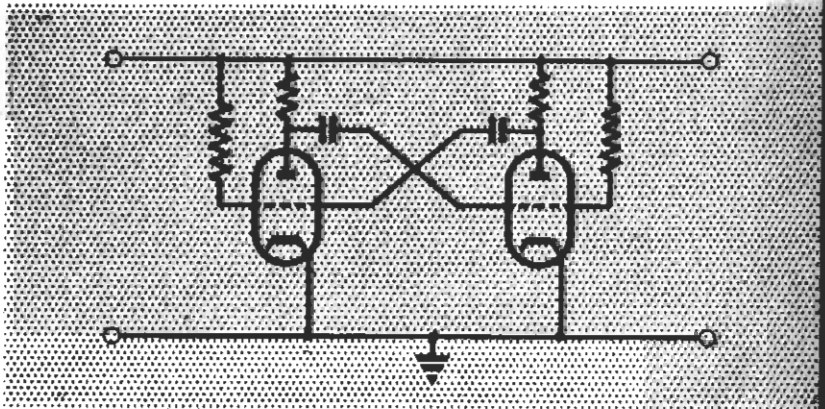


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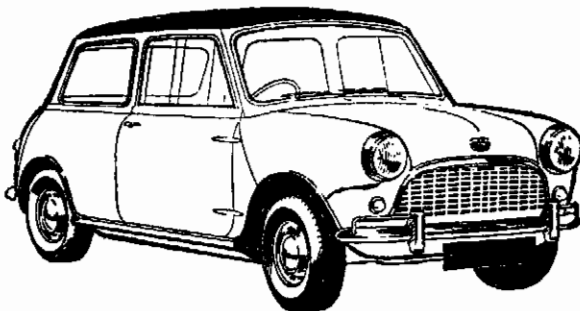
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Editorial

The main purpose of the editorial, of late, seems to have been to announce changes in the composition of both the *Review* and its staff. Many may well think, "About time too!" and, for these readers, this will be an especially welcome edition.

Turning back a page or two they will find that a new and impressive array of Assistant Editors has now appeared and their first reaction may well be to dismiss this as yet another case of "empire building", a phenomenon not unknown to most of us. In fact, however, the new appointments herald a change of policy which, we hope, will produce a better and more interesting magazine, appealing to a wider range of readers than at present.

The idea is that the *Locking Review* in future shall be representative of the whole Station and shall feature news about all the wings. This change will take effect as from the next edition, but it will be noted that we have made a start in this number by the introduction of No. 1 Wing Notes, containing general news about the apprentice entries. In the next edition, items of interest about the other wings will appear.

In our last editorial we asked for criticisms of the *Review*. This did not produce an over-enthusiastic response, but we did receive a very detailed and well-reasoned critique from an ex-apprentice, which we print in full and exactly as received, in Readers' Views. Our ears are burning somewhat and we do not agree with all the points made, but we appreciate both the interest shown by our correspondent and the intention behind his critique. We should be delighted to publish any other serious comments from readers, in our next issue.

This is the last offering from the present Editor, who will be leaving Royal Air Force, Locking at the end of term to take up an appointment at Bristol University. This has no connection with the falling sales of the *Review* but may well prove remedial.

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Passing Out Parade of the 99th Entry of Aircraft Apprentices

Reviewing Officer : Air Marshal Sir John Davis,
K.C.B., O.B.E., M.A., Air Member for Supply and Organisation

PASSING OUT ENTRY

Parade Commander	F.S.A.A. Saunders, M. G.
Parade Adjutant	S.A.A. Maclaren, M.
Parade Warrant Officer	S.A.A. Williams, T. D.
No. 1 Squadron Commander	S.A.A. Still, T. A.
No. 1 Flight Commander	S.A.A. Perrett, B. W.
No. 2 Flight Commander	S.A.A. Moore, H.
No. 2 Squadron Commander	S.A.A. McKeon, M. T.
No. 1 Flight Commander	S.A.A. Sharman, P. B.
No. 2 Flight Commander	S.A.A. Darlington, J. N.

SUPPORTING SQUADRONS

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No. 1 Squadron	
Squadron Commander	S.A.A. Hubbard, C. N.
No. 1 Flight Commander	S.A.A. Kent, G. P.
No. 2 Flight Commander	S.A.A. Funnell-Bailey, C. C.
No. 2 Squadron	
Squadron Commander	S.A.A. Webber, J. R.
No. 1 Flight Commander	S.A.A. Ferris, C. C.
No. 2 Flight Commander	S.A.A. Norton, K.

No. 1 Radio School Apprentice Pipe Band
Warrant Officer T. D. Williams, L.R.A.M., A.R.C.M.

No. 5 Regional Band
Squadron Leader V. H. Hutchinson, L.R.A.M., A.R.C.M.

**Address made by Air Marshal Sir John Davis, K.C.B., O.B.E., M.A.,
Air Member for Supply and Organisation, on the occasion of his Review
of the 99th Entry of Aircraft Apprentices at their Passing Out at Royal
Air Force, Locking on Tuesday 28th July 1964.**

The Air Marshal said:

Ladies and Gentlemen.

It is a great privilege for me to be asked here today to review the Parade and present the prizes and I am very pleased to be here with you—those of you who are passing out at this milestone in your career.

I would like to begin by congratulating you all on an excellent parade. In the course of my duties I see a great many of these parades and I think this morning's was quite outstanding; it was quite one of the best I have seen and was a great credit to all those who took part. I am sure your parents and friends are very proud of you and they have every good reason to be.

Now I would like to add my own few words to what the Commandant has already said on how glad we are to see so many parents and friends here today. We look upon parents as very important people and we are extremely grateful for all the co-operation they give us, and I hope that they share my own conviction that their sons' time here has been well spent and that they are now embarking on a worthwhile, challenging and exciting career in the knowledge that the training they have received here will stand them in very good stead.

May I say too, how greatly we appreciate the presence here this morning of the Chairman of the Axbridge Rural District Council and the Mayor of Weston-super-Mare. The Royal Air Force values very greatly the understanding and appreciation of those in civil life—after all we only exist to serve and defend the community and it is most encouraging to know that the local civil community knows and appreciates what we are trying to do here. For this reason Locking attaches great importance to its Freedom of Weston-super-Mare, which they regard not just as a pleasant formality but as a sign that you welcome them here and realise the importance of what they are trying to do.

I was sorry to hear of the demise of Sergeant Aircraft Apprentice Hamish McCrackers,

because I had been looking forward to making his acquaintance. However, I think you will all agree that Heathers made a worthy successor and passed his debut today with great distinction. I understand, too, that he is very much easier to get on with for Reviewing Officers than his predecessor.

I should like now to say a special word of congratulation to all the prize winners. First of all to Sergeant Aircraft Apprentice Sharman who won no less than three prizes, including the Lord Trenchard Memorial Prize: this is indeed a most creditable achievement. I would also like to congratulate Aircraft Apprentice Rutherford on winning the Institution of Electronic and Radio Engineers' Prize and Leading Aircraft Apprentice Dale, for winning the Royal Air Force Prize for First in Order of Merit. Congratulations too, to all the other prize winners. I hope that the success which has crowned your efforts here will continue in the rest of your careers.

As your Commandant said in his kind words of introduction, my own work in the Ministry of Defence gives me a special interest in the quality and standards set by the Technical Training Schools. From time to time, one hears foolish people talking as though it was only the aircrew that mattered in the Royal Air Force. This, of course, is not true. In the Royal Air Force, perhaps more than in the other Services, the men who do the flying would be useless without the backing given by skilled tradesmen like yourselves. Perhaps I could illustrate this point for you with a little story. An exercise was being carried out the other day in the Ministry of Defence in which officials were trying to calculate the numbers of men in the three Services in the "Teeth" and "Tail" jobs. When I was asked for my advice I said "by its very nature you cannot divide the R.A.F. into 'Teeth' and 'Tail'; the tiny number of men who actually fly could not do so without the vast and complex technical organisation which enables us to function". The Technician, therefore, is a very essential part of the "Teeth".

You will probably be surprised to hear how much of my time is spent on technical problems. In the old days an aircraft like the Spitfire cost about £5,000 and was a relatively simple piece of machinery. Today modern aircraft like the TSR2 cost perhaps two million pounds each and you can imagine, therefore, reducing the thing through to the simplest formula, how many things there are to go wrong. I am told that in the last two years alone, the total number of components in this aircraft has increased by over four times, so it is hardly surprising that today, the power and efficiency of the Royal Air Force depends more than ever on its technicians. In the technical field, Radio and Radar are two of the most important subjects. You can take an aircraft like a "V" Bomber, or better still, the TSR2, which is required to operate at great altitudes and very high speeds and to penetrate deep into the heart of enemy territory, and you can see how vital it is that all equipments are in perfect working order.

Its performance depends on the skill of technicians of all sorts who service it, amongst these, Radar and Radio technicians generally have a very important part to play, and this is clearly even more so in the case of guided missiles which are coming into service more and more.

I suppose at every Passing Out Parade there comes a moment when the Reviewing Officer points his finger and says "The future of the Royal Air Force depends on you". In your case, however, this is no exaggeration; you are taking up a career in which you will be required to make important technical diagnoses and decisions and in which a single mistake could quite literally prove fatal, not only to yourselves—which is a risk you have all accepted—but fatal to someone else, which is even more important. This is somewhat of an awe-inspiring responsibility, but I think it is one which you have already faced. With the training you have had, there are clearly good opportunities for you in civil life at the end of your current engagements, but I hope that many of you will decide to give your whole life to the Royal Air Force. If you do, you will have the satisfaction of knowing that you are making a vital contribution to the safety and security of your country and to the Free World or, perhaps a little closer to your hearts, that of your family and friends.

I would not like you to think, however, that your time in the Royal Air Force will always be hard, earnest and dedicated. You are part of a Service which is famous, not only for its devotion to duty, but also for its ability to live life to the full and get the most

possible fun out of it. I was, therefore, particularly pleased to hear of your successes on the sports field and that 37 of the entry were chosen to play for the Station. Congratulations to Corporal Aircraft Apprentice Goodlad for being selected for the Combined Services Basketball Team and Sergeant Aircraft Apprentice Williams for being the Victor Ludorum.

Congratulations also to those of you who gained Gold and Silver Medals in the Duke of Edinburgh's Award Scheme. I was also interested to hear of the 50-mile hike on Dartmoor which must have been extremely arduous and that 55 of you made the distance—this was a jolly good effort. All this athletic activity is a very good thing, the R.A.F. provides unique opportunities and facilities for sport and it is good to know that so many of you are taking full advantage of them. Taking part in these sports and games is very important for developing the comradeship and leadership which are vital in the Service, if you are to keep fit for all the calls you will have made on you in the future.

If you have put all you have got into Station life, there is a good chance of achieving success. As your Commandant has said, quite a large number of apprentices from this school have been commissioned and some have even reached Air Rank. I understand that of 6,300 odd aircraft apprentices who have been trained at this school since 1922, over 1,000 have been commissioned, this is a remarkable achievement. So the chances are there if you will take them and I can assure you that even if you have not got the traditional Field Marshal's baton in your knapsacks, you have at least got "scrambled eggs". Even if you do not quite reach the top I can promise you an enjoyable and rewarding career. I have thoroughly enjoyed my own life in the Royal Air Force for more than 30 years, and if I had my time over again I would not choose differently. It is in every sense a full and rewarding life and as time goes on I am sure you will agree with me and feel yourselves part of that very special entity—the Royal Air Force.

I am glad all your efforts so far have not gone unrewarded, but remember, whatever work you are given and wherever it may take you in the future, always give of your best—if you give of your best you will enjoy whatever you are doing because there is no satisfaction in life to equal that of a job well done.

Now I wish No. 99 Entry every possible happiness, satisfaction and success that life can bring, and I hope I shall meet many of you again in the future.

Prize List and Achievements

Lord Trenchard Memorial Prize	S.A.A. Sharman, P. B.
Institution of Electronic and Radio Engineers' Prize	A. A. Rutherford, A.
Royal Aeronautical Society Prize	S.A.A. Sharman, P. B.
Royal Air Force Prize for First in Order of Merit	L.A.A. Dale, A. A.
Royal Air Force Prizes for Best Air Radar Fitters	L.A.A. Dale, A. A.
	A.A. Beddoes, A. B.
Royal Air Force Prizes for Best Ground Radar Fitters	A.A. Grant, W. J.
	A.A. Smithson, J. W.
Royal Air Force Prize for Best Ground Wireless Fitter	C.A.A. Patrick, R. A.
Royal Air Force Prizes for Educational Subjects	A.A. Bradfield, R. M.
	L.A.A. Dale, A. A.
Royal Air Force Prizes for General Service Efficiency	S.A.A. Williams, T. D.
	S.A.A. Sharman, P. B.
Royal Air Force Prize for Best Manual Exercise	L.A.A. Taylor, C. J.
Royal Air Force Prize for English and General Studies	A.A. Hill, R. A.
Royal Air Force Prize for Best Set Task	A.A. Penrose, M. H.

