



RAFLAA Newsletter

SERIAL 63

JULY 2012

IN THIS ISSUE

| | |
|--|-----------|
| EDITOR'S NOTES | 2 |
| LETTERS TO THE EDITOR | 3 |
| NOTICES | 5 |
| Next Reunion and AGM | 5 |
| APPRENTICE DAYS | 6 |
| 92 nd Golden Entry Speech | 6 |
| Ray Murgatroyd | 8 |
| Hut Numbering | 9 |
| TIT-BITS | 12 |
| Warnings from the Police- New Ways to do Carjackings | 12 |
| So How's <u>YOUR</u> Day Going? | 13 |
| Drafting over 60's | 15 |
| HUMOUR | 16 |
| LIFE AFTER THE RAF | 18 |
| Did any RAF ground radar fitters serve in Iran in the 1960s? | 18 |
| Illusion to Disillusion | 20 |
| RAFLAA | 24 |
| Annual General Meeting | 24 |
| The Evening Dinner Dance..... | 35 |
| Presentation of Wordsmith Award..... | 36 |
| Minutes of the 47 th Committee Meeting | 37 |
| LOCKING PARKLANDS | 41 |
| The Saga So Far | 41 |
| Locking Parklands Latest..... | 42 |
| THE RAF APPRENTICE SCHEME | 45 |
| 90 TH Anniversary..... | 45 |
| OBITUARIES | 46 |
| Annesley De Soyza 75 th Entry | 46 |
| Brian Keith Barrett 78 th | 47 |
| David (Doug) John Reid 86th | 48 |
| CLOSING THOUGHT | 50 |
| RAFLAA COMMITTEE | 51 |

Editor's Notes

Hello to you all,

I never thought things would happen so fast but here is my last newsletter. It is a bumper edition and I have had so many contributions that I just could not fit them all in. Rest assured I will pass your unpublished items on to the new newsletter editor.

When I indicated that I had taken the newsletter as far as I could and would be happy for someone else to take it on, I rather expected that I would have to continue for at least another three years. You'll recall that this was the case when our secretary Dave Gunby decided to retire so I was surprised when Colin Ingram immediately volunteered at the AGM but good for him for taking on the job.

I would like to thank all those that have sent me articles, jokes, pictures, strange things and interesting comments and corrections. I've enjoyed reading and publishing your work as much as I hope you did writing them. You have made the newsletter what it is so do please continue to send in your contributions to the new newsletter editor.

I'll still be around at the AGM so do continue to say hello but, as your newsletter editor, this is Chris Tett signing off.

Ed

Colin has written a short introduction which I have inserted below:

I must thank you all for voting me in as Newsletter Editor, although the competition was rather thin on the ground. I don't believe it! I volunteered – did I learn nothing during my time in the RAF, or was it just a 'Senior Moment'.

It makes it all the more difficult because Chris has done such an excellent job over the last many years that it is going to be a very hard act to follow. The Newsletter is a very important part of the Association and I will hopefully keep the publications full of news, stories and tales of yore.

I know everyone has at least one story to tell, how about that first day at Locking or the first day after Locking or even the first day as a civilian, we have all been there, done that, now let's hear about it.

All donations gratefully received

Colin Ingram (88th Entry)

colin.ingram90@gmail.com

Tel: (01288) 331363

Fairhaven
Gooseham
Morwenstow
Bude
Cornwall
EX23 9PG

Deadline for next issue - 23rd September 2012 for November 2012

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

Letters to the Editor

This note was sent to Jim Doran who passed it on to me - Ed

Falklands

Dear Jim

Not sure if I am directing this to the right person but here goes - for the next newsletter.

2012 sees the thirtieth anniversary of the Falklands Conflict and I am sure that many RAFLAA members were involved one way and another either back here or in the far south.

In my humble opinion the next newsletter should contain some reminiscences of that event.

I have to claim some part in it and will try and put together something before the deadline. I was the Avionics Trade Manager for 57 Squadron Victor Tankers on Ascension Island. 55 and 57 Ground Crews arrived on Ascension on Sunday 18th April with aircraft arriving the following day. Unfortunately I did not take my camera with me but I am sure there must be others ex-apps who did.

Is there any way we could advertise amongst our members for Falklands stories to coincide with the next newsletter.

Best wishes

Paul Kite, 81st Entry
9 Summerhouse
Orchard Glastonbury
Somerset BA6-8JA
Tel 01458-830207 Mob: 07545-767467
paul.kite@btinternet.com

I remember being glued to the television news every bulletin at the time of the Falklands conflict so if anyone has any memories or information or other useful information please pass it on to the new newsletter editor. - Ed

---0---0---0---0---0---0---

I received this note from Neil Hinson

My name is Neil Hinson, ex 97th Entry at Locking

Attached is a piece for inclusion in the Newsletter if you think it appropriate.

