilisations improvements in technology encouraged an increase in population which overshot the capacity of the technology to feed and to clothe, with the result that, in the exercise of self-preservation man, with his limited knowledge, cut off the branch on which he sat.

However, in some areas improving supply technology aided by slave labour was able to meet the increasing demand for long periods. By 6000 B.C. a start had been made in using the fossil fuels, beginning with asphalt. Asphalt was used in the building of the Pyramids and for waterproofing the walls of Jericho. In Babylon some roads were built by setting stones in asphalt, a practice revived by McAdam in this country 2,500 years later. The earliest record of the use of coal is in China about 1000 B.C. The first use of coal in Europe was probably in Greece, and coal was known and used in Britain before the Romans came.

During the 15th and 16th and 17th Centuries there was a slow awakening and advances in

TABLE 1*

<i>Fuel</i>	<i>World Reserves</i>	<i>Source of Data</i>	<i>Total Energy B.Th.U.</i>
Crude oil	610 x 10 ⁹ barrels.	Weeks and Moulten.	x 10 ¹⁸ 3.5
Natural Gasoline	11.5 x 10 ⁹ barrels.	American Petroleum Institutes.	0.07
Shale Oil	620 x 10 ⁹ barrels.	Bureau of Mines.	4
Natural Gas	560 x 10 ¹² ft ³	American Gas Association.	0.6
Coal	3482 x 10 ⁹	Bureau of Mines	72.2
Total Conventional Fuel			80
Uranium	25 x 10 ⁶ tons	Raw Materials Divi- sion of A.E.C.	1700 at 1 : 1 breeding
Thorium	1 x 10 ⁶ tons	Ditto	71
Total New Fuel (say)			1800

* Reproduced from Cisler, W.L. : *Economic Evaluation of the Industrial Use of Atomic Energy* (American Power Conference, March, 1953).

prejudice and stagnation. At the end of the 17th Century the invention of the steam engine made possible the tapping of the vast resources of coal. The steam engine was first used in pumping out coal mines and raising coal. In 1827 the first steamship crossed the Atlantic, and in 1829 the first steam driven railway locomotive was running. In 1884 Parsons invented the steam turbine which made possible single machines with an output of 200,000 kW using only three-quarters of a pound of coal per Kilowatt-hour.

The first motor car using an internal combustion engine took the road in 1885 and the first aeroplane left the ground in 1903. The use of the internal combustion engine revolutionised the mode, range and speed of transport.

In 1831 Faraday demonstrated the principles of electro-magnetic induction now used in every electric power generator throughout the world.

The nett result of all these advances and discoveries is that in some parts of the world man has developed during the last 250 years a method of living that transcends everything hitherto achieved, but it is largely dependent upon the use of enormous quantities of natural energy stored in a bygone age.

It is now proposed to answer the question posed earlier as to the chances of the present method continuing and what is likely to happen if the supply of fuel fails.

In Britain it is estimated that we have already raised 25,000 million tons of coal and that there

is still about twice this amount that can be raised. On this basis there is still about sufficient coal for another 200 years. It is not easy to estimate the total coal reserves of the world because of difficulties in assessing the thickness of seams, amount not yet located, and the difficulties of bringing it to the surface. A recent American assessment of the world reserves of all fuels is shown in Table 1. This estimate shows that world reserves of crude oil are only about 5% of coal reserves, whilst the potential energy of nuclear fuel is more than 20 times as great as that of the world reserves of coal, oil and natural gas put together.

In view of the tendency to use oil more extensively in agriculture and for sea, air and road transport, the supply of this fuel may easily become critical within the lifetime of the present rising generation. Efforts to produce a substitute liquid fuel may include the synthesis of coal, which in turn, would accelerate the destruction of this fuel. The interval provided by time to use up the coal will be available for the orderly development of alternative fuels.

What are the alternatives to fossil fuels? These would, at present, appear to be water power, energy of the wind, solar energy and nuclear energy, with nuclear far exceeding in potential all of the other of the forms suggested.

WATER POWER. The conditions which make water power available are: adequate rainfall on a large elevated area, a reservoir to impound water at a high level, a steep conduit to a low level where the power unit is situated and a means of disposing of the spent water. Recent estimates show that the total of inland water power could supply at least three-quarters of man's present energy requirements.

The Mediterranean loses more water by evaporation than is replaced by the inflow from rivers, with the result that there is a continuous inflow through the Straits of Gibraltar and through the Dardanelles. By damming both ends it is possible that a total of 12 million kW could be developed or roughly 75% of the present demand in Great Britain. This would, of course, be a Herculean project which could only be carried out in a world where all nations were living in peaceful harmony.