WING TROPHIES

Victor Ludorum Trophy	S.A.A. Williams, T. D.	Wing Championship	"A" Squadron
-----------------------	------------------------	-------------------	--------------

WING COLOURS

The following Apprentices of the 99th Entry have been awarded Wing Colours in the sports shown:

Cricket	A.A. Beddoes, A. B.	Swimming	C.A.A. Edwards, R. W.
	A.A. Allen, R. P.		
	A.A. Bourne, G. F.		
	S.A.A. Williams, T. D.		
.303 Shooting	A.A. Holdaway, D. C.	Boxing	S.A.A. Still, T. A.
	C.A.A. Sargent, G. A.		A.A. Hawkswell, C.
	A.A. Wyatt, T. E.		A.A. Longhurst, M. J.
Canoeing	S.A.A. Sharman, P. B.	Athletics	A.A. Howlett, A. N.
			A.A. Brooke, A.
Gymnastics	A.A. Cree, T. S.	Basketball	C.A.A. Goodlad, D.
	A.A. Hawkswell, C.		A.A. Bradfield, R. M.
	A.A. Thrift, D. E. T.		S.A.A. Williams, T. D.
	A.A. Clark, P.		A.A. Scott-Douglas, D.
	A.A. Armstrong, A.		
.22 Shooting	S.A.A. Moore, H.	Rugby	S.A.A. Darlington, J.
	A.A. Johnston, R. D.		S.A.A. Williams, T. D.
Badminton		Cross Country	A.A. Armstrong, A.
	A.A. Johnson, M. R.		A.A. Watson, R.
Soccer	L.A.A. Yates, G.	Hockey	A.A. Banks, S. E.
	A.A. Beddoes, A. B.		A.A. Drinkwater, M. J.
	A.A. Hill, R. A.		A.A. Williams, K. D.
	A.A. Newman, H. J.		A.A. Bell, E. M.
	A.A. Tomblin, M.A.		
		Water Polo	C.A.A. Edwards, R. W.



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 687750 J/T Olinger, D. R.A.F. Wyton
 687662 J/T Penrose, M. R.A.F. Wyton
 687710 J/T Scott, M. R.A.F. Scampton
 687671 J/T Taylor, C. R.A.F. Wyton
 687755 J/T Wade, D. R.A.F. Coningsby

687597 J/T Warren, D.	R.A.F. Wyton	687633 J/T Walsh, R.	G.R.S.U. North Luffenham
687676 J/T Wood, P.	R.A.F. Wyton		
687602 J/T Wyatt, A.	R.A.F. Wyton	687674 J/T West, M.	G.S.R.U. North Luffenham
687678 J/T Yates, A.	R.A.F. Wittering		
687740 J/T Johnston, R.	R.A.F. Wittering	687722 J/T Birchall, A.	R.A.F. Bawdsey
687741 J/T King, C.	R.A.F. Wittering	687375 J/T Bryans, J.	R.A.F. Patrington
687621 J/T Marks, M.	R.A.F. Wittering	687693 J/T Donnelly, B.	R.A.F. Boulmer
687665 J/T Pugh, T.	R.A.F. Coningsby	687576 J/T Grant, W.	G.R.S.U. North Luffenham
687751 S.A.C. Railson, A.	R.A.F. Lindholme		
687630 J/T Shaw, M.	R.A.F. Finningley	687739 J/T Jones, R.	G.R.S.U. North Luffenham
687669 J/T Storey, R.	R.A.F. Finningley		
687638 J/T Turner, D.	R.A.F. Wyton	687626 J/T Newman, D.	R.A.F. Boulmer
687637 J/T Wyatt, T.	R.A.F. Wyton	687591 J/T Pike, S.	R.A.F. Buchan
687604 J/T Andrews, N.	2 A.N.S.	687595 J/T Surtees, H.	R.A.F. Patrington
	Hullavington	687599 J/T Watson, R.	R.A.F. Patrington
687639 J/T Bell, E.	R.A.F. Kinloss	687598 J/T Whatley, G.	R.A.F. Bawdsey
687640 J/T Bourne, G.	R.A.F. Ternhill	687564 J/T Adams, D.	H.Q. 18 Gp. Turnhouse
687609 J/T Bowker, K.	R.A.F. Abingdon		
687573 S.A.C. Camerleri, P.	R.A.F. Colerne	687644 J/T Branch, E.	H.Q. 18 Gp. Turnhouse
687647 J/T Drinkwater, M.	2 F.T.S. Syerston		
687579 J/T Hill, R.	R.A.F. Ternhill	687614 J/T Cooper	G.R.S.U. North Luffenham
687655 J/T Holland, J.	R.A.F. Kinloss		
687759 J/T Howard, G.	2 A.N.S.	687648 J/T Deronal, D.	R.E.U. Henlow
	Hullavington	687656 J/T Hoyle, R.	R.E.U. Henlow
687620 S.A.C. Jordan, J.	2 F.T.S.	687701 J/T Kennaugh, A.	C.C.C. Stanbridge
	Syerston	687586 J/T McBeach, M.	H.Q. 18 Gp. Turnhouse
687584 J/T Maclaren, M.	C.F.S.		
	Little Rissington	687745 J/T Minogue, J.	G.R.S.U. North Luffenham
687707 S.A.C. Romeril, R.	4 F.T.S. Valley		
687631 J/T Thrift, D.	4 F.T.S. Valley	687590 J/T Pennington, K.	R.E.U. Henlow
687632 J/T Tull, M.	R.A.F. Colerne	687771 J/T Scott-Douglas, D.	C.C.C. Stanbridge
687715 J/T Turner, G.	R.A.F. Abingdon		
687664 J/T Williams, T.	C.F.S. Little Rissington	687754 J/T Sharp, R. A.	C.C.C. Stanbridge
		687714 J/T Thompson, M.	C.C.C. Stanbridge
687686 J/T Bradshaw, J.	R.A.F. Boulmer	687567 J/T Blatchford, W.	C.C.C. Stanbridge
687572 J/T Calvert, M.	G.R.S.U. North Luffenham	687642 J/T Bradfield, R.	R.E.U. Henlow
		687726 J/T Cree, T.	G.R.S.U. North Luffenham
687729 J/T Dexter, M.	R.A.F. Buchan		
687697 J/T Johnson, M.	R.A.F. Buchan	687691 J/T Cummins, J.	H.Q. 18 Gp. Turnhouse
687629 J/T Rawlings, F.	G.R.S.U. North Luffenham		
		687699 J/T Kibble, D.	G.R.S.U. North Luffenham
687358 J/T Sargent, G.	G.S.R.U. North Luffenham		
		687627 J/T Osbourne, J.	R.E.U. Henlow
687670 J/T Sumser, R.	G.R.S.U. North Luffenham	687663 J/T Perrett, B.	G.S.R.U. North Luffenham
687635 J/T Witherington, H.	G.R.S.U. North Luffenham	687672 J/T Vede, G.	C.C.C. Stanbridge
		687735 J/T Harrison, M.	Butzweilerhof R.A.F. Germany
687603 J/T Witherington, M.	G.R.S.U. North Luffenham		
		687753 J/T Saunders, M. G.	R.A.F. Colerne
687683 J/T Allen, R.	R.A.F. Patrington	687618 J/T Hemmings, D. J.	R.A.F. Waddington
687718 J/T Barnes, R.	G.R.S.U. North Luffenham		
687727 J/T Clegg, D.	G.R.S.U. North Luffenham		
687574 J/T Douglas, D.	R.A.F. Buchan		
687694 J/T Finlayson, R.	G.R.S.U. North Luffenham		
687627 J/T Howlett, A.	G.S.R.U. North Luffenham		
687624 S.A.C. Northrop, P.	R.A.F. Patrington		
687592 J/T Pitcher, M.	R.A.F. Bawdsey		
687668 J/T Spicer, K.	R.A.F. Patrington		

Substantive Corporals

687692 Cpl. Darlington J.	R.A.F. Leconfield
687651 Cpl. Goodlad, D.	Lindholme
687703 Cpl. McKeon, M.	R.A.F. Patrington
687730 Cpl. Edwards, R. W.	R.A.F. Wyton
687610 Cpl. Patrick, R. A.	North Luffenham

Cranwell Cadetships as a Pilot

687666 Cpl. Sharman, P. B.
687689 J/T Clegg, D. W.



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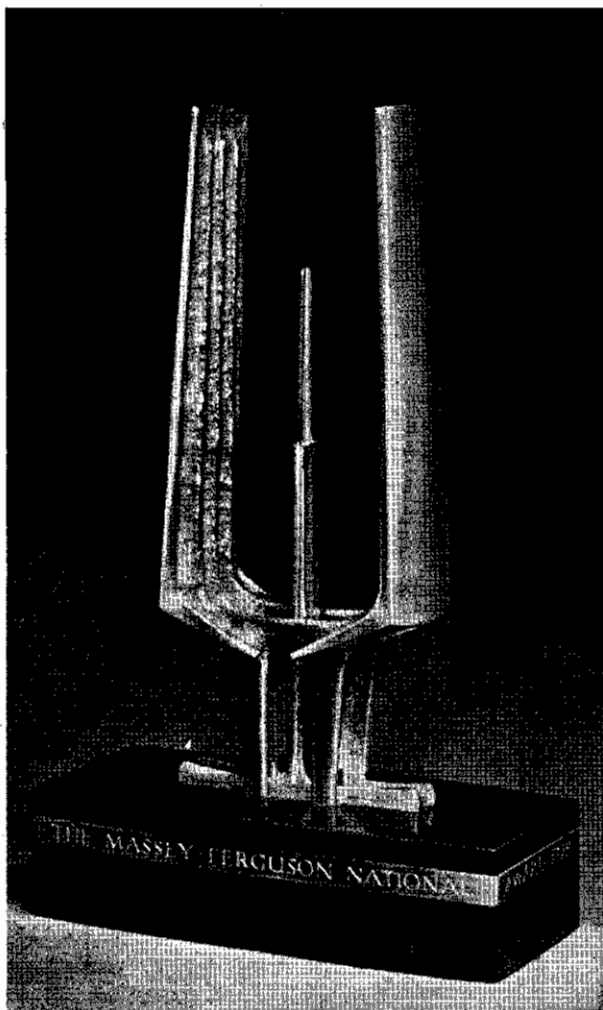
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He Flew for the Film-Makers

I am sure that most of you must have seen the film *633 Squadron*, the story of a raid on a German rocket fuel plant by a fictional Mosquito Squadron. Yet how many of you were aware, as you watched the flying scenes, that you were watching a pilot from Royal Air Force, Locking, in action?

Your editor certainly did not know this, although he had known the officer in question well for some years, and he found out only by chance when he stumbled upon a most interesting article in the Mess copy of *Men Only*.

You may recall the article—a success story about an intriguing character by the name of John Crewdson, who runs an organisation called Film Aviation Services, the object of which is to locate, beg, borrow, buy or build and, if necessary, break any aircraft required in the making of a film.

The article went on to describe some of the Crewdson triumphs—the imitation World War One German aircraft in *Lawrence of Arabia* (converted Tiger Moths), the Fortresses in *The War Lover*, the mock-up V Bomber in *Dr. Strangelove* and, finally, the Mosquitos in *633 Squadron*. Since the film companies apparently pay Mr. Crewdson thirty-five pounds a minute, yes, a *minute*, for his excellent services, it is fair to say, as *Men Only* pithily puts it, that, “at 37 he has it made”.

It was while bewailing the lot of one who, at 38, had not it made, that the Editor was interrupted by one of the more assertive Squadron Commanders, who pointed out in characteristic but unprintable terms that thirty-five pounds a minute or not, they still had had to call in the Royal Air Force to actually *fly* the Mosquitos, and, moreover, that one of the two R.A.F. pilots posted for this duty was none other than Flight-Lieutenant Curtis, Officer Commanding the Varsity Flight.

This clearly demanded an article in the *Review*, if only to put right for the record in some small way, the misleading picture painted by *Men Only*, and so the Editor went down to the Airport to get the whole story. This is it.

In the summer of 1963, Flight Lieutenant Curtis was asked by the Air Ministry if he would like to fly a Mosquito again. It need hardly be said that he was only too delighted to take advantage of the offer and so, in due course, he found himself on location with the cast of *633 Squadron*, at Royal Air Force, Bovingdon, in company with another serving

officer, Flight-Lieutenant Kirkham.

It might well be asked, why the film company had to employ Royal Air Force pilots when they were already employing Crewdson and his team. The reason for this apparently odd situation was that, of the eight Mosquitos used in the film, only five would actually fly and these included two supplied by Royal Air Force—one from C.F.S. Little Rissington and the other from the Royal Air Force Technical College Aircraft Museum at Henlow. It followed that service aircraft had to be flown by service pilots and the only two pilots in current flying practice for Mosquitos were Flight-Lieutenants Curtis and Kirkham.

The other three Mosquitos, which must have been about the last flyable Mosquitos in the world were flown by Crewdson himself and his three civilian pilots, all of whom were ex-R.A.F., although not ex-Mosquito, pilots. The three had had to be converted to type at Exeter Airport.

It might be supposed that two Royal Air Force officers would find it difficult, to say the least, to settle down to flying for a film company and to working with a highly artistic and temperamental group of film actors. Flight-Lieutenant Curtis admits to having had some misgivings on this score and did, in fact, find the situation highly unorthodox, but adds that the blow was softened by the fact that two of the civvy pilots were old friends which gave the show something of the atmosphere of a squadron reunion. There was also the fact that the Technical Adviser to the Mirisch Film Company for this film was Group-Captain T. G. (Hamish) McHaddy, D.S.O., D.F.C., A.F.C., R.A.F. (Retired), a highly colourful and distinguished ex-Pathfinder, who managed most of the liaison between pilots and film people.