It's a request for information from anyone who served in Iran in the 1960's on any of the IIAF/CENTO ground radar sites along the northern border of Iran (and hence along southern border of the Soviet Union).

It stems from my immediate post-RAF experience when I worked as a Plessey Radar RME (Resident Maintenance Engineer) on the IIAF (Imperial Iranian Air Force) ground radar site near Tabriz in north-west Iran from 1971 to 1974. I understood at the time that for a period up to about 2 years prior to my arrival there had been a small RAF detachment there doing much the same job and I'm curious to know if this is true and if so, what life was like.

Regards,

Neil Hinson.

The article 'Did any RAF ground radar fitters serve in Iran in the 1960s?' is published under 'Life After The RAF' - Ed

Royal Air Force Locking Apprentice Association

---0---0---0---0---0---0---

I also received this letter from Ken Toogood and was asked to forward it to Brian Colby - Ed

Hello Brian,

I have just read and thoroughly enjoyed your article "Shocking Locking" in the current RAFLAA Newsletter. Thank you very much.

It has occurred to me that you could possibly settle a problem which remains unresolved for a small group of ex-78th and ex-79th apprentices (a 50/50 mix). We cannot firmly recall the hut numbering for "B" Squadron lines. So can you state whether the odd- or even-numbered huts were nearest the Arena and whether the higher numbers were near the NAAFI or closer to Station Headquarters?

Best Wishes,

Ken Toogood (79th); kentoogood@blueyonder.co.uk

This led to more notes and further questions which are published as 'Hut Numbers?' under Apprentice Days - Ed.

NOTICES

Next Reunion and AGM

The 19th Annual Reunion and Annual General meeting of the RAF Locking Apprentice Association will be held on [Saturday 27 April 2013](#) at the Webbington Hotel, Loxton, Weston-super-Mare.

It will follow our usual format with the AGM in the afternoon and a dinner dance in the evening.

Full details will follow in the November edition of the Newsletter but put the date in your diary now.

The hotel has kindly agreed to keep the hotel rates at the same level as for 2012: £75 B&B for a double or twin room (double occupancy) and £60 for a single room for a **2 night stay (Friday & Saturday)**. For the Saturday night only the rates are £85 B&B for a double or twin room (double occupancy) and £65 for a single room.

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

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



Apprentice Days

92nd Golden Entry Speech

From John Hall, 92nd

The 92nd entry signed-on on the 22nd May 1959 with 84 boys, possibly the largest Easter entry intake ever.

We were billeted in huts 316-324 initially, and one of the bunk rooms was occupied by Corporal Lynes, known as 'Else'. Why was this? His catchphrase was, "Do this or **else**." Corporal Lynes was the proud possessor of a bicycle, and at some point a couple of our entry drew him away from his bunk, so that others could 'liberate' his bike. When next seen in public it was hanging from the rafters in 3T block, as shown by the photograph in our entry 'box'.



The same miscreants must have had a love affair with 3T block, as they also installed three redundant toilet bowls on top, as many of you may have seen these as you marched down to training.

The label says 'Cpl Lynes' just so there was no doubt about whose bicycle it was!

Plum juice was liberated from the mess, and was being used to convert to an alcoholic drink, stored underneath Hut 322. One night there was a loud explosion as one of the bottles blew up! Luckily, the billet contained a lad called Dave Hattersley, a keen potholer from Yorkshire, and he went, complete with hard hat, underneath the hut to rescue the remaining bottles.

Two of our members lived about 20 miles from RAF Halton, and planned to advertise the 92nd Entry, RAF Locking, with a homemade banner that started its life as a bed sheet. They took their bicycles on the train to Wendover, near Halton, but found that they could not get into the camp. Plan B was to find a nice tall building in Wendover, one of them climbed a drainpipe (yes, really!), and tied the banner to a convenient cable entering the building, where it was quite noticeable.

The cycle home was slow and, in the end, arduous but by 4 am they were nearly home and then suddenly a policeman flagged them down. Their story of just being out for a bike ride was met with some incredulity but they were eventually allowed to go having given names and addresses.

A few weeks later, when on parade outside their billets, the 92nd noticed a strange procession heading for their Squadron office. There was a Flight Lieutenant, followed by an RAF Policeman followed by an AC2 carrying a brown paper parcel. And yes, it turned out that inside the parcel was the banner!