The use of energy from the rise and fall of the tides of the oceans has for ages suggested a method of providing power. Here there are many problems to solve, particularly the problem of storage since it is the moon that controls the tides and our activities are regulated by the

sun. Thus the tide rises and falls twice in the course of a lunar day which is out of step with our working day. Damming river estuaries suggests one method whereby the energy due to the tides might be in some small part made usable. In Britain the Severn Barrage Scheme is a project to use the tidal waters in the Severn Estuary to produce power.

The force of the wind has been used in a small way to produce power in propelling ships, grinding corn and in generating small amounts of electrical power. The fact that the wind bloweth where it listeth is a severe limitation to any attempt to produce large amounts of power from this source. It is likely that even the small amount which can be produced by the wind will be welcome as our reserves of fossil fuels disappear.

The energy arriving from the sun is equivalent to 10,000 times man's present needs, and this may be the source from which the final scientific civilisation may obtain its power. At present the unfavourable atmospheric conditions in temperate climes make it very difficult to make use of the solar energy in these regions. Interesting experiments are taking place in domestic space-heating and solar cooking in tropical countries. In India 6000 solar cookers are being sold each year. The continuance of this practice will mean that the soil fertility will improve as it is in such regions that animal manure and vegetation have been used for fuel.

Leaving for the moment the possibilities of the use of nuclear power, the most reliable alternative to coal and oil is water power. Full use of water power will pose some tremendous questions of distribution, since the main sources of water power are remote from the areas where the power is needed. The answer may be to transport the population to the area where the power is rather than to distribute the power.

In discussing the nuclear power possibilities it is to be remembered that Professor Einstein postulated that matter can be converted into energy. He calculated that the destruction of one pound of matter would release energy equal to 11,340 million kWh of electricity. Were such conversion possible, six pounds of matter would release energy equivalent to the whole of the electricity generated in Great Britain last year.

So far it has only been possible to release a tiny fraction of the mass energy of matter by persuading a heavy atom to divide into two lighter atoms whose combined mass is a little

lighter than that of the heavy one. Similarly to form a single atom whose weight is a little less than the sum of the weights of the lighter atoms. As examples, the division of uranium into two lighter elements or the fusion of hydrogen into helium offer the possibility of energy release.

Since hydrogen constitutes a considerable portion of the crust of the earth the energy from the hydrogen-helium fusion process could be enormous. Unfortunately the process develops enormous temperatures and, until something is discovered which will allow the reaction to take place at lower temperatures, the application to industry will be impossible.

With uranium the process can be controlled so that heat is liberated at temperatures suitable for industrial processes, but before large scale use is possible much work remains to be done on heat-transfer methods and materials, and on the treatment of the products other than heat which form part of the process.

Of the uranium existing in nature only about 0.7% is fissile. However, a process has been devised through which the remaining 99.3% can, by a double reaction, be converted into plutonium which is fissile. It is estimated that the availability and accessibility of uranium is such that an expenditure of £50 per pound of pure metal should be sufficient to provide enough of this fuel to meet man's present energy requirements for 1,500 years, and, that expenditure on less productive ores of £100 per pound should procure sufficient to last for a further 8,500 years. These very general figures indicate the satisfactory manner in which uranium can meet world energy requirements and the effort needed to make it available.

It might appear that since there is sufficient nuclear power available for all foreseeable needs we should not look any further for alternatives. It has to be remembered that the chemical process of uranium separation will itself consume a considerable amount of energy, and that the alternative sources will be fully competitive for a long time to come.

As coal and oil approach exhaustion, a possible balance may be found by harnessing all the water power of the world and meeting local power requirements from this source. Where there is a local surplus of water power, the energy could be used to purify fissile material, so as to provide power in lands where the alternatives are insufficient. Since fissile material is easily transportable such packaged fuel

might solve the power transmission problem.

Water power, tidal and wind power will, no doubt, be developed in many lands to minimise the need for imported fuel, and the world production of industrial alcohol will probably be greatly increased to provide much-needed liquid fuel. Indeed, one of the problems of the Atomic Age will be the provision of small mobile power units, and it may be that part of the answer will be found in the use of nuclear energy via a fuel cell. As far as can be seen at present, nuclear energy will be made available to the people as electricity. Electric rail and road transport will assume a new importance. Britain will become a smokeless zone.