Even so, the new routine took some getting used to. Most of the flying scenes included the Royal Air Force pilots and the problem facing them was how to co-operate fully with the film director without breaking any of the rules and regulations pertaining to service flying. The daily routine—a twelve hour day incidentally, starting 8 a.m.—would be for the Director to propose some action to the pilots, such as a stream take off or landing, or air to air shot and then for the pilots and Technical Adviser to suitably modify the less acceptable aspects of the manoeuvre, before take-off. Not unnaturally perhaps, the Director was always asking for very low flying, which had to be tactfully refused. Nevertheless,



the general atmosphere seems to have been one of mutual understanding and friendly co-operation and Flight-Lieutenant Curtis speaks highly of the very professional manner in which the flying was organised. Credit for this must be shared by all concerned, but a large share should go to the pilots themselves.

As Group Captain McHaddy himself writes in *The Marker*, the Pathfinder magazine—"To say they were good is an understatement".

Not all the flying sequences were shot at Bovingdon, in fact the greater number were filmed on the west coast of Scotland, as the mountain scenery there effectively simulated Norway, the scene of much of the action in the story.

Much of this flying, though highly exciting, was relatively routine to Flight-Lieutenant Curtis and perhaps the things that shook him most were the extraordinary, and often highly comic, operations of film-making itself. The R.A.F. officers were often spectators of organised chaos in the grand manner and an element of rich farce was often present.

How, for instance, did the airmen of R.A.F. Bovingdon know when to salute an officer, when a dozen film actors were wandering around with uniforms and badges denoting

ranks up to and including that of Air Vice-Marshal? Apparently the only sure way of deciding whether an officer was real or not was by noting the length of his hair which, in the case of some actors, was long even by Battle of Britain and Desert Air Force standards!

Then there were the highly organised crashes, over which Crewdson and his boys took masses of time and trouble using the non-flying Mosquitos. Those who have seen the film will testify as to the realism of these, but how many realised that they had viewed the same crash more than once, and taken from different camera angles, or that gas jets were used to make the flare-up more dramatic? One of the crashes the audience never saw, as it happened by mistake. After hours of preparation, the aircraft started to taxi, prior to collapsing its cunningly weakened undercarriage in front of the cameras. Unfortunately, the undercarriage collapsed of its own accord after ten yards or so...! Less amusing was the accident which took the stunt man to hospital with severe burns, after he had crawled out of his Mossie, with clothes blazing.

Some of the mock-ups of R.A.F. quarters and equipment were amazingly realistic. The



Photos by permission of United Artists

company enjoyed the use of a large hanger at Bovingdon and in this were constructed replicas of the Station Commander's Office and other rooms in current use on the station. Flight-Lieutenant Curtis was particularly shaken to discover, after one of the crashes, that the shattered bowser upon which he had often leant unsuspectingly during the previous weeks, was, in fact, a plywood dummy!

With vivid memories of the week the E.N.S.A. Ballet Company shared his infantry officers' mess in the Middle East, the Editor suggested that relations between pilots and actors might possibly have been a little strained. This was far from being the case however, and the atmosphere was friendly and congenial. Cliff Robertson, the star of the film, was himself a keen amateur pilot and also a vintage aircraft enthusiast, and it is believed, actually bought a Spitfire and a Mosquito to take home to America.

Perhaps the greatest surprises were reserved for the following January, when Flight-Lieutenant Curtis was invited to help to vet the film in a pre-edited, private showing at the Warwick Theatre, London. He was quite astounded at the way in which order had come out of apparent chaos and how the scenes which he had taken part in, or watched, appeared so very different on the screen. Some scenes were quite impossible to recognise—

the night scenes, for instance, which had all been taken *by day* and transformed by the use of a smoked lens. (Yes, I know that is obvious, but it never occurred to me either!)

Altogether a most interesting and rewarding experience, as Flight-Lieutenant Curtis must have reflected as he attended the Film Premier at the Leicester Square Theatre, as a guest, some months later. Perhaps his only regret was that the dear old Mosquito is no longer in service with the Royal Air Force.

Personal Note

Flight-Lieutenant Curtis, who has commanded the Varsity Flight for the past three years, joined the Royal Air Force in 1942, at the age of eighteen. He trained in the United States, mainly on Harvards, and then returned to the United Kingdom, where he was assigned to ~~give~~ instructional duties. For the four years prior to ~~his~~ coming to Locking he was engaged on pilot ~~examining~~, which involved flying a wide range of aircraft including Chipmunks, Balliols, Ansons, ~~Spitfires~~ Mosquitos, Vampires, Meteors and Hunters—sometimes as many as six different types in one day!

Flight-Lieutenant Curtis is married and has two sons—one at an agricultural engineering college and one at school.



Air Vice Marshal J. K. Rotherham, C.B., C.B.E., B.A., R.A.F.

Profile:

**AIR VICE MARSHAL J. K. ROTHERHAM,
C.B., C.B.E., B.A., R.A.F.**

**AIR OFFICER COMMANDING No. 24
GROUP**

Air Vice Marshal Rotherham was educated at Uppingham School and Exeter College, Oxford, and learnt to fly with the Oxford University Air Squadron.

On leaving the University in 1933, he joined the Royal Air Force with a permanent commission in the General Duties Branch and was posted to No. 5 F.T.S. Sealand, to complete his training.

Having flown Avro 504s, Bristol Fighters and Armstrong Whitworth Siskins in the course of training, he was posted in 1934 to No. 17 (Fighter) Squadron at Upavon and converted to Bristol Bulldogs.

Later he served for a time as a regular officer with No. 605 Squadron, Royal Auxiliary Air Force, at Castle Bromwich and then in 1936 was posted to the "long" course at the Royal Air Force School of Aeronautical Engineering, Henlow. Upon completion of this, two years later, he was selected to attend a one-year post-graduate course in Aeronautical Engineering at Imperial College, London.

During the first year of World War II he was first on the staff of H.Q. No. 43 Group at Andover and then as a squadron leader became Chief Technical Officer at No. 1 Repair Depot, Kidbrooke.

In 1940, now in the newly-formed Technical Branch, he was posted to the Ministry of Aircraft Production, where he was responsible for the preparation and modification of fighters manufactured in the U.S.A. and supplied to the Royal Air Force under the Lease-Lend Programme.

Two years later Wing Commander Rotherham joined the staff of H.Q. No. 41 Group at Andover, where his work involved the preparation of aircraft to meet operational requirements, the ferrying of aircraft and the storage of reserve aircraft.

After the end of the war he served for a short time on the staff of Headquarters Flying Training Command, was awarded the O.B.E., and then, in 1947 left for Dayton, Ohio, on exchange posting with the United States Air Force, being employed on maintenance duties at H.Q. Air Material Command.

Returning to this country the following year, he served at Air Ministry in the Directorate of Technical Plans, until his selection in 1951 to attend Course No. 9 at the Joint Services Staff College, Latimer.

Next followed a tour in the Middle East as S.T.S.O. No. 205 Group until 1954, when he returned to England to take up as a Group Captain, Engineering at Air Ministry.

Two years later Group Captain Rotherham became S.T.S.O. of the Task Force employed in the Suez Operation and soon after, in 1957, was promoted to Air Commodore as Assistant Chief of Staff (Maintenance) of the Pakistan Air Force to which he was seconded. In this capacity he assumed full responsibility for ground training, technical and supply matters.

Back in England in 1959, he became S.T.S.O. of Transport Command, a post which he occupied for four years and during which time he was awarded the C.B.E. (1960) and the C.B. (1962). In May 1963 he assumed his present rank and appointment as our Air Officer Commanding.

Air Vice-Marshal Rotherham is keenly interested in sport and for his main recreations plays golf, sails and skis.

(We would like to thank Air Vice-Marshal Rotherham for kindly supplying us with the material for this article.—*Editor.*)

From Mendip to the Sea

A LOCAL HISTORY IN CHAPTER FORM

by OFFICER CADET P. HUTCHINS
R.A.F. Technical College, Henlow

Chapter V: LOCKING VILLAGE

"Having observed the lands of other men, cast thine eyes over thine own."

Locking is an extremely pleasant village. Around the Church of St. Augustine it still maintains much of its old world charm, with high stone walls, rambling flowers and copious green mantles. The Church is set a little back from the main road, nestling amongst quiet limes and yews. The graveyard commands a fascinating view over the "Vale of Elborough", some half a mile wide, and completely given to lush grass which is harvested with vigour on fine summer evenings. On the southern side of the Vale, the land rises into Upper Canada and the long line of Bleaddon Hill, extending into Brean Down, which wallows like a hippopotamus, waist deep in the sluggish waters of the Channel. About 1820, the body of the Church was rebuilt and enlarged. The tower is old and, in spite of its stucco covering, is very picturesque, with its boldly carved windows and Priest's Door at the south east corner, although it is now denuded of its "magnificent growth of ivy", which F. A. Knight mentions. The Church has two very striking possessions: its curious old font and its noble carved stone perpendicular pulpit. This pulpit is one of the finest in the county, but the beautiful carvings are sadly marred by some unknown hand attempting to adorn it with paint. The font consists of a nearly square stone basin, supported on a centre massive shaft with four slender pillars around it. At each corner of the bowl is the grotesque figure of a man, with arms outstretched so that at the middle of the font the hands of one man meet those of his two neighbours. To judge from the style of the armour worn by these effigies, the font dates from 1190-1200.

Across the newly acquired village green is the Manor of Locking, overshadowed by tall elms and horse-chestnuts, now a Country Club of some repute. The sequence of owner-

ship is said to be: Plumley, Colston, Stivard Jenkins, Miss Johnston and Miss Gimmingham, Parson, Brady and the present-day owner Walter. The house is believed to have been built in the time of Queen Elizabeth by one of the Merchant Venturers, but has been ruthlessly modernised and altered. The house was once surrounded by a moat and in the near vicinity many drains have been found, showing that once it was far more extensive than it is now.

Two traditions are connected with the Manor House. One is that there is a great treasure buried somewhere in its precincts and the other is that the place is haunted by the ghost of the widow of John Plumley, the Lord of the Manor (1685). Plumley joined the ill-fated Monmouth Rebellion and shared in the rout of Sedgemoor, returning to Locking as a fugitive. He hid in the local area for some time, this being indicated by the names of Plumley's Den (one of the caves at Burrington) and Plumley's Copse (the name of a copse which once existed by the present Locking Head farm, north of Airman's Married Quarters). Apparently a party of soldiers searching for the rebels were attracted to a large stone (indicated as Jack Plumley's Stone on present-day maps) by the barking of Plumley's favourite dog. It is said that he was dragged from his hiding place and hung on a great elm, "hard by, about a hundred yards from a Knoll called Carberry, close to Locking Head". He was then drawn and quartered in front of his wife, who was so horrified that she threw herself and the dog down one of the wells in the Manor House garden. The tale is that a lady in white, carrying a dog in her arms, was sometimes seen gliding down the Ghost's Walk, at the back of the Manor House, and disappeared where the old well used to be. Her appearances were rumoured to have stopped when this well was filled in, but "The Lady in White" has been seen quite recently by the present owner. Not a great encouragement to partake in too many whiskies at the "Coach-house"!

Another interesting feature of the Manor, incidentally favourite holiday haunt of Florence Nightingale, is the large stones at the side of the drive. These are reputed to have been brought from the bronze age circle at Priddy, some twelve miles away. The means of transport was by bullock cart, at the command of the Rev. Stivard Jenkins, one time owner (1750).

Of greater antiquity is the Roman Villa at Royal Air Force Locking. It is, in actual fact, situated in the gardens of some of the Airmen's Married Quarters. The earliest occupation of the site is known to have been in the immediate pre-Roman Iron Age, as a ditch running beneath a later building contained characteristic pottery of the period. This period lasted until post-Conquest times. However, as purely Roman pottery was found in the upper fillings of the ditch, a terminal date of about A.D. 60 is likely. The next period in the history of the site dates from about A.D. 150 and comprises the remains of a poor circular hut about 50 yards from the main site. Several fragments of pottery from beneath the floor make this date reasonably certain. The hut was destroyed about the year A.D. 250. Finds from the hut, besides a large quantity of pottery, include two hone stones and a bead of faience, imported from the Eastern Mediterranean. A skeleton which was found also belonged to this period. The inhabitants of this farm apparently prospered, for they built a large rectangular half-timbered building of basilican form, known as such from its superficial resemblance to the aisled basilica, or public hall, of Roman towns. Belonging to this period were three child burials, inserted through the clay floor of the building. Two had probably been premature births, the other probably died at birth. It was quite normal to bury any child which died at birth in such a position. The most interesting single find of this period was the skeleton of a sheep. It had been buried in a side room during the construction of the building, with the head of the animal having been cut off and placed at its feet. This must have been a ritual sacrifice and a foundation burial. This is of particular interest as it is the only example of such a sacrifice found in England. About A.D. 300 a drastic remodelling took place, two rooms being incorporated into one and a heated bath house was added. In order, from east to west, the bath block consisted of stokehole, furnace flue, hot room with hot bath, and warm room. A cold plunge bath must also have existed and, at the western end of the bath block, an extensive mediaeval pit probably marks its site. Large quantities of painted wall plaster were obtained from the filling of the heated rooms, the decoration consisting of lines and dots in yellow and green on a white background. The roof was of sandstone slabs, affixed by iron nails.