That day, our commanding officer addressed the entry. Apparently, when the banner was noticed, a workman was sent to bring it down. He set up a metal ladder against the side of the building, climbed it and grabbed hold of the banner intending to tug it down. Unfortunately for him, the 'convenient cable' was a power cable and it had rained in the night. Yes - the wet sheet was attached to a live power cable..... He came crashing down! Fortunately, only his dignity was really hurt but he was not best pleased to end up in a heap on the road.

Royal Air Force Locking Apprentice Association

The authorities were also not pleased, because the building turned out to be the Clock tower in Wendover, and before another person could bring down the offending banner, power had to be turned off for the whole area!

John Hill recalls the following story: As a member of the 92nd Entry of Locking Apprentices the initial three months meant we were confined to camp. My father suggested that to pass the time I could borrow his gambling game of Whizzo for the lads to play in the evening. As I was already the horse racing Bookmaker it was no surprise to the residents of my hut to be enticed into gambling on Whizzo.

The game consisted of a circle of 16 cups of different colours. These cups were balanced on stems and had the appearance of mushrooms. Above the circle was a stiff wire arc from which hung a thread with a small rubber ball on the end. A spinning top was placed at the centre of the circle next to the rubber ball. As the ball hit the spinning top it would fly off in random directions knocking the cups off their stems.

The winner was the last cup standing and depending on its colour the bookmaker would pay out at the required odds. Half of the cups were red and so their odds were even money and I remember black being 7/1.

As gambling was illegal, secrecy was essential. A warning system of tapping the central heating pipes would alert us in the hut store room of any danger, but this warning system however did not work when Flight Sergeant Burley came through the front door and into the storeroom. Whizzo was in full flow and the time was well after lights out. He was not happy and shouted for us to get into our beds which we did at great speed. It then dawned upon him that we had been gambling in the storeroom.

His words I shall never forget:

“Who is the person in possession of this game of chance?”

From my bed I nervously opened up and was told that Whizzo was being confiscated along with the 9 pence old money the punters had waged.

The following day I was called to the Squadron Office and told the charge of gambling was so serious that it could damage the Squadrons reputation. They decided that they would drop any charges as long as I agreed to have the Squadron Office hold the game until I passed out.

Two and half years later I returned to the Squadron Office to collect my Whizzo. The Officers and NCO's looked bemused when I told them the story as nobody could remember that night, but we did however search their storeroom and there in bits was my Whizzo completely played out.

I left the Squadron Office disappointed without my Whizzo or the 9 pence old money!

After D Squadron had been formed and the 87th passed out, the 96th entry joined B squadron. Overnight, we became **responsible**.

The 92nd and 96th entries were billeted at the top of the sports arena, looking down on the rest as it were

At some point during our tenure there the soccer-playing members challenged the 96th to a game on the sports arena, at midnight. Ghostly figures in pyjamas passed each other in the gloom, uttering non-football expressions like: “Where the hell is the ball?” It was chaos, as you can imagine, the primary reason being the darkness, but also, and this would apply to any football match – we both wore the same strip! For the record, we won 5-nil.....

The Summer Camp at Newquay: apologies for returning to a sad story that Mr. Crosby touched on last year, the death of Chris Donnelly, but this affected both of our entries. The 91st and 92nd shared a summer camp week in 1961, and Chris had recently joined us from the 91st. I was one

Royal Air Force Locking Apprentice Association

of five boys who had been walking along the beach below cliffs, the others being Chris, Mike Underdown, Brian (Ted) Doswell and John Kitt. Chris and Mike had climbed part way up the cliff and had become stuck. The two Corporal P.T.I.'s (Keller and Ross) decided to use a rope they had seen previously, lowered it down from the cliff top, and pulled Chris upwards. The rope broke, and we watched Chris fall sickeningly onto a ridge of rock, and lay still. At 19, I thought I had learnt a lot, but at that moment it didn't seem as though I had learnt a damn thing. None of us knew what to do, so we did nothing. Cpl. Ross joined us on the beach; eventually a M.O. came to the top and didn't want to slide down on his trousers. The PTI was foully abusive to him, and I remember clearly he turned and urinated in the sea, which seemed quite disgusting at the time. I was shocked, and it took me a long time to realise that he was feeling anger, fear, and remorse all at the same time.

Chris was dead on arrival at the hospital. Mike was totally in pieces, continually crying, and eventually said, "We discussed it, and Chris said he would go first." His death cast a very large shadow over all of us at that camp.