In sum, man having evolved during a million years has, over the past 250 years, developed a mode of living which is unique in human history. This achievement has thus lasted for only 0.025% of his sojourn here and already it has made great demand on the energy resources of our planet. Unless he is able and willing to match his technology to the unfolding needs of the situation, he has no prescriptive rights to a continuance of this latest civilisation, and the history of civilisation discloses that discontinuity—decay and rebirth—is the normal method by which successive stages have been reached.

However, today man is equipped with a knowledge of natural laws (science) and an ability to harness these laws to his needs (engineering) that were absent in all previous civilisations, and there is good reason for thinking that the present mode of living can be greatly prolonged if he will but use this knowledge and ability aright. The test is one of competence in the political sense to learn how to live together in peace, and in the technical sense to unravel the unsolved relationships in nature and constrain them to serve his ends. The need for more and better physicists, chemists and engineers was never more clamant, the results of achievement were never more worthwhile, and it is extremely important that in our homes and schools the need and the prospect should be fully explained to the rising generation on whose shoulders the responsibility for continuity lies.

We stand before the portals of an epoch. It is the privilege of scientists to unlock one of the doors through which humanity may pass to the enjoyment of a fuller and a freer life for the next 5,000 years.

Let us all see to it that man is worthy of his achievements.

DOWN ON THE FARM

CHIEF events of interest are on the Pig Farm, where initial measures have been taken to cope with the changed conditions in the Pig Industry.

Various causes have resulted in the necessity for a much higher standard in quality production, and to keep abreast of competition in this direction the Station Farm has acquired seven pedigree Wessex Saddlebacks Sows and also has its own pedigree stock boar of the same breed. The points essential for the production of high quality bacon and pork have already been fixed in these breeding sows, but it is intended to develop and improve these points in our own breeding.

The breeding sows of the herd have all reared their first litters and three of them have now farrowed for the second time. The sire of these second litters is our own stock boar "Chancellor's Wonder 4th." The first examples of his progeny are well up to expectations.

From the second and subsequent litters will be selected animals to increase our own herd to a minimum of fifteen breeding sows and, of course, as replacements for sows leaving the herd. Others will be sold at Pedigree Sales and by treaty and the remainder will be consumed on the Station or absorbed into the Bacon and Pork industry. The greater part of our contribution

to the consumer market will be provided by crossing our pedigree sows with a boar of the Large White breed, the result of this crossing (using good class animals) being an excellent bacon-type of pig.



The herd is registered with the National Pig Breeders' Association and selected the herd-prefix of "RADLOCK." This has been formally approved by the Association. One gilt from the first litter of Chancellor's Spotlove 192nd has been selected and registered for inclusion in the herd. *Radlock Spotlove 1st* is now growing up, and very promisingly too.

Interesting times for the Pig Farm are ahead.



IN MEMORIAM

FRANK HENRY RICHARD LAMBOURNE

1904—1954

THE whole Station was profoundly shocked when Flight Lieut. Lambourne died in March of last year of bronchial pneumonia following upon an operation.

Frank Lambourne started his musical career as a Band Boy in the Leinster Regiment. When it was disbanded in 1921, on the formation of the Irish Free State, he transferred to the Welch Regiment, in which he rose to the rank of sergeant. Subsequently, he joined the Royal Air Force as a Music Instructor, his first appointment being at Gosport. Much of his time was spent overseas, which he preferred to home service.

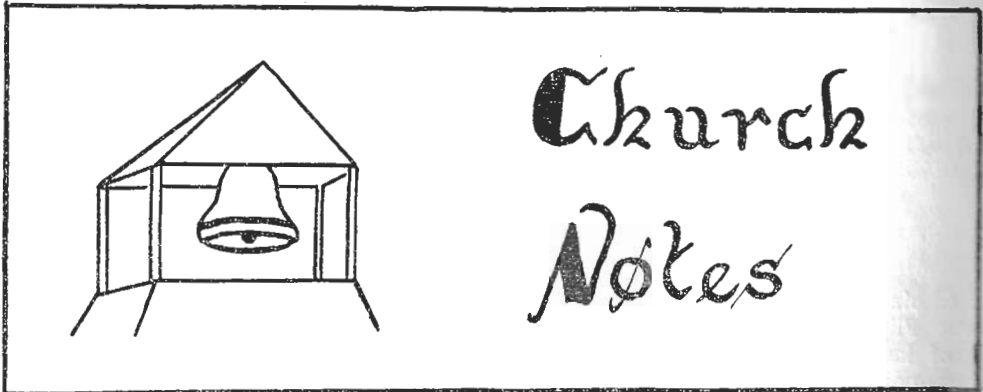
At Singapore, where he did two tours, he devoted a great deal of time to the care of the lepers; and later, he gave up all his spare afternoons to the Chinese and Indian tuberculous children in the mission hospital there. Anonymously he gave away very large sums of money for their welfare, although at the time he was only a sergeant. He was most annoyed when the identity of the benefactor leaked out on one occasion. He was there when the Japanese entered, but he managed to escape.