Period three is taken to represent the rebuilding of the villa, probably due to worsening economic conditions, between A.D. 350-370. The bath block was dismantled and

levelled and the adjoining room was re-floored with broken roofing slates and flue tiles. During the last phase of occupation, the building served as an untidy "squatter" camp and eventually the site was abandoned at the end of the fourth century. In the mediaeval period, stone robbers from neighbouring villages removed most of the better stones from the walls, luckily, however, missing the brick pilae of the bath block.

The village itself, although not mentioned in the Domesday Book, can be traced back to the reign of Edward II, when a Charter dated 1325 endowed the Priory of Woodspring with "the whole manor of Locking". After the suppression of the monastery, the Locking property was estimated by the Royal Commissioners at £24 18s. 11d. and was granted to Sir William St. Loe who, in 1542, sold it to Thomas Clarke. It then passed to Carlile, Norris and Plumley. The actual name "Locking" is thought to have originated from Norse, who were very active in the area, although some authorities consider it to have been derived from the Scandinavian god of strife "Loki".

Locking possibly offers one of the best examples of the twentieth century "From the towns to the villages" trend. The northern half of the village always has some new construction appearing and Axbridge Rural District Council has built a considerable number of new council houses. To cope with the inherent increase in teenage population an old farmyard barn was converted into a youth club and, possibly due to their parent's demands, Locking at last sports its first public house, a most excellent one, being the old coach-house of the Plumley Manor. This is rather ironical, as in the past the Lord of the Manor was supposed to have forbidden drink. From the 1829 village of twenty-six houses, thirty-five families or one hundred and ninety-eight inhabitants, modern Locking has developed a population of one thousand souls, proving that village life and suburbia can indeed blend.

(This is the concluding instalment and we should like to take this opportunity of thanking Officer Cadet Hutchins for the work he has put into this very interesting series.—*Editor.*)

A Continental Hitch

by L.A.A. M. DIXON and A.A. F.

WHEELER

(103rd Entry)

With a screech of brakes, the racing green Mini "S" pulled to a halt. Frank and I clambered in, then, before we had time to settle down, we accelerated sharply away. The driver changed to second at 25 m.p.h., to third at 45 m.p.h. and fourth when we were doing seventy. The next time I looked at the "clock" we were cruising at a hundred. It turned out that our driver was on his way to the Nurburg Ring where he intended to race his highly tuned car. We passed through Brussels doing eighty, cruised along the autobahns at a hundred, accelerating to a hundred and twelve to overtake the odd Mercedes.

Why were we "doing a ton" on the autobahns? It was the beginning of the summer leave and we had set out to hitch-hike to Switzerland. We had taken a train from Weston to Dover, on which we had met one of the "Tiller Girls" going to work in London. Things had begun to brighten up! At Dover we had caught the night ferry to Ostende. As the boat had been crowded, sleep had been virtually impossible. Consequently, when the racing driver, Fitzpatrick, had stopped outside Ostende, in the early hours of the morning, to pick up two tired and slightly sick hitch-hikers, we had been extremely pleased.

Fitzpatrick dropped us near Cologne about ten o'clock. After hitching in the scorching

heat till mid afternoon and only getting short lifts, we stopped by the Rhine to bathe and sleep. By darkness we had reached Weisbaden, where we ate our bread and cheese meal and erected our tent. In two days we had travelled in three countries, so we slept well.

The next day we went down the Rhine valley to Basel in Switzerland. Our most interesting of many lifts was in a Plymouth Automatic. The owner was an Englishman who hired showmen for the American servicemen. He had hired the Beatles and provided a few hours interesting conversation. In the Black Forest we stopped to have a rest and a wash in an ice cold stream. Soon afterwards, the German police politely turned us off the autobahn which proved to be very lucky as our next lift was to the Swiss border. The couple were very kind and even showed us through the customs. Late that night we camped down.

As we were very tired and the Swiss trains cheap, the following day we completed the last few miles of our journey to Luzern by train. At last our object was reached. Though, it might not have been so if two young Swiss girls had not put us on the right bus when we were lost in the centre of Luzern. The problem was that we could not speak any foreign languages. At the lakeside, where we camped, we lazed around swimming, sleeping and enjoying the sun for a couple of days.



After two days, we felt we had better attempt to get home. It was the Swiss national day and unfortunately the Alpine roads were not busy. Even so we arrived at Biel just before dark. We had no idea where the camp-site was so we asked an old man leaning on his gate. In no time at all, the whole family, from babe to great granddad, was out. With our little French and their combined English, we managed to acquire one of their sons as a guide. That evening we sat exhausted in our high mountain camp-site watching the bonfires and fireworks of the celebrations below.

The next two days were the blackest. First we went across the frontier into France without stopping to change our Swiss money. We did not know exactly how to ask the driver to stop. It was Sunday. We had no food, no French money, no camp-site and we were tired and hungry. Fortunately, the camp-site owner took my passport as security and so we slept well, but on empty stomachs. The next day, after a good meal, we set out from Dijon, to cover only thirty miles in six hours hitching! In boiling hot sun we walked over fifteen of the thirty miles, were dropped miles from anywhere, and had to sleep in a field living off our emergency rations.

After these two days, our luck changed to the best. A French probation officer gave us a lift into Paris; he was very friendly and could speak English. As well as treating us to a drink and giving us a two hundred mile lift, he spent an hour and a half showing us round Paris. In one mad dash we saw the Eiffel Tower, Arc de Triumphe, Louvre, Notre Dame Cathedral and the night club area. Our friend crashed into another car by going backwards down a one-way street but fortunately it was all settled in a few moments. Later in the evening we camped on an island in the Seine to be bitten by mosquitoes.

Owing to the poor lifts we were getting in France, Frank and I split up after Paris and made our separate and uneventful ways to Le Havre. Here we met two fellow English hitch-hikers and we ate and slept under the stars on the cliff tops. At nine-thirty on the following day we caught the car ferry to Southampton and home.

We have heard and read in the papers many uncomplimentary things about hitch-hikers on the Continent but, in our experience, drivers were quite happy to give lifts, provided that the hitch hiker appeared respectable, and polite and that he was genuinely short of cash and eager to see the world.

FRIENDSHIP

The finest thing that I can hold—
It has no price, it can't be sold.
Its there for all for eternity,
It's there to form a fraternity
Of Man, but some don't ever find,
Or share, the friendship of their kind.

This virtue that I must revere
Does not reach all, is killed by fear
And leaves them to grow within their shells
As lonely, empty, muted bells
Which can never hope to sing—
A soulless bell can never ring.

Let us ponder and think awhile
Of those poor souls that never smile,
Those who can never share their tears,
Who dwell in solitude throughout the years,
Leaving none to grieve when their lives end.
O! What sadness! . . . not to have friends.

B. P. WILKS (ex-98th).

The Greatest Revolution in Science

by FLT.-LT. D. MERRELL

Revolutions in science, like all great historical upheavals, break out when times are ripe for them. To understand what they are and why they come it is necessary to analyse the times in which they occur.

We start with a general picture of nineteenth-century physics and think of it in terms of two main branches. The two branches are called the mechanical and the field theories.

Each of these two theories can be connected with one man's name but this simplification may falsify the entire picture for if we call the mechanical branch, alternatively, Newtonian physics, then there arises the illusion that the work has come from one man. This is not true and as Galileo created the foundations of Newton's work so the links of the historical chain can be traced further back, though perhaps becoming weaker as we go back in time. Once we are aware of this continuity in scientific development there is little impropriety in connecting the mechanical branch with Newton, whose celebrated work *Philosophiæ Naturalis Principia Mathematica* constituted such an epoch making viewpoint of naturally occurring phenomena.

Similarly, we shall connect the field theory with the name of Maxwell, though Maxwell's ideas, too, were based on the work of Faraday and later confirmed experimentally by Hertz. Maxwell died in 1879, the year in which Albert Einstein was born.

The main characteristics of the mechanical branch were particles and very simple forces acting between them. It was just these characteristics that became most successful in the region of mechanics and astronomy. The theory due to Maxwell, and which governs electrical and optical phenomena, is a field theory because in it the essential element is the description of changes that spread continuously through space in time as do sound waves through air.

The differences of the two theories are also reflected mathematically; the equations of mechanics are ordinary differential equations whilst the equations of the field theory are partial differential equations.

The two branches had to be reconciled over the propagation of electromagnetic waves. Remembering that the nineteenth-century physicist firmly supported the mechanical branch it was thus necessary, indeed essential,

to explain how light could travel through a vacuum in terms of mechanics. In those days all mechanical waves (for there weren't any other waves) had to travel through a material medium and so there had to exist a medium through which electromagnetic waves could travel. The physicist called this hypothetical medium the ether and he assumed that the entire universe was immersed in this weightless substance of which he knew at least one property: that of transmitting electromagnetic waves.

The concept of the ether came to serve as a link between the field theory and the mechanical theory.

With the ether as the only logical medium at this time there came the attempts to prove its existence. As it was assumed that the ether remained fixed in the universe scientists sought to find the effect of "a wind" as the earth moved through this ether. Various attempts were made but it was not until the Michelson-Morley experiment was performed that conclusions could be drawn as to its existence or not.

To explain the Michelson-Morley experiment it is necessary to draw on simple examples to illustrate the method involved. Firstly if an ether wind is present then light should travel faster with the wind than against it. Secondly, if a person takes a circular walk on a windy day then at one position he will feel the wind blowing directly against him and at a position half-way round from this he will feel the wind blowing with him.

This is basically the Michelson-Morley experiment and here the attempt was made to detect any difference in the velocity of light at six-monthly intervals (the earth, of course, taking one year for the round trip).

It was found that no ether wind could be detected. The greatest dilemma of all times had arisen. The two theories were now incompatible with one another as the vital link had proved to be non-existent. Many attempts were made to maintain the ether concept and the one which had the most appeal in accounting for the negative result of the Michelson-Morley experiment was called the Fitzgerald-Lorentz contraction hypothesis. This was literally dreamed up for the purpose.

In 1893 Fitzgerald suggested that all objects contracted in the direction of their motion through the ether. He reasoned that if ordinary

objects flattened on impact with other objects why would it not be possible for objects that move through the ether, have the force of the ether push them in, or contract them. This contraction hypothesis was bolstered two years later by Lorentz when he put forward an electron theory to explain the composition of matter. He postulated that matter consisted of electric charges which generated electric and magnetic fields, and that these fields resided in the ether, in keeping with the theory of the day. He reasoned that if an object were to move through the ether, it would influence the fields, due to the electric charges in the object, and cause these charges to move, thus contracting the object the same amount predicted by the Fitzgerald contraction.

This inspired guess of objects contracting as they move was soon to be confirmed by a Swiss civil servant—Albert Einstein.

Albert Einstein presented his Special Theory of relativity in 1905 and his General Theory in 1916. The Special Theory deals only with objects or systems which are moving at constant velocity with respect to one another (unaccelerated systems) whilst the General Theory deals with objects or systems which are accelerating with respect to one another.

Upon examining the large problems of the detection of the ether and the experiments which had been performed (wherein the properties of light played an important part), Einstein drew two very important conclusions. These were the fundamental postulates of his Special Theory. They are (a) the ether cannot be detected and hence all motion is relative and (b) the velocity of light is always constant relative to an observer. Theoretical considerations based upon these postulates led him to confirm the Fitzgerald-Lorentz contraction hypothesis with the derivation of the formula:

$$L' = L \sqrt{\frac{1-v^2}{c^2}}$$

where L' is the length of an object travelling at a velocity v relative to an observer, L is the length of the object when travelling at the velocity of the observer, and c is the velocity of light. Examination of this formula will reveal that the length of a body travelling at the velocity of light is zero. This astonishing result, though not directly confirmed by measurements, leads to other phenomena which can be measured and which leads to conclusive proof in favour of the Special Theory of relativity.

An extension of the Fitzgerald-Lorentz Contraction formula leads to the variance of mass with velocity. This is directly observable with electrons. Electrons can be easily

accelerated to velocities approaching that of light. At 2.98 of the velocity of light the mass of an electron is approximately six hundred times its mass whilst at rest.

Equivalence of mass and energy is one of the particular results of the Special Theory of relativity. Newton formulated a number of laws: one of which can be stated as

$$\text{Force} = \text{mass} \times \text{rate of change of velocity}$$

It was always assumed that mass was constant but if the variance of mass with velocity is taken into consideration the equation

$$E = mc^2$$

can be derived where c is the velocity of light, m the mass of an object and E the energy released when the mass m completely converted into energy. Convincing proof of the validity of this equation became known when the first atomic bomb was exploded.

The time dilation effect, which is similar to the Fitzgerald-Lorentz contraction except that time is now involved, implies that if the velocity of an object is that of light then no time elapses. Popularisation of this has often been made with stories of space travellers arriving back perhaps a year older whilst their absence from earth was fifty or perhaps a hundred years. Though popularised it is quite possible, provided the requirements of the Special Theory of relativity are adhered to, that the space ship should travel continuously in a straight line.