At our passout we numbered 81, some having been invited to join the 93rd, and some of the 91st having been invited to join us. Many of our number either then, or later, became commissioned officers in both Technical and Flying Branches of the R.A.F.; but if the main purpose of our training was to provide Air and Ground radio technicians, I believe that the 92nd did just that.

Was there anything really special about the 92nd? Possibly not at Locking, but perhaps what we become later in life is special. I offer two different examples; the first is Alan Laybourn, winner of the Ground Wireless Fitter prize, who became an expert on Communications satellite operations and engineering for the Armed Forces, and was Satellite Operations Director for four launches. He was awarded a B.E.M. and later an O.B.E., and still works for an international spacecraft manufacturer. Secondly, after apprenticeship training and several years experience as a technician and Senior N.C.O., Bob Holland became proprietor of the most popular wet fish shop in Weston super Mare!

That gentlemen, was the 92nd entry.

John Hall

21st April 2012

---0---0---0---0---0---0---

Ray Murgatroyd

From Tony Horry 76th

Received phone call from Alan Bowen (93rd), a former member of the RAFLAA (590) living in South Wales, to tell me that he learned that a chap called Ray Murgatroyd has died.

Ray Muratroyd may be remembered by members of the 91st, 92nd, 93rd era as a Cpl instructor in 3(T) Block on basic electricity, resistor colour codes and the like.

Alan Bowen now writes:

"Do you remember, in 3T Block at RAF Locking during our training there was a character who carried a pile of papers around and occasionally taught the Resistor Colour Code. He went under the name of Cpl? Murgatroyd. Some bright spark christened him the Ultimate measurement of 'thickness', other mere mortals could be micromurgs or millimurgs, but never a full murg. He appeared to follow me throughout my RAF career and into civvy street too as he joined Xerox on completion of his RAF service. I have just received a Xerox update and he has recently died aged 79, I know nothing else, but it brought back a distant memory for me, maybe for you too.

Hut Numbering

As referenced under 'Letters to the Editor', a question was sent to Ken Toogood 79th - Ed

Hi Ken,

Chris Tett has sent on your comments regarding 'Shocking Locking' my reminiscing of my first 3 months at Locking with the 87th, glad you liked the article.

During that period I was initially in a billet for 6 months adjacent to the mess and wing HQ which was very handy for getting fed and also when on 'jankers' and was then moved across to the other side of the Arena to B squadron lines, where I was billeted in Hut 375 for the remainder of my time at Locking.

I cannot recall the hut numbering for the complete block, but hut 375 was definitely the first hut in the complex as you walked up from the mess and adjacent to Farnborough road and thus the Arena

Assuming **all** odd numbers were on the same side of the central corridor, then all the odd numbers were nearest to the Arena

375 was closer to the NAAFI so the higher numbers were to the Station HQ.

Hope the above is clear.

I have photos and letters marked up with hut 375 on them in confirmation, but in any case I can remember it as if it was yesterday.

What fun we had eh!

Cheers

Brian Colby 87th

I then received this note from Ken Toogood

Hi Chris,

Yes, I have had a response from Brian - I'm not completely convinced by his reply. It has been a very long time.

I'm all in favour of making it an open question in your next issue but let us make it a bit tougher - ask for numbering of the Band (gash) block, "A", "B" and "C" squadron lines and see what a mess they all get into. Should be both informative and amusing!

I have a second question like it - "Why did the new brick blocks get given those particular identities - what were these people particularly noted for?"

For my original question, we have just had a new joiner of our little group who, for his sins, ended up S/A/A/ of "B" squadron in his final term. Perhaps he can help us with the hut numbers.

Best Regards,

Ken Toogood 79th

I then received another note from Brian Colby

Hi Ken and Chris,

I recently sent info to you both regarding the hut numbering of B sqdn lines and hope you received it OK.

Royal Air Force Locking Apprentice Association

I and my old pal Bryan Chillery (who sadly died recently) had quite a few email and verbal conversations together when we first made contact to confirm that we were both in hut 375 for over 2 years and its position in the block.

Although I confirm the position of hut 375 (abutting the Arena) I could ask Charlie Trussler and Stu Colbourne at the next AGM which huts they were in, to give a better idea of the actual hut numbers or even enquire them by email if you wish.

Brian Colby 87th

And, finally, I received this note from Brian Colby after the Reunion and AGM

Hi Chris,

Over the course of the last RAFLAA AGM I managed to discuss the subject of the old wooden hut numbering with about 15 attendees, including Will Smith and Alan Villier of Kens 97th Entry, with about 6 of my own, plus a number of the 97th who I found out were at Locking when the wooden blocks were being replaced, and who confirmed that B block was definitely the last to be demolished.