Before coming to Locking he served three years in Germany as Director of Music with No. 3 Band. The writer recalls an occasion at Sylt when, having played at an annual inspection on the Station, he took the band down to the promenade to play to the Germans. His almost incredible smartness and preciseness on parade completely fascinated the Germans, who could not take their eyes off him. When he concluded the performance with *God Save the*

King and *Deutschland uber alles*—heard, it is believed, for the first time since the occupation—many of his audience were in tears. It was during this tour that he was awarded the M.B.E. At the Coronation he was in charge of No. 5 Regional Band, and the crowd at Piccadilly Circus showed its rousing appreciation of what was officially described as a “wonderful performance.”

Frank Lambourne’s death is a great loss to the R.A.F. musical world. Wing Commander A. E. Sims and Squadron Leader C. L. P. Ward, the two senior Directors of Music, have spoken most highly of him. But the highest praise of all comes from the Chaplain-in-Chief of the Royal Air Force, who knew him intimately at Singapore and elsewhere: “The outstanding thing about him was his genuine desire to serve his fellow men, *because* he was a genuine Christian man. He carried the spirit of service wherever he went. He was intensely proud of the Royal Air Force, as was shown by his meticulous standard of dress and bearing. He was humble and humane, a keen Churchman and a regular Communicant—a man of whom it could be said: ‘He hath shewed thee, O man, what it good; and what doth the Lord require of thee, but to do justly and to love mercy, and to walk humbly with thy God?’ (Micah viii, 6). It was the Chaplain-in-Chief who chose the inscription upon his memorial tablet: “An upright man who served God and his fellow men gladly.”

“Rest eternal grant unto him, O Lord; and let light perpetual rest upon him.”



Church Notes

CHURCH OF ENGLAND

Sunday Services :

1st Sunday in month :			
Holy Communion	...	...	07.30
Parade Service	...	...	09.30
Sunday School	...	...	11.00
Evensong	...	...	18.30
2nd and 3rd Sundays :			
Holy Communion	...	...	08.00
Parade Service	...	...	10.00
Sunday School	...	...	11.00
Evensong	...	...	18.30
4th and 5th Sundays :			
Holy Communion	...	...	08.00
Matins	...	...	10.00
Sunday School	...	...	11.00
Evensong	...	...	18.30

Weekday Services :

In Term—Daily :			
Holy Communion	...	...	07.00
Out of Term :			
Wednesdays, Fridays, Holy Days :			
Holy Communion	...	...	07.00

THE NEW CHURCH

It has been decided that Locking is to be one of the three Stations to be given a permanent Church of England Church. This, it is hoped, will be dedicated in 1957. Meanwhile a start has been made with its furnishings. On 9th January, 1955, the Lord Bishop of Bath and Wells visited the Station and dedicated the new Altar with its ornaments. These are being used meanwhile at the Church Parades in the Assembly Hall in No. 3 (T) Block. The Altar was built in Station Workshops to the design of J. Wippel & Co., Ltd., of Exeter, who themselves made the frontal, Cross and candlesticks. Our



The New Altar

thanks are due to Flying Officer F. G. Miller, B.E.M., Flying Officer J. T. Collins, B.E.M., Warrant Officer E. W. Windebank, Senior Technician J. Sanderson, S.A.C. J. Alford, Mr. J. Fitzsimmons and Mr. R. Southard, for the part they played in producing the Altar itself and its platform.

CHURCH OF ENGLAND MEN'S SOCIETY

R.A.F. Locking was the first Station in the Service to have a branch of the C.E.M.S.—a fact of which it is justly proud. The meetings are held each week in St. George's Fellowship Room, in the Station Education Centre. This year it is proposed that the annual general meeting of the diocesan branch should be held on the Station on 24th September, 1955.

Other Activities

Confirmation Classes	Thursdays	18.00
Fellowship Meeting	Thursdays	19.00
Choir Practice	Saturdays	11.00
St. George's Wives' Club	Monday	19.30
	(monthly)	

ROMAN CATHOLIC CHURCH

Church—South East wing of the Station Education Centre.