The General Theory of relativity deals with systems or objects which are accelerating with respect to one another. As bodies accelerate under gravity such a system is that of a lift falling freely towards the earth. Apart from the physical limitations of such an example here is a case in which an observer on earth would say that the lift was under the influence of gravity whilst an observer inside of the lift would argue the opposite for objects inside the lift (an object if released in the lift would not move relative to the inside of the lift).

Imagine that two holes are drilled in the opposite walls of the lift at exactly the same height. By placing a torch in one of the holes and switching it on and off light signals can be sent to the opposite wall of the lift. Inside the lift the light signals will travel in a straight line yet to an observer outside and therefore in a gravitational field the light will have apparently travelled in a curved path for, whilst the light is traversing the inside of the lift, the lift has moved downwards. The implications are that a gravitational field will cause a ray of light to be deflected. This is analogous to the path of a horizontally projected particle becoming curved in a gravitational field.

Evidence was found to support the General Theory by making observations on the light from stars as they passed close to the sun's surface. Measurements showed that the light was bent on passing through the sun's gravitational field by the amount predicted by Einstein's General Theory.

Here was convincing proof of the validity of Einstein's work. In the last twenty-five years of his life Einstein grappled with the much bigger problem of the unified-field theory. Force can be regarded as three different types: gravitational, electric and magnetic. The similarity between these three is so striking that it seems as if all three types must be branches of a more fundamental or basic phenomena of nature. The attempt to

derive the relationship between the three types of force comprises one particular aspect of the unified-field theory. The general purpose of the unified-field theory is a much broader one than this for it is an attempt to deduce all physical phenomena from a few fundamental principles.

If and when a unified-field theory is produced it may be that new types of fields can be predicted and created and which are completely different from any which are now known. The striking example of this occurred when Maxwell predicted mathematically the existence of radio waves from the most elementary knowledge of electricity and magnetism. It may be that we are now on the verge of similar developments today through the unified-field theory.

FINGS AINT WOT THEY USED TO BE
or
CHIPS WITH NOTHING

Whilst clearing space in the archives to make room for the records of the 100th Entry the STO unearthed this E and W School diet sheet for week ending 13th April 1924.

ROYAL AIR FORCE
UNIT—Electrical and Wireless School
SCALE OF DIET FOR WEEK ENDING 13th APRIL 1924

MEAL	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
BREAKFAST	Tea Bread Margarine Fish Cake	Tea Bread Porridge Bacon and Beans	Tea Bread Margarine Rissoles	Tea Bread Porridge Bacon and Mash	Tea Bread Margarine Rissoles	Tea Bread Porridge Bacon and Tomatoes	Tea Bread Margarine Filletted Haddock
DINNER	Lancashire Hot Pot Potatoes Beans Currant Roll	Roast Beef Potatoes Swedes Prunes and Custard	Cottage Pie Potatoes Parsnips Plain Pudd and Syrup	Meat Pie Potatoes Peas Pears and Custard	Irish Stew Potatoes Beans Raisin Pudding	Boiled Beef Potatoes Carrots Baked Jam Roll	Roast Meat Potatoes Parsnips Yorkshire Pudding
TEA	Tea Bread Margarine Meat Paste	Tea Bread Margarine Salmon and Vinegar	Tea Bread Margarine Marmalade	Tea Bread Margarine Rock Cake	Tea Bread Margarine Jam Tart	Tea Bread Margarine Cheese	Tea Bread Margarine Jam
SUPPER	Soup	Soup	(Boys) Cocoa Bread Jam	Soup			

Approved

(C. H. PAGET)

*Flying Officer,
Messing Officer.*

Officer Commanding

The 1st to 5th Entries were under training as Wireless Operator Mechanics at the school in April 1924. 129 of these apprentices were subsequently commissioned and 4 of them achieved Air rank: —who needs chips?

The History of Fencing

by FLIGHT LIEUTENANT D. E.
WARREN

PART II

THE ART OF FENCING TODAY

Modern fencing is both an art and a sport. It has developed, as I mentioned in the last article, from the art of self-defence with the sword. A serious business has become a sport—a sport which demands every ounce of concentration and skill which the human body can develop.

Fencing has been aptly described as “a game of chess played at lightning speed”. Like the chess player the fencer has to develop the ability to think several moves ahead. If he develops an attack he must be prepared to deal with his opponent’s defence and counter attacks. He must train his body to act by reflexes so that he can achieve the speed he undoubtedly needs. This entails a great deal of practice and most fencers train at first with the foil, the academic teaching weapon.

The foil is the direct descendant of the seventeenth century “small-sword”. This had many rules and conventions and was the classic teaching weapon before the much lighter foil was developed. The target area is restricted to the trunk only, the head and limbs being excluded. Hits can be delivered with the point only and a hit “off target” i.e. on the head or limbs does not score, but it does suffice to stop any subsequent hits on the target. In foil the convention of the “right of attack” is the most important and there are elaborate rules which cover all the possible movements.

It might be thought that, because foil fencing is so regulated, the weapon would be slow and unwieldy. This is anything but true—foil is probably the fastest of the three modern weapons. To watch two really first-class fencers using foil is to learn just how the human body can be trained to perform a succession of intricate movements at a really fantastic speed. The *épée*, which most people seem to think of as the fastest weapon is, in fact, much more slow.

The *épée* was developed from the “*épée de combat*” of the nineteenth century. This was originally a duelling weapon and “first blood” was the only thing that mattered. As a result there were very few conventions or rules regarding *épée* fencing and the modern style has hardly changed from that of a hundred years ago. Hits are scored with the point only and there are no restrictions about the target—the feet are just as vulnerable as the chest.

The *épée* is much heavier than the foil, with a stiffer blade and a much larger hilt to protect the hand. As it is the first hit to land which counts, *épée* fencing is a good deal more cautious than foil. The good *épée* fencer is usually a patient man who is prepared to wait quietly for an opening—and then attack very, fast indeed. This attack may be a fast lunge at his opponent’s wrist but it is just as likely to be a “*flèche*”—a very fast attack like the start of a sprint. These sudden bursts of activity also tend to occur in sabre fencing, but not to nearly such a marked degree.

The modern sabre was invented by the Italians about seventy years ago because the military sabres in use then were so clumsy and heavy. The present weapon is remarkably light and accurate in use. It has a hilt which protects the hand and one can score with the point or by cutting with the edge of the blade. The target is restricted to the head, arms and the trunk above the hips. Like foil there are many rules and conventions and, also like foil, sabre fencing is very fast indeed.

It is the sheer speed of fencing that is one of the major problems of the sport. In a match or competition a bout between two fencers is controlled by a president and four judges, two watching each target. The judges are solely responsible for deciding whether they have seen a good hit and whether it was on or off the target area. The president has to analyse the fencing movements and decide which hit has the right of way. In recent years, however, an innovation has been brought into the game—the electric judging apparatus. This was first introduced in *épée* and has the advantage of differentiating between hits down to 1/25th of a second.

The electric *épée* apparatus was comparatively simple as the only criterion was whether or not a valid hit had landed. The electric foil apparatus, on the other hand, is much more complicated. We have to know whether a hit has landed on or off the target area and, because of certain of the foil conventions, we ignore which hit landed first and concentrate on which hit had the right of way. The judges have given way to the "black box" in foil and *épée* but, as yet, nobody has developed a satisfactory electric sabre. It is bound to come however.

Despite all the modernization of judging, the one person who cannot be replaced is the president. This is a task which calls for a great deal of practice and knowledge of all aspects of the sport. But unlike many other sports it is essential that he should still be an active fencer himself. The best fencer in the world can be beaten if the president cannot analyse a bout correctly.

All fencing bouts are controlled to a time limit and take place on a terrain or "piste" which is of a standard size. In most competitions the fencer who scores five hits against his opponent is the winner—this is in marked contrast to the original form of *épée* which

was fought for only one hit as recently as 1930.

This change in the number of hits illustrates the change which has taken place in fencing during recent years—a leisurely relaxation has become a serious sport. At the turn of the century, fencing was very much a gentleman's pastime, restricted to those who had both the time and the money to spend. Like many other sports, however, it has grown out of all recognition. In 1900 there were perhaps ten clubs in Britain—there are now well over a thousand. Practically every city in the country has a full-time professional instructor and there are hundreds of qualified amateur coaches who teach in schools and clubs everywhere.

In the Services, too, fencing is a popular sport. This station has excellent facilities for fencing and has a fully qualified coach. Why not come along and watch? Who knows, you too may find yourself fascinated by the game. I have wanted several times to drop fencing in order to concentrate on some other sport but I always come back to it. At the beginning of this article I said that fencing was both an art and a sport. Perhaps I should have been a little more explicit—fencing is also an addiction!

Readers' Views

The Locking Review. What do we expect from a magazine with such a title? What is a Review?

A dictionary definition of "review" is—"a periodical consisting of articles on general and specific problems and of criticisms of books, etc." Now let us examine this definition; a periodical is something published at regular intervals; an article, a literary composition dealing with a particular topic, and is included in, and forms part of, a newspaper, magazine, encyclopedia, etc. but self contained and independent; a problem is a perplexing circumstance, or difficult situation in which more than one line of action seems intellectually and morally defensible. Consolidating these facts then, we expect that *The Locking Review* will be a regular publication containing literary compositions dealing with particular and general controversial subjects and of criticisms of books.

We would not, of course, expect serious subjects to completely monopolise the available space in the magazine and must be balanced with short stories, poems, puzzles,

cartoons, ex-Apprentice corner, Locking news, etc. etc. but these should only be balancing items and on no account should they be allowed to occupy more than 50 per cent. of the magazine.

Already I can hear the Editor snorting, "drive!" I can appreciate that this form of magazine might not have a very great appeal among the people it is aimed at, but then I didn't choose the title. Let us stop to consider the very difficult task given to a group of people who are responsible for turning out a magazine. Obviously the first step towards producing a successful publication will be for the people concerned with the magazine to meet and discuss possible layouts, the likely appeal of each approach, the best retail price and an estimated cost of production. It will, of course, be up to the Editor to put forward ideas concerning the type of magazine and material to be used and then the task of assessing printing costs and circulation and balancing these out with the retail price will rest with the business manager. After a series of these discussions the Editor will have formed an idea of the skeleton of the magazine.

The next job is to produce a title which will suggest this skeleton to prospective buyers.

In the case of *The Locking Review* we will assume that this has happened. The material is edited, illustrated and produced with an attractive cover bearing the above title. A prospective buyer comes along and is, quite frankly, disappointed for he is presented with a précis of a term's events at Locking; material of general interest being absorbed in the few minutes that he is allowed to browse through the magazine and, instead of having his literary appetite whetted, he has it completely dowsed.

As I have already stated, I am assuming that the Editor and business manager have agreed that a "Review" is the most profitable form of magazine then the question arises, where is the material going to come from? Quite obviously with a magazine with the potential circulation of *The Locking Review* it is quite impracticable to hire qualified observers and reporters to contribute to the magazine, therefore it is up to the readers to contribute. Some material may be forthcoming from ex-Apprentices but I feel that the only reliable source of material is the present Apprentice. Unfortunately the number of voluntary contributions to the magazine, at the start anyhow, will be very small; therefore it is the task of the General Studies instructors to liaise and use the syllabus to produce some positive practical results instead of mere qualification on the passing out certificates.

I am now looking back to the days when I was at Locking; days when I had to produce a "set task", when I had to give a 30-minute lecture and a 5-minute lecturette, days when, along with three other Apprentices, I had to produce a portrait of an Author from reading his books. With a thousand Apprentices doing one or the other of these exercises there must surely be some quite good, suitable material produced each term without having to alter this syllabus at all. The syllabus may have been altered over the year since I left Locking, but I feel quite certain that any syllabus would require the minimum of

modification to produce material for *The Locking Review*. Properly conducted discussions could be organised on current affairs, books, or any specific topic dealt with during "cultural study" periods. There are innumerable extremely controversial topics that could be discussed such as "The Bomb"; Communism; The Common Market; The Role of the Air Force; The advantages of being an Apprentice. Such discussions besides giving individuals an opportunity to make a positive contribution to a discussion and supplying *The Locking Review* with interesting material would give the Apprentice who likes to think a chance to get things in perspective.

In one sentence: is it not time that a magazine produced by adults for adults lost some of its secondary school aura!?

CPL./T. G. W. ASH (93rd Entry)

(We are grateful to Cpl./T. Ash for having expressed himself at such length on *The Locking Review*, and we feel that much of what he suggests is sound. We have, in fact, featured for nearly two years the series of articles "From Mendip to the Sea", which originally was a "set task", and so have not entirely neglected the potentiality of the Liberal Studies Section. We like the idea of the discussion of "controversial subjects" but wonder whether the "literary appetite" of the average reader is as sharp as our correspondent suggests! Perhaps the excellent article on Einstein's Theory in this issue will do something to dispel the secondary school aura.

We do feel that Cpl./Tech. Ash's dissertation on the precise meaning of "Review" is something of a quibble, although we admit that we have given some thought to a change of title, for different reasons.

Finally, is it *really* so easy to balance the books as the corporal suggests? *Editor.*)

Facts and Figures

Since the 100th Entry of Aircraft Apprentices came to Locking in January 1962 they have seen eight entries pass-out and eight entries arrive. Being the senior entry it would seem obvious that they have formed opinions as to what makes the apprentice wing habitable. A survey was held amongst the 100th Entry to discover this.