Unfortunately my small survey did not bode well for our old memories, as opinions were equally divided on whether it was odd numbers of B Block billets that faced the grass arena or the even numbers, and certainly no consensus whatsoever as to the individual hut numbering. The only total agreement was the positions of the Mess, NAAFI and Sick Quarters, I wonder why!

It looks as if the only chance will be to open up the discussion to all members and hope that out there is someone with a record or indeed a photographic memory. Best of luck as it would be nice to crack this before it's too late.

Brian Colby 87th

So the questions that Ken and Brian ask are: how were the huts numbered? And why did the new brick blocks get given their particular identities - what were these people particularly noted for?"

On the next page is a hut layout diagram with numbering. Brian has added numbers for 'A', 'B' and 'C, squadrons. Is it correct?

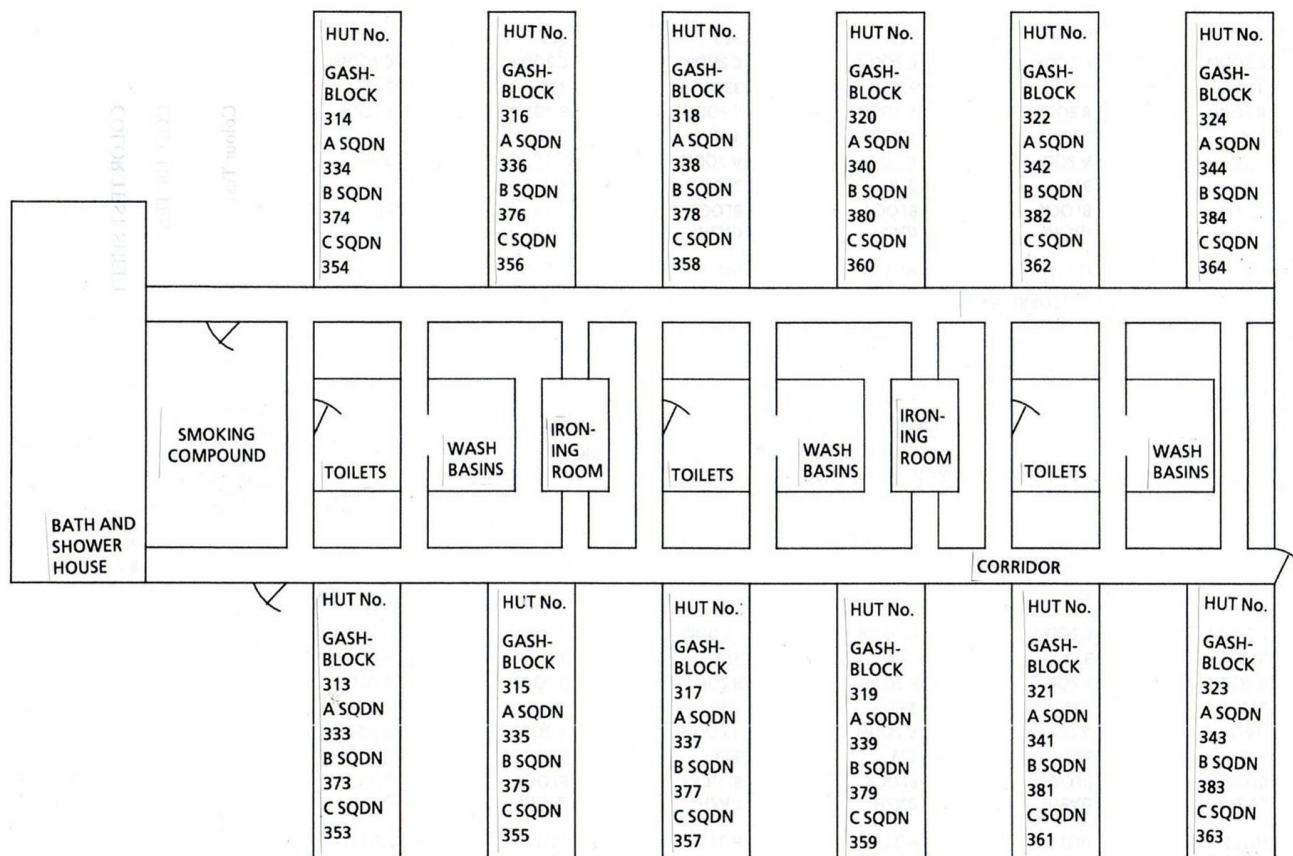
Farnborough Road you will recall, was at the top of the arena, nearest to the main road. You'll also notice that Brian Colby stated in the first email that ".....hut 375 was definitely the first hut....." but now it appears on the map as the second hut!