Club—Hut 305 (beside the Central Bedding Store). Open daily from 18.30 hours (Saturdays and Sundays from 12.00 hrs.) until 22.00 hrs. for private study, indoor games, etc.

Chaplain's Office—In the Club.

Interviews—In the Sacristy daily at 18.15 hrs., or in the Chaplain's Office by appointment.

SERVICES :

Mass—

Sundays at 08.00 and 09.00 hrs.
Holydays at 07.00 and 18.15 hrs.
Weekdays at 07.00 hrs.

Benediction—

Sundays after the 09.00 hrs. Mass.
Tuesdays at 18.15 hrs.

Confessions—

Saturdays at 18.15 hrs.

Night Prayers—

Every evening at 18.15 hrs.

CATHOLIC CHURCH

The year that has passed has seen the continuance of the Moral Leadership Courses, which have now become a regular feature of Service life. For Home Commands there are three Leadership Centres; one at Rainhill, Liverpool; another at Craighead, Glasgow.

Both of these are for Airmen. There is also a Centre for W.R.A.F. at Newcastle-on-Tyne. Allied to these, but distinct from them, Retreats for the wives of Servicemen are held occasionally at a suitable Centre.

Since ours is a training Station, and since it is obvious that one cannot interrupt one Course to embark on another, most of our people at Locking are ineligible for the Leadership Courses. Selection of candidates must be confined to the Permanent Staff. Nevertheless, Trainees will not always be Trainees, nor will Aircraft Apprentices always be Aircraft Apprentices. Some day they, too, will join the ranks of the Permanent Staff on some Station, and the question of Leadership Courses will then become a matter of practical politics.

It is often asked whether Leaders are born or made. Some people might be described as born Leaders. But even innate qualities can be further developed, trained and directed. Even the born Leader needs a Leadership Course. What of those who would not be described as born Leaders? Undoubtedly, earnestness and the capacity to apply oneself to the job in hand, can, initially at least, supply for the lack of the more obvious and desirable qualities. These can come later. Latent powers can be developed, the candidate can be trained, the craft can be learned—granted the possession of certain minimum qualities to start off with.

Like many other things, Leadership can be possessed in varying degrees. Not everyone can be the real hundred per cent article. Some will fall short of the ideal, and still make useful Leaders within the limits of their respective capacities. Many could never be Leaders at all—nor need they be. Followers are needed in any movement as well as Leaders.

ST. ANDREW'S CHURCH
Presbyterian, Methodist, Baptist and
Congregational

St. Andrew's Church has had, on the whole, a good year. Padre Schofield left us early in the year on posting to Aden, and Padre Fugler came to take his place in April. Our services have been well attended, particularly the ten-thirty morning service. Sunday evenings seem to have suffered somewhat from the time we introduced our trips to local country churches. We can always get a full bus load of men for these outings, and there is no doubt that the people in the local churches appreciate our visits, and make us very welcome. The intervening Sundays, when the Evening Services are held in our own Church, have produced smaller congregations. We have had two companies of men to present for admission to full church membership during the year. Special visitors included the Rev. A. Wm. Hopkins, B.A., Principal Methodist Chaplain, and the Rev. J. R. Appleyard, Q.H.C., Principal United Board Chaplain. Our best attendances were at the Harvest Festival, and at the Harvest Supper which followed the Service.

Sunday School has suffered from the lack of experienced leadership and teachers, but the immediate prospect is brighter. The Male Voice Choir struggled for three months, and in spite of some enjoyable evenings among ourselves we never reached the strength to justify a public appearance. We shall try again next winter.

SERVICES

- Sundays :
 9.30 a.m. Apprentices' Service.
 10.30 a.m. Morning Service and Sunday School.
 6.30 p.m. Evening Service.
- Mondays :
 6.15 p.m. Youth Club for the Teen-agers in Married Quarters.
- Tuesdays :
 7.30 p.m. Bible Class and Preparation Class.
- Thursdays :
 7.30 p.m. St. Andrew's Fellowship.



GIEVES . . . the name has always meant Service tailoring at its very best. We are proud of this reputation—confident in our ability to maintain it.

*By Appointment
Naval Outfitters to the
late King George VI*



Gieves

LIMITED

27 Old Bond Street, London, W.1. Tel. HYDe Park 2276
20 Old Bond Street, Bath. Tel. 3154

*Southampton — Weymouth — Liverpool — Londonderry — Plymouth — Chatham
Edinburgh — Bournemouth — Portsmouth — Gibraltar — Malta*