It would appear from the returns, that the question of "What makes the apprentice wing habitable?" can be answered in one word—spirit!

The question actually put forward was: "Were there no 100th Entry, what entry, from the 92nd up to the 105th would you prefer to be a member of?"

The answers given and the results tabulated, gave me some very interesting facts and figures about the 100th Entry. The result of the survey was as follows:

93rd Entry	64%
96th Entry	12%
95th Entry	6%
99th Entry	4%
92nd Entry	3%
97th Entry	3%
105th Entry	2%
101st Entry	1%
103rd Entry	1%
104th Entry	1%
98th Entry	—
102nd Entry	—
Don't know	2%

The figures show that 93 per cent. would have preferred to be in more senior entries, and only 5 per cent. chose more junior entries than the 100th. Of this 5 per cent. I am not surprised to find 3 per cent. were N.C.O.s and had at one time been in charge of the entries of their choice. Of all those people asked, this 5 per cent. gave, probably, the most reasonable answers as to why they preferred more junior entries. They would have better facilities to take examinations with "outside" examining boards; also chances of promotion appear to be better when leaving apprentice training in the future.

100th Entry

A vast majority of the 100th Entry, however, appear to live more for the present than the future, for of the 64 per cent. who chose the 93rd Entry, I do not know of one person who would not echo the words "We had some b—— good laughs with the 93rd!" This majority, therefore, see the apprentice wing as a mine-field, laid with many "booby traps" and full of practical jokes, where only the fittest survive.

It would be more apt to compare the system with a rugby match where there is but one "referec"; however, with the introduction of J.E.S. there appeared to be more "referees" than players for the opposition to turn to in case of dirty play.

I suppose the apprentice wing should be seen as a stepping stone to future security and knowledge, but I fear this to be rather a sober statement, contradicting the ideals and aims of such young people who, like their civilian counterparts, live for the present.

Although slightly more sober and disciplined than the 93rd Entry, the 96th was the second most popular entry with the 100th.

The 95th Entry, next in line, was regarded more as a "Utopia", small in numbers, smart, good on the sports field and one of the more mature entries on the "Apps" wing.

The 4 per cent. scored for the 99th Entry came as no surprise as 3 per cent. were once part of the same. I think I should refrain from giving the name of the other person as he has been contributing to his "pass-out party fund" quite regularly.

Of the 98th and 102nd Entries there was little to be said. The coincidence is that they were the two entries, one on either side of the 100th in "A" Squadron, and apparently there should be some kind of bond between these entries. Squadron divisions, however, are merely administrative measures and have meant very little to an entry such as the 100th who will give any other entry the respect they deserve if they just show an iota of SPIRIT!

The 101st Entry

On the 10th May 1962, Number One Radio School of the Royal Air Force received, for the 101st time, another body of young men to train as wireless and radar fitters. Now, two and a half years later, these apprentices have less than six months before they are to graduate; leaving R.A.F. Locking for duties with fully-operational units. Will the training they have received enable them to fulfil their commitments on passing out?

Technically, the answer is a sound yes, as the radio training at Locking is second to none. But it must be remembered that the fitness of apprentices after leaving their three years' training, depends on more than just technical abilities. It is the character of the individual that decides whether or not he will make a good serving member of the R.A.F.

With more than sixty members in the entry, the 101st has many varying characters; how have these shown through in the past years? Except in the first few weeks, the entry has always had an exceptionally strong spirit. During the first weeks people left for varying reasons, ranging from being mentally unstable to having the offer of more suitable civilian employment.

Once over the initial shock of service discipline, everyone soon learnt to accept the new arts (to most) of self-control, orderliness and obedience; although it was harder for some, and not everyone has realised that these are essential in service life and should be prized—not discarded. The first time the 101st was able to show itself outside R.A.F. Locking as an entry was on Remembrance Sunday in 1962. They had been chosen to partake in the village service in Banwell Church and afterwards at the march past more than one person realised the potential of having a group of young men who always march together as a drill team.

This was shown to its fullest extent when a year later, in November 1963, the entry travelled to London to march with fixed bayonets in the Lord Mayor's Show. Being the only armed contingent from the Royal Air Force, everyone felt honoured as well as excited. The practice involved was only secondary; as everyone would willingly do the same again just to hear the voice of London ringing in their ears as they marched, arms and heads high, with everyone thinking that it was definitely worth all the "spit and polish".

Other achievements on the square have been the winning of the inter-squadron drill competition twice in succession. Winning in the name of "B" Squadron, the entry felt worthy champions—having never had the humiliation of defeat . . .

These are not the only achievements the entry has succeeded in obtaining. In the realm of sport the 101st has held its own very well, having first class hockey and basketball teams; apart from a strong showing at other sports. Individuals have represented the R.A.F. at rugby, athletics and basketball. The latter player having also represented the Combined Services twice. Playing basketball for them in the spring of 1963 and 1964.

If one event above others has brought out the character in individuals, and overall team spirit, then it is the Final R. & I. Training Camp held on Exmoor during the summer of 1963. What better to test morale than eighteen inches of mud stretching for miles across the moors, especially when one has to walk through it! During good weather and torrential rain everyone succeeded in remaining cheerful, and where they found their energy puzzled everyone, for muscles were being used that most people did not think existed. Apart from one accident, when an entry member was severely burnt, everything went according to plan; and no-one would say no to the chance of a return visit to the hills, and maybe cider, of North Devon.

With adulthood advancing on all in the 101st; one would expect events to quieten down. This has not happened, but maybe the entry does not want to be remembered just as a group of first-rate radio technicians; but also an entry of individuals. Held together by years of common training with different training techniques and instructors, maybe the entry motto: "Nothing but the Best" shows the path they wish to take during the last few months.

Whatever happens in that time though, one thing can be relied on—the 101st have not wasted their time, and they will be remembered. Not so much by banners flying on local flag-poles but by hard work and ambitious instincts. Who knows where it will take them.

Our Second Summer Leave

(102nd Entry)

by "A 102nd Holiday Enthusiast"

On the 27th of July this year, we left for three weeks of varying hair-raising holidays. The time spent varied throughout the entry from a working holiday to Continental touring.

Several people, who must remain anonymous, found casual work in their home towns or neighbouring districts, to enable them to buy cars and other such necessities for a young serviceman; naturally to be kept outside the 20 mile limit!

A party of five apprentices including C.A.A. Hollowood and C.A.A. Hauton from the 102nd, were lucky enough to take part in a liaison trip to France with the French Air Force. They took with them the goodwill and, we hope, not too much "spirit", from the Royal Air Force.

After spending a few days at French Air Base, Cognac, seeing a little of the French Apprentice life at Rochfort, they flew in a French Air Force Dakota to Versailles. From there they visited "Gay Paris" and saw most of the Parisienne sights, the Eiffel Tower, Arc de Triumphe and Champs Elyssées and probably many others not mentioned in the guide-books.

As always all good things come to an end and the party said "Au revoir" to their French hosts and flew back to Lyncham on the 28th July.

Some of the less fortunate groups managed to save some of their hard-earned money, after subscribing to P.S.I., Entry-Funds, Barrack-Damages and other regulars that we all know so well, for a cruise, on the Norfolk Broads.

The enthusiasts, Blake, Gibbs, Rogers, Tufts and Williams, decided to use natural power and hired the largest yacht available on the Norfolk Broads. The others, Wade (Captain), Schofield, Lcmare and McGinley, being a less energetic crew naturally hired a more elementary motor-cruiser.

The captain of the second crew managed to get the first ducking of the holiday before boarding their vessel but managed to recover none the worse for his mis-adventure.

Both crews covered approximately 120 miles through some of England's most picturesque waterways, for very little cost.

Three, more adventurous comrades, C.A.A. Lim, A.A. Rayer and L.A.A. Kebble, shose a Continental tour. Realising that 6 CYX would be far away touring the North of England, they decided it was safe to hitch-hike. Rayer and Lim broke off on their own to cover Germany, Austria, Switzerland and Italy, while L.A.A. Keeble made a trip down the Rhine to Koblenz.

After a very interesting, but comparatively uneventful trip, C.A.A. Lim and Rayer headed back to R.A.F. Bruggen. This they found very difficult since the weather was bad and lifts seemed unlikely. However, after their very worrying time they arrived at Bruggen in the "nick" of time for their return flight to Northolt.

Two very keen canoeists, A.A. Sedman and Fowler, spent a great deal of time training "in and out" of their canoe in the North Sea in preparation for coming canoe races. This holiday however is obviously for the determined, since most of the time they spent rescuing themselves and their canoe from the breakers.

Two regular rovers, L.A.A. Proffit and A.A. Fox spent their leave as always "attempting" to help others. They set up camp at Torquay, where their job as General Duties included repairing a 50 line telephone system for the Army, and distributing 8½ tons of charcoal for cooking purposes.

On 15th August the Chief Scout officially opened the Jamboree, to scouts and "guides" from 13 countries including Great Britain and Cornwall. The Jamboree finished on 23rd August but unfortunately leave finished on 19th August and, of course, duty calls.

Finally, 19th August appeared and most of us returned to Sunny Weston and the tideless "Beach".

103rd Entry

After a successful first year the 103rd Entry began its fourth term (still in J.E.S.). We lost five members, bringing our numbers down to 119.

We have had a good sporting record this year. A.A. Bennett and A.A. Tabor represented Technical Training Command in the Inter-Command Boxing Championships. Both put up a good performance.

A.A. McGregor captained the Royal Air Force Colts XV this year. In the team with him were Willson, Wishart, Sweeney, Scantlebury and Mahoney. The Colts played several preliminary matches, before drawing the game with the Army.

A.A. Murgatroyd won the Somerset County Champions Cup for .303 Shooting, which last year was won by another 103rd member, A.A. Cook.

A.A. Morris, who has recently left the service, equalled the R.A.F. Junior 220 Yards record with a sparkling 23.9 seconds.

We lost our flight commander, Flt.-Lt. G. Peters who returned to operational duties at R.A.F. Binbrook; Flt.-Lt. K. G. Evans replaced him. Our present Entry sergeant—Sgt. Cuthbert—replaced Sgt. Simpson.

This summer the 103rd Entry had representatives in most of the European countries including France, Spain, Belgium, Holland, Switzerland, Germany, Luxembourg and Italy; several visited Singapore and one managed to reach America (and return in time).

Our congratulations go to L.A.A. Wratten on his engagement to Miss Carol Robinson and to ex-103rd A.A. Rutherford on his marriage.

With the end of our second year approaching, we look forward to Christmas and hope for a speedy 1965.

Profile on the 104th Entry

The original 38 members of the 104th Entry, the last of the Easter entries, signed on at 1000 hours on 10th May 1963. The entry was soon joined by A.A. Hall, and in its second term by a rather reluctant A.A. Zeal, ex-103rd Entry, who was recoured after hospitalization.

Our original accommodation was Huts 372 and 374, until the foundations of the latter subsided. The Entry then moved to Huts 376 and 378.

At this time, and for the next three terms, we formed part of the Junior Entries of the Junior Entries Squadron. Our first Flight Commander was Flt.-Lt. G. E. Ord, who had to leave us to commence a tour as a Flying Instructor at the end of Term 1. He was replaced by Flg. Off. D. W. Rushworth.

Surprisingly quickly, Term 2 arrived and the Entry moved to the comparatively luxurious

accommodation of the upstairs flight of "M" Block which was to be our home for the next year. This term will also be remembered for our introduction to Reliability and Initiative training on Exmoor—in November!

Term 3 passed uneventfully except for the R. & I. Night Exercise on the Mendips, during which 12 of the Entry "misplaced" themselves at about 0100 hours and were forced to spend the rest of the night separated from the main party.

With the 4th term came greatly increased privileges including the wearing of mufti and extended pass hours. This was also the term of the long-awaited Summer Camp. We were fortunate in having several glorious days whilst on Exmoor, and with a full programme of hiking, abseiling, swimming and field engineering, it can be safely said that everyone enjoyed himself. During the period the R. & I. Camp was visited by the Air Officer Commanding 24 Group and by the Commandant.



The Air Officer Commanding watches abseiling by Apprentices of the 104th Entry.

After Summer Camp, the duties of Flight Commander were taken over by Flg. Off. G. A. W. Palmer, who is still with us.

The term ended with A.A. Challingsworth being selected to participate in a liaison visit to the French Air Force.

The opening of the 5th term was marked by the belated move to "A" Squadron, and the consequent change of address to the top flight of "H" Block.

On the technical side our choice of trade had, unfortunately, to be restricted to Ground Radar Fitter and Navigator, because there was no requirement for Air Radar Fitters after the 103rd Entry. We were also unfortunate in being the last entry to arrive before the O.N.C. scheme was introduced, as if given the opportunity 8 out of 40 Apprentices would have been qualified to start the course.