Can anyone really remember or do they have a map? Perhaps someone could draw a map of all the old blocks?

Answers to your new Newsletter editor and please copy Brian on brian.colby658@tiscali.co.uk

Thanks - Ed

Royal Air Force Locking Apprentice Association



Farnborough Road

To Parade Ground

GRASS ARENA

SQDN HUT LAYOUT

What is your recollection?

Please mark up billet number as you remember

(The above diagram shows B Sqn lines and is draft only)

If sending the diagram please add your Name and Entry

Tit-Bits

Warnings from the Police- New Ways to do Carjackings

From Chris Lewis 92nd

1. Use reverse parking

You walk across the car park, unlock your car and get inside. You start the engine put it into Reverse. When you look into the rearview mirror to back out of your space, you notice a piece of paper stuck to the middle of the rear window. So, you stop and jump out of your car to remove that paper (or whatever it is) that is obstructing your view. When you reach the back of your car that's when the carjackers appear out of nowhere, jump into your car and take off. They practically run you over as they speed off in your car.

And guess what, ladies? I bet your purse is still in the car. So now the carjacker has your car, your home address, your money, and your keys. Your home and your whole identity are now compromised!

If you see a piece of paper stuck to your back window, lock your doors and just drive away. Remove the paper later. And if you use Reverse Parking, you'll probably drive away without noticing!

2. Abandoned Infants

While driving on a rural road, you see an infant car seat on the side of the road with a blanket draped over it. For whatever reason, do not stop, call the Police and ask them to check it out.

This is what the Police advised ..."There are several things to be aware of ... gangs and thieves are now plotting different ways to get a person (mostly women) to stop their vehicle and get out of the car." There is gang action reported by the local Police where gangs are placing a car seat by the road...with a fake baby in it, waiting for a woman to stop and check on the abandoned baby.

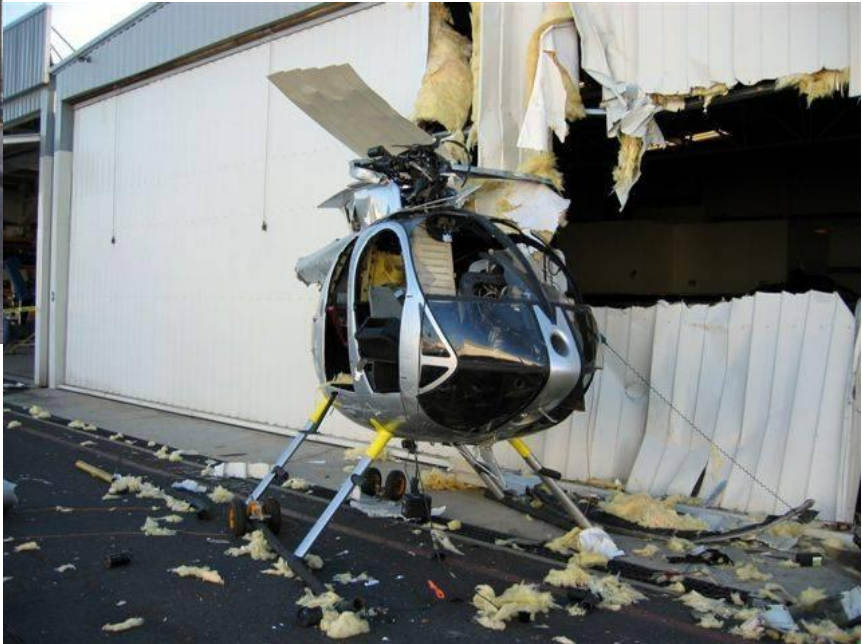
"Note that the location of this car seat is usually beside a wooded or grassy (field) area and the person -- woman -- will be dragged into the woods, beaten and raped, and usually left for dead. If it's a man, they're usually beaten and robbed and maybe left for dead, too.

3. Eggs

If you are driving and eggs are thrown at your windscreen, do not stop to check your car and especially do not operate the windscreen wipers and spray the windscreen as eggs mixed with water become milky and will spread across the windscreen and block your vision. You would be forced to stop at the side of the road and become a victim of criminals.

Please inform your wife, partner and friends about these criminal actions.

So How's YOUR Day Going?





And you thought YOU were having a bad day!!!



Drafting over 60's

From Pete Crowe 95th

I am over 60 and the Armed Forces think I'm too old to track down terrorists. You can't be older than 42 to join the military. They've got the whole thing ass-backwards. Instead of sending 18-year-olds off to fight, they ought to take us old guys. You shouldn't be able to join a military unit until you're at least 35.

For starters, researchers say 18-year-olds think about sex every 10 seconds. Old guys only think about sex a couple of times a day, leaving us more than 28,000 additional seconds per day to concentrate on the enemy. Young guys haven't lived long enough to be cranky, and a cranky soldier is a dangerous soldier. 'My back hurts! I can't sleep, I'm tired and hungry.' We are impatient and maybe letting us kill some asshole that desperately deserves it will make us feel better and shut us up for awhile.

An 18-year-old doesn't even like to get up before 10am. Old guys always get up early to pee, so what the hell. Besides, like I said, I'm tired and can't sleep and since I'm already up, I may as well be up killing some fanatical son-of-a-bitch. If captured we couldn't spill the beans because we'd forget where we put them. In fact, name, rank, and serial number would be a real brainteaser.

Boot camp would be easier for old guys. We're used to getting screamed and yelled at and we're used to soft food. We've also developed an appreciation for guns. We've been using them for years as an excuse to get out of the house, away from the screaming and yelling. They could lighten up on the obstacle course however.... I've been in combat and never saw a single 20-foot wall with rope hanging over the side, nor did I ever do any push-ups after completing basic training. Actually, the running part is kind of a waste of energy, too... I've never seen anyone outrun a bullet.

An 18-year-old has the whole world ahead of him. He's still learning to shave, to start a conversation with a pretty girl. He still hasn't figured out that a baseball cap has a brim to shade his eyes, not the back of his head. These are all great reasons to keep our kids at home to learn a little more about life before sending them off into harm's way. Let us old guys track down those dirty rotten coward terrorists. The last thing an enemy would want to see is a couple million pissed-off old farts with attitudes and automatic weapons, who know that their best years are already behind them.

HEY!! How about recruiting Women over 50...in menopause!!! You think MEN have attitudes?? Ohhhhhhhhhhhh my God!!! If nothing else, put them on border patrol. They'll have it secured the first night!

---0---0---0---0---0---

British Miles

From Pete Crowe 95th

A recent study found that the average Briton walks about 900 miles a year

Another study found that Britons drink, on average, 22 gallons of alcohol a year.

That means that, on average, Britons get about 41 miles to the gallon

Makes you proud to be British, doesn't it?

Humour

Four old friends were playing their weekly game of golf. One remarked how nice it would be to wake up on Christmas morning, roll out of bed and without an argument, go directly to the golf course, meet his pals and play a round. His friends all chimed in and said, "Let's do it! We'll make it a priority; figure out a way and meet here early Christmas morning."

Months later that special morning arrives, and there they are on the golf course. The first player says, "Boy this game cost me a fortune! I bought my wife such a diamond ring that she can't take her eyes off it."

The second guy says, "I spent a bomb too. My wife is at home planning the cruise I gave her. She was up to her eyeballs in brochures."

The third man says "Well my wife is at home admiring her new car, reading the manual."

They all turned to the last one of the group who is staring at them like they have lost their minds."I can't believe you all went to such expense for this golf game. I slapped my wife on the behind and said "Well darling, Merry Christmas! It's a great morning for sex or golf," and all she said was, "You'll need a hat."

---0---0---0---0---0---0---

An Australian Love poem

So your belly isn't flat no more
I tell ya, I don't care
So long as when I cuddle ya
I can get my arms round ya there

No Sheila who is your age
Has nice round perky breasts
They just gave in to gravity
But I know ya did ya best

I'm tellin' ya the truth now
I never tell ya lies
I think it's very sexy
That you've got dimples on ya thighs

I swear on nanna's grave now
The moment that we met
I thought you was as good as
I was ever gonna get

No matter what u look like
I'll always love ya dear
Now shut up while the rugby's on
And fetch another beer

---0---0---0---0---0---0---

Talk about a SENIOR moment!

Several days ago as I left a meeting at our church, I desperately gave myself a personal pat down. I was looking for my keys. They were not in my pockets. A quick search in the meeting room revealed nothing. Suddenly I realised I must have left them in the car.

Frantically I headed for the parking lot. My wife, Diane, has scolded me many times for leaving the keys in the ignition. My theory is the ignition is the best place not to lose them. Her theory is that the car will be stolen.

As I burst through the doors of the church, I came to a terrifying conclusion. Her theory was right. The parking lot was empty. I immediately call the police. I gave them my location, confessed that I had left my keys in the car, and that it had been stolen.