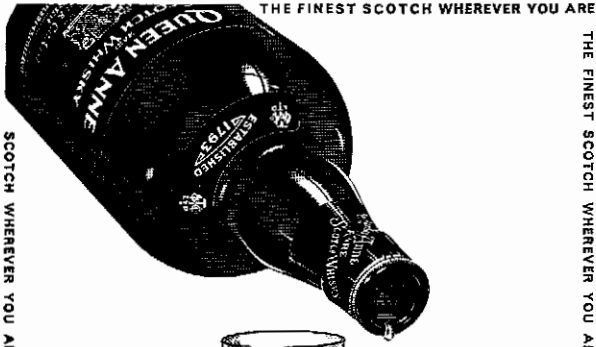
As far as sport is concerned, the entry is handicapped in team events on account of the small numbers, although we have a number of outstanding individuals, A.A.s Clowes and Badcock and A.A.s Aldridge, McCarthy and Sinkinson have represented the wing at rugby and hockey respectively. Wing Boxers from the Entry are A.A.s Heath and Burkel, and our outstanding athletes are L.A.A. Burke, and A.A.s Howe, Toomer and Clarke. A.A.s Badcock and Venton played in the Station Junior team at the R.A.F. Table Tennis Championships and we have in A.A. McCarthy the holder of the Royal Air Force Junior Foil McEwen Trophy.

During their spare time, A.A.s Brady and Crofton and L.A.A.s Frost and Burke have formed a "Beat" group which still remains unchristened. Suggestions for names would not be welcomed.

A.A.s Sutherland, Hewitt and Zeal took part in a National Aircraft Recognition contest organised by the Aircraft Recognition Society of the Royal Aeronautical Society, and have great hopes for the "Air Britain" contest in London this Autumn. L.A.A. Frost and A.A. Godfrey won first and second prize respectively, and A.A. Elkin a commendation for aeromodelling in this year's Station Handicrafts Exhibition, while A.A. Cottol won second prize in the photographic section. has twenty participants in the Duke of

From a total strength of forty, the entry has twenty participants in the Duke of Edinburgh Award Scheme, with A.A.s McCarthy and Ranger having gained their silver awards. We have two musicians namely A.A.s Burchall and Elkin, who have gained a place in the No. 1 Wing Band, and other members of the entry enjoy the pursuits of angling, painting, small-bore shooting, canoeing, etc.

Nevertheless, we must still all find time for revision, as this November brings the final examinations in Advanced Radio Principles and Engineering science. However, this shadow is partially compensated for by the brighter prospect of increased privileges as time goes by, culminating in April 1966, when the 104th Entry passes out into regular service in the Royal Air Force.



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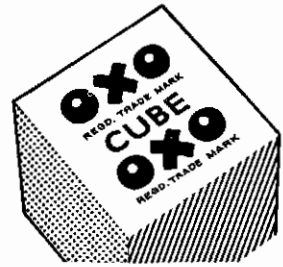
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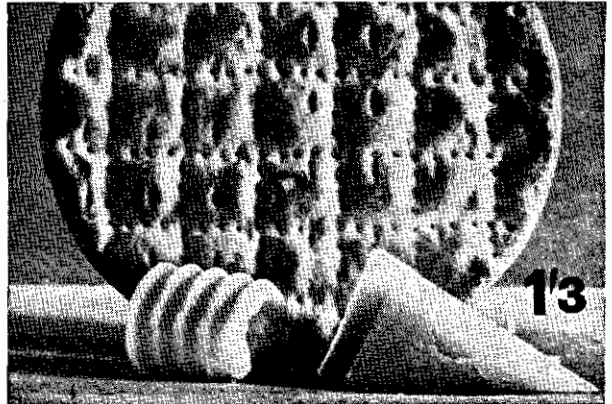
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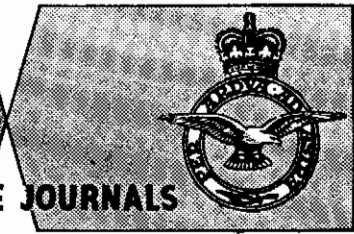
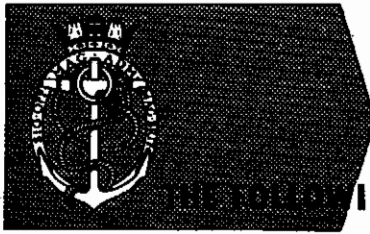
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105th Entry

The 105th Entry arrived on the 19th September 1963, one prospective entrant having changed his mind at the last minute. The 39-man entry is really the first of the new technical apprentice entries—the A class being the “guinea-pigs” for the Ordinary National Certificate in Electrical Engineering.

The class began with 18, and after a very rushed syllabus which incorporated machines as well as radio, 14 passed the first year O.N.C. paper to qualify for the next term's course. This year the A class moved into the new machines laboratory in 3T block which had been specially designed and built for the O.N.C. course. This laboratory cost about £2,500 and one machine alone—the BKB Universal cost £450! To qualify for the O.N.C. one must have passed at least four G.C.E. “O” levels and therefore the 105th probably have the highest number of G.C.E.s per person, there being an average of 4.6 G.C.E.s per person in the entry. These are not all in A class, as the B class are an advanced stream and are equivalent to the A classes of other entries.

As well as excelling in the technical side of life, the 105th has achieved a high standard on the sports field; which was shown in the Junior Entries Squadron Inter Entry Cup which took place after Easter this year. The competition consisted of five different sports, viz. rugby, soccer, hockey, basketball and squash. The 105th Entry “scraped through by a narrow margin, not losing a single match in the competition”: these were Squadron Leader McDonald's words when he presented the cup to the 105th; after they had beaten both the 104th and 106th Entries in all of the sports.

The 105th have several wing players and one wing colour—Madge, who attained his Colours in athletics and came second in the McEwens Tournament, and won an A.A.A. national certificate for the javelin; quite an achievement considering he is the youngest in the Entry.

Other wing athletes are Grant, Haigh Jones, Ponting, Willmer, Brocklehurst and Russell;

Grant has also represented the wing at weight-lifting, water polo, swimming and under-eighteen rugby. Other colts rugby players are McManners, Pounds, Holland, Stamp and Madge. Gomme has represented the wing at table tennis and soccer and other wing under-18 soccer players are Polson, McManners, Madge and Young; Polson is the present captain of this Colts team. Henrick, Polson, Madge and Iddenden have played wing cricket and Henrick and Willmer have represented the wing at basketball. Not a bad selection for a small entry—the main feeling in the entry being that we are living up to the motto on the entry badge—“Viam Demonstramus”.

Talking about the badge—it came into existence around May, when everybody in the entry handed in his own design for the badge; the Entry committee sifted through these and used three or four ideas in the design of the final badge. As can be seen we have the cloth badges, for the tracksuits—but only one sample gold wire blazer badge was made pending the main order—we are now waiting for them. In case anyone is not up with the Roman numerals in the centre, the badge has CV on it which in Arabic means 105.

Guitar playing seems to be getting rather popular in G Block, on most nights one can hear Paddy Cranc, Len Williams and Roger Hargest strumming away in either the study room—or if their music is not appreciated they migrate to the ironing room; and if one is lucky Dave Henricks can be heard in the background banging a couple of kettle drums and a cymbal. Although one of the apprentice N.C.O.s does not appreciate their musical qualities, in time their playing is sure to improve from good to a little better. Another musical trend recently has been to join the band; Reynaert, Haigh-Jones, Facey, Brocklehurst and Jock Brown have all moved over to E block recently; and they seem to have made quite a difference to the quality of the music!

Well, that is the 105th. I hope the next five terms we will continue to keep up the standards we have already made and that we may, as our motto says, truly “Show the Way”.

106th Entry

The 106th Entry arrived at R.A.F. Locking on the 16th January 1964, a day never to be forgotten by any of us. Bhuva and Patel, two boys from Kenya had arrived a week previous, and were waiting to welcome us. There followed an induction period of three weeks during which we were introduced to R.A.F. life with the help of Sergeant Cawley, who was to be our N.C.O. for the following seven months. We started our Technical Training on the 10th February, 1964. Our first Entry Commander was Flt.-Lt. Barnes who was very understanding, but unfortunately had to leave us. Flying Officer Rushworth succeeded Flt.-Lt. Barnes, until at Summer Leave we were introduced to Flt.-Lt. Williams, our present Flight Commander.

Even from the start we were a small Entry, forty of us were "sworn in", but the pace proved to be too much for two of our members, Smith and Lewis, and at the end of our first term they made arrangements to leave and re-enter civilian life. Not very long ago yet another of us unfortunately had to leave due to ill health. At the moment our total strength is 37. Although we are only a few, 15 of us have been chosen to take the Ordinary National Certificate in Electrical Engineering;

a qualification which, if achieved, will assist us both in R.A.F. and civilian life.

On the sports field we have as an Entry made a fair contribution. At the moment we have six Rugby enthusiasts playing for the Wing Colts, namely, Patrick, Clarke (R.), Dunn and Williams with Hawkins and Dunmore as reserves. Patel, frequently plays hockey for the Wing. During the summer season Dunn, Patrick and Clarke (J.) played cricket for the Wing Juniors. Dunmore, Hawkins, Wyatt, Patel, Ratcliffe, Patrick and Woolley represented the Wing in athletics, and Prophet, Summers and Brown played in the Wing tennis team. Earlier in the year Boden, Morris and Benson ran in the Wing cross-country team.

The 106th have also contributed towards the strength of the Band, we have a total of 12 members, with six of them already in the Band as full-time members. At the moment a large percentage of the Entry are busily trying to achieve their Duke of Edinburgh's Award, mainly Silver, although Clarke (J.) and Patrick have already received their Silver Award and are busy obtaining their Gold. Even at the moment we are organising future hikes with the help of Flying Officer Palmer.

107th Entry

The 107th Entry, the first of the new technician Apprentices, have not yet been here

long enough to get their breath back. So watch this space for further announcements.

201st Entry

This term saw the arrival at Locking of a new breed. On the 2nd of September, 36 members of the first entry of craft apprentices were attested. Their stay will be a, possibly hectic, two years. The problem of smoothing their course to fit in with the old system has fallen into the capable hands of Flight Lieutenant K. G. White, the Entry Commander.

Already, although small in numbers, the

entry is making its mark on sport at Locking, Burrows, French, Hughes and Lester have represented the Wing at cross-country. Lester has also played for the badminton team.

Bardill is already becoming a stalwart of the Wing rugby XV and Hague, who cannot seem to make up his mind as to which shape of ball he prefers, has played for both the football and rugger teams.

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Chaplains:

REV. DAVID ST. C. A. FRIZZELLE

REV. JOHN KNOWLES-BROWN, A.K.C.

This term has seen the departure of Padre W. D. Eynon-Williams to R.A.F. Weeton in Lancashire and, from current letters, we hear he is happily settled in and enjoying his work.

Unfortunately, we shall soon be saying goodbye to Padre Knowles-Brown, who is becoming Vicar of St. Michael in St. George, Farley Hill, Luton, at the beginning of the new year. He has been serving for the last four years in the Royal Air Force and came to Locking from R.A.F. Pergamos in Cyprus; we shall be sorry to see him go. He would like to see any of you, if you happen to be passing through Luton, or are posted nearby.

In his place comes Padre Desmond James from St. Athan. He has had experience as a parish priest and a school-teacher. He has also been out in Cyprus and Idris. This term brings the passing-out parade of the 100th Entry. At the passing-out Service, on Sunday, 13th December the Chaplain-in-Chief himself, The Venerable F. W. Cocks, C.B., Q.H.C., M.A., will be giving the farewell address. It will be a memorable occasion.

Apprentices will be delighted that the Chaplain they have enjoyed meeting at Amport House in Hampshire, in their week-end Moral Leadership Courses, has been nominated as our next Chaplain-in-Chief, Rev. W. E. G. Payton, M.A. He is well known for his cricket—a Cambridge Blue, and has played for Nottinghamshire and Derbyshire as well as the R.A.F. and Combined Services. Since 1959, he has been an Assistant Chaplain-in-Chief, in Bomber Command, and in the Far East.

While we are blessed with an electric organ for our Sunday Services, we have never dared to hope for a peal of bells till the new church, which is planned, finally materialises. Wing Commander Edwards has other ideas and judging by the interest he has shown in output and impedences of amplifiers and speakers we may well have the best peals from the country at our disposal before this goes to print.

Finally I must say an appreciative word about the new Craft Apprentices and welcome the New Technician apprentices. Judging by the calibre of the former we are in for an excellent three years and it is a joy to find them already in the forefront of our Club and Study activities, servers, rosters, and early morning Communion mid-week.

DAVID FRIZZELLE

R.C. Chaplains Notes

Mass: Sunday 08.00 hrs. and 10.00 hrs.

Weekdays 06.50 hrs. except Friday 2.00 hrs.

Novena: Monday 20.00 hrs.

Rosary and Benediction: Sunday 18.00 hrs.

Rosary: each evening 20.00 hrs.

Confessions before and after Mass, after

Rosary: Sunday 09.30 hrs.

Interviews: Mon., Tues., Thurs., Fri. 14.00 hrs. and any time by appointment.

The above programme of Services indicate the opportunities offered on the Station to enable personnel to fulfil their primary responsibility in life, viz. the recognition of God as God, and the formation of Christ in self in and through the Service.

Notable events in the past year were the visit of the former Catholic Archbishop to the Forces, now retired owing to ill health,

Archbishop David Mathews, and two weekend Moral Leadership Courses for Apprentices at Prinknash Abbey, nr. Gloucester. One of the interesting features of the Course was sitting at top table with the Abbot and being served by the Monks, in silence. It is hoped to have two more Courses in the Spring and Summer. Perhaps as a preparation we could have this method of dining introduced at Locking, and I leave it to the imagination to work out the details.

I owe a word of thanks to Flight and Squadron Commanders and other Senior Officers for their unstinted help and close co-operation. There is much talk in these days of "dialogue" and "ecumenism". This is a new approach, a modern phenomenon, not however to members of the Service to whom it is almost old fashioned, certainly normal.

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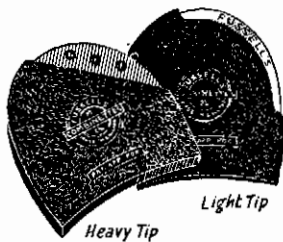
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18.30 hrs. Evening Service.

Mondays: 19.00 hrs. Choir Practice.

Tuesdays: 18.00 hrs. Junior Club.

Thursdays: 18.00 hrs. Confirmation Class.

St. Andrew's Church is the first permanent P.M.U.B. Church on our Home Stations. It was opened and dedicated on the 6th September 1962 and, during the two years of its existence, many Locking boys, families and Children have worshipped within its walls. As you can see from the heading, different denominations are represented in St. Andrew's. This has the great advantage of bringing together in the one congregation varied religious traditions, thus breaking down any feeling of insularity, and creating a healthy and very necessary respect for denominations not one's own. We worship and work as one body.

A list of the main activities is given at the beginning of this article. In addition, Padre's hours are held regularly in our Club Rooms, there is a thriving Sunday School and we run an Evening Club where our members can relax, play games—or simply do nothing! None of these activities would be possible without help. Our choir is trained by W/O. Hunt and Mrs. Simmons, our church organist. The Junior Club is run by Mrs. Hunt and Mrs. MacNab, with the help of some of our Apprentices.

The children are taught at Sunday School by Mrs. Hunt, Mrs. MacNab and C/Tech. Wainika, again with the help of several Apprentices. We are grateful to them and to all who, in one way or another, give their help willingly.

A Station Church sees many changes in the course of a year. Members are posted out, others take their place—and this can create problems. We hope those of you new to Locking will give your support, share in our responsibilities towards this Station, and enjoy our fellowship.

Locking Fencing Club

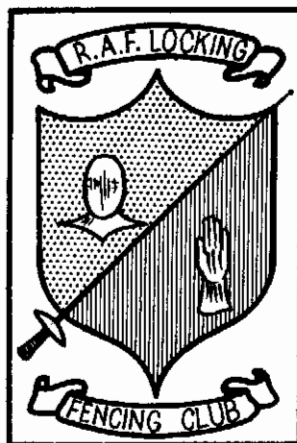
The start of a new fencing season at Locking means, as always, the loss, through posting, of some of our seemingly irreplaceable stalwarts, and an influx of unknown and untried newcomers.

Fortunately, most of the club officials are still with us—club chairman and general secretary Mr. J. McKenzie, Station and Club captain, F/Lt. D. Warren; Team Secretary and Treasurer, Mr. D. Parker and A.A.s captain and vice-captain, Hill and Ledbetter, respectively.

The majority of club members are from the 103rd Entry, who did so well last year in the Youth Schools' Competition.

Without doubt, our most valuable newcomer is Sgt. Len Cain, who takes over as coach from Sgt. Alan Larvan.

Len Cain has come from R.A.F. Aldergrove, where he and F/Lt. Warren were regular mainstays of the Northern Ireland team. Last year he was Northern Ireland foil champion and is a current R.A.F. "blue".





A practice bout involving the club chairman and members of the 101st, 102nd and 103rd entries

Also new to the Club, but not to fencing, are F/O. Lafferty (Signals Command sabre champion) and P/O. Hutton. With F/Lt. Warren, they could doubtless become the most formidable team of adjutants in the country!

Miss Allen and Miss Latcham are progressing well at foil, but the Ladies' Section is still weak in numbers (W.R.A.F. and Wives' Club please note!)

Newcomers to fencing from 105, 106 and 201 Entries are undergoing initial preparation for the forthcoming Youth Schools' Competition. We cordially invite anyone who wishes to take up a rewarding sport to join their "beginners" classes, held on Tuesday afternoons, and Thursday evenings at 1900 hours in Hut 200.

With our much strengthened Station team we anticipate a good season in both Service and A.F.A. events. The 1 Wing teams, too, should do well in the Youth Schools' events.

Everything, in fact, seems set fair — talent, experience, first-class coaching, and above all, a friendly and enthusiastic club atmosphere.

Let's go!

J. W. MCKENZIE,
Chairman, L.F.C.

Ist Locking R.A.F. Rover Crew

During their stay at Locking, most people see a fair amount of the local countryside, either voluntarily or under compulsion. It is the lot of only a few, however, to see Mendip underground.

The members of the Ist Locking R.A.F. Rover Crew have been singularly fortunate in recent months, in having the opportunity of visiting a considerable number of the Mendip caves, under the leadership of Bill Dredge. The visits to Stoke Lane Slocker and through Sump One at Swildon's Hole proved particularly entertaining and interesting. As might be expected, the different personalities involved produced a number of amusing incidents varying from the difficulties experienced in passing heads, size 7½ (Fred Proffit and Doug Armour) through holes size 6½ (!) to the grunts and groans accompanied by descriptive nouns, announcing a squeeze involving Butch Tyzaek! Water, of course, caused amusement (to others, not the victims!). The fall at Swildon's 40-ft. pitch can be disconcerting when going straight down the neck of a cover and frequently one's fellow Rovers delight in ensuring that a hold-up in the line will ensure that someone will be lying in a puddle. It does put one off when a stream runs in at the neck and, after circumnavigating the chest, etc. issues at the ankles.

An excess of water in Sump One, Swildon's, had a startling effect on Pat Fox. From the vantage point on the right side of the sump a noise was heard like an approaching tube train, which was terminated by a turbulence like a blasting depth-charge announcing Pat's arrival!

Caving can be fun—if you don't mind water, mud, and vigorous effort. It is certainly rewarding when one sees formations such as those at Stoke Lane (see accompanying photo). Caving can however be dangerous and it is certainly not for the irresponsible for it can endanger not only the cover but also the would-be rescuer. Nevertheless, if carried out under a competent leader, it is both instructive and good fun.



Station Athletics 1964

It has been rather a disappointing season for Locking. We were defeated by one point by R.A.F. Halton in the 24 Group Championships and went out in the second round of the Inter-Station Knock-out Competition to Halton and St. Athan, again by a few points.

Congratulations on individual performances this year. Firstly, Flt.-Sgt. Jim Dixon of the Varsity Flight. At the age of 33 Jim stormed to a personal best of his career in the 440 yards hurdles in a time of 54.8 seconds, which puts him in the top 15 in Great Britain. Recently he won a trip to Barcelona with the R.A.F. team in which he was team captain.

Up and coming A.A. Swanson, fifth in the Senior 880 yards R.A.F. Championships this year was consistently under 2 minutes for this distance and should be a hard man to beat in a few years time. A.A. Kraft and A.A. Morris were consistent sprinters for the Locking team and were the crux of our relay team

aided by Jim Dixon and myself. We powered to a 45.2 seconds this season, the best recorded by a Locking team. We owe this to good baton changing and, given more races, we could have broken 45 seconds.

Congratulations too, to our Juniors, A.A. Hudspeth, A.A. Howlett, A.A. Semister, and A.A. Royall for winning a junior R.A.F. Blue in the Inter-Services. These are our future R.A.F. prospects.

My own running this year suffered, due to catching double pneumonia just as the season was about to start. I lost both my R.A.F. titles, 440 and 880 yards, finishing 2nd in both. After a couple of months lay off, I am glad to say I am getting back to fitness on a well planned schedule.

Finally, our thanks to our Team Managers, Sqn.-Ldr. Ford, and Flt.-Lt. Daskiewicz and all officials for their time and appreciated effort.

CPL. ELGIE.



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Apprentice Cricket

The Wing XI, captained by Williams, had a good season this year, losing only one of its week-end fixtures. Both our Army rivals, Chepstow and Arborfield, were beaten, and the team won the Senior Final against Halton. In this game, Locking, batting first, were able to declare at their highest total of the season, 199 for 4, after a fine unbeaten 112 by Allen. Halton in reply were dismissed after a fine effort by all the bowlers, Larter taking 3 for 58, McGregor 2 for 19 and Beddoes 3 for 11.

The team did not do so well however in the Weston Mid-Week League, where it failed to win a game. When the competitions came along however some prestige was regained, when the Apprentices reached the final of the 6-a-side competition and the semi-final of the Knock-out Cup.



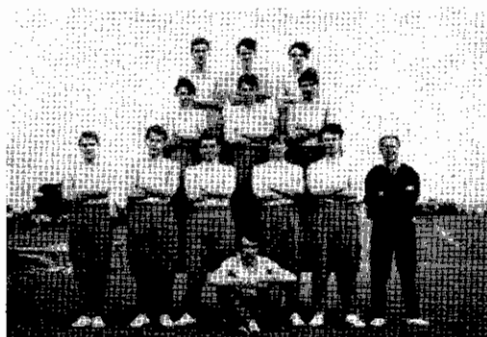
Gymnastics

Again this summer the Apprentice Gymnastic Display team with their P.T. Instructor Sgt. McKeever, performed at various fetes, not to mention an excellent show on Station Sports Day.

With the problem which applies to all apprentice activities, of finding replacements for the next year's team it was encouraging to see a strong nucleus from the 103rd and 104th entries; they will have the task of replacing the gymnasts who have performed so well over the last two years, from the 99th and 100th Entries.

The team clown this year was A.A. Cree and proved once again the popularity of this part of the show, especially with the children.

The team was comprised of the following: 99th Entry: Cree (Team Captain), Hawkswell, Thrift, Armstrong and Clark; 100th Entry: Madden, Dunsire, Waller and Blackburn; 102nd Entry: Lyall; 103rd Entry: Willson, Scantlebury, Wrattan, Perring and Leyland.; 104th Entry: Rushe.



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Hockey

R.A.F. Locking Station team had an excellent season despite many changes in the forward line. The season ended with a 5-0 win at Locking for the home team against a weakened Lyneham side.

Congratulations to Cpl. J. Locke (Capt.) for having a very successful season with Tech. Training Command and also to those of the Station team who played with the "Techs" in the Easter Hockey Festival at Weston-super-Mare.

It is pleasing to note that on the whole there were no serious injuries sustained by players this season and much credit for this I feel sure must go to the umpires who always kept a firm grip on the game, resulting in the standard of hockey improving. Whilst the umpire's decisions are not always popular, they must be accepted on the field of play, and this appealing to umpires, questioning their decisions, etc. does nothing to enhance the game. This is quite useless in itself (I have never known an umpire reverse a decision--have you?)



With Cpl. Willmott showing great promise in goal, it is hoped that Sgt. Heys will once again be able to enjoy his retirement to active umpiring, all the more so now that he has been upgraded to Class II.

The secretary reports that the fixture list for 1964/65 season is now full and completed, despite the loss of Compton Bassett and Melksham.

P.	W.	D.	L.	Goals	
				For	Against
23	19	1	3	84	24

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Aeromodelling Club

Deterioration of membership has occurred since the graduation of the 99th entry of apprentices. This was inevitable, as they were in the majority, with only a sprinkling of members from junior entries.

Recently, there has been a trend towards radio control again, with the accent on gliders. There are also a number of power duration models under construction, which it is hoped will be entered in local competitions, later this year.

In September, three of the club's models were entered in the Station Handicrafts competition. Two of these were fortunate enough to gain high marks and are being transferred to the Group Handicrafts competition, the results of which should soon be published.

The Changes in Summer Camp

Until a few years ago each apprentice entry spent a fortnight on what was known as Summer Camp. These camps were usually located close to the sea, examples are Lulworth Cove, in Dorset, and Holywell Bay, Cornwall: activities consisted of swimming and beach football, hockey, rugby and other recreations under the supervision of the P.F. Staff. These were combined with R.A.F. Regiment exercises and route marches.

Nowadays they are known as R. & I. Camps. R. & I. means reliability and initiative, the apprentice is left to fend for himself to a greater degree. The main camp site is now situated on Exmoor, miles from the sea and games are a very small part of the programme.

The entry is divided in syndicates. These are small groups of five or six and half of the syndicates spend four days and three nights trekking and sleeping on the moor and covering different set routes with the aid of maps and compass. They are completely self-supporting during this period and carry all necessary food and equipment with them.

During this time, the other half of the entry is back at base camp, the syndicates there being kept busy with field engineering, search and rescue exercises and abseiling.

The field engineering consists of such ventures as bridge building, rope traverses and overhead monorails, some of them very good indeed. Abseiling (this word, like a lot of the phrases used in climbing, is of German origin) consists of literally, walking backwards down cliff faces with the aid of ropes, which are specially secured to make most use of their friction.

The search and rescue exercise is something which could be of great value to the apprentice in his later operational service career.



This exercise is under the guidance of one apprentice who is the leader. He is given certain information about an aircraft crash in his locality and his mission is to form a plan of search with his syndicate leaders and decide best methods of rescue for the aircrew personnel who have been previously "planted" with predetermined injuries.

"Summer Camp" may not be as pleasant and easy as in former years, but its value is certainly much greater.