Then I made the most difficult call of all, "Darling," I stammered. I always call her "Darling" in times like these. "I left my keys in the car, and it has been stolen." There was a period of silence. I thought the call had been dropped, but then I heard Diane's voice, "Ken," she barked, "I dropped you off!"

Now it was my time to be silent. Embarrassed, I said, "Well, can you come and get me, please." Diane retorted, "I will, as soon as I convince this policeman I have not stolen your car!"

---0---0---0---0---0---

The Jewish Elbow

A Jewish grandmother is giving directions to her grown grandson who is coming to visit with his wife.

"You come to the front door of the apartment. I am in apartment 301. There is a big panel at the front door. With your elbow , push button 301. I will buzz you in.

Come inside, the elevator is on the right. Get in, and with your elbow push 3. When you get out, I'm on the left. With your elbow, hit my doorbell."

"Grandma, that sounds easy, but why am I hitting all these buttons with my elbow?"

"What You coming empty handed?"

---0---0---0---0---0---

Wise Italian Grandfather

Why Italian Fathers and Grandfathers pass their handguns down through the family.

An old Italian man is dying. He calls his grandson to his bedside, Guido, I wan' you lissina me. I wan' you to take-a my chrome plated .38 revolver so you will always remember me."

"But grandpa, I really don't like guns. How about you leave me your Rolex watch instead?"

"You lissina me, boy. Somma day you gonna be runna da business, you gonna have a beautiful wife, lotsa money, a big-a home and maybe a couple of bambinos."

"Somma day you gonna come-a home and maybe finda you wife inna bed with another man.

"Whatta you gonna do then? Pointa to you watch and say, 'times up' "?

---0---0---0---0---0---

Life After the RAF

Did any RAF ground radar fitters serve in Iran in the 1960s?

As referenced under 'Letter to the Editor' - Ed

From Neil Hinson, 97th

This item may at first glance appear to be a post-RAF story, but in fact it's an enquiry concerning the RAF, even though it stems from my immediate post-RAF career.

I left the RAF as a just-26 year old sergeant in the early autumn of 1971 – I bought myself out for career reasons, despite thoroughly enjoying my day-to-day life as the sergeant in charge of A Watch in the R3 ("The Hole") at RAF Boulmer.

I immediately went to work for Plessey Radar's Installation and Service Division (ISD) as an installation engineer but 2 weeks later found myself posted to Iran as an RME (Resident Maintenance Engineer) instead. I and my fellow RME were responsible for two IIAF (Imperial Iranian Air Force) radar sites, one near the city of Tabriz in the Azerbaijan province of north-western Iran and the other near Babolsar on the Caspian Sea coast. We lived in Tabriz and mostly worked on the Tabriz Radar site.

Now for the RAF connection and why this piece is really a request for information. The two radar sites had been installed as part of a chain of CENTO (Central Treaty Organisation) radar sites along the southern edge of the Soviet Union. Decca Radar / Plessey Radar had carried out the installation (presumably during the 1960's), mostly using ex-RAF equipment, much of which seemed to have come from RAF Beachy Head after that site was decommissioned. During my time there, and despite its CENTO origins, Tabriz Radar actually concentrated its attentions on Iraq - even though this was during the days of the Shah and well before the Iran-Iraq war.

The Tabriz and Babolsar radar stations were very similar. In 1971 each consisted of a Hydra long range search radar, an HF-200 nodding height finder and a substantial reinforced-concrete above-ground operations block. The French Hydra radars had back-to-back dishes, each with two horns, and were powered by a pair of Marconi Type 80 transmitter/receivers. The Plessey HF-200 height finders were unusual in that they were also powered by Type 80 transmitter/receivers. The radar display system was Marconi's "Fixed Coil", well known to any "GC" apprentice who was at Locking in the late 50's and 60's.

Many of you will recall seeing IIAF airmen students at Locking when you were there. Tabriz and Babolsar were where many of them went afterwards. They had an odd rank structure with most of the technicians holding the rank of Homafar, senior to a warrant officer but not quite a commissioned officer.

Plessey Radar had a contract with the IIAF to supply two RMEs, who were to act as the local experts and be a direct link back to the factory to resolve problems they couldn't fix themselves. Because we had to liaise with the STO (Senior Technical Officer, a major) on the site, and because we needed to have some authority over the technicians, the contract stipulated that we had a status equivalent to an RAF Squadron Leader – for me that meant Sergeant to Squadron Leader in two weeks!

Anyway, on to the request for information. I went to Iran in October 1971 on a 2 year contract and replaced a guy who had just finished his two year tour. I think that he and his colleague were the first Plessey RMEs there. It was my understanding at the time that before Plessey started supplying RMEs there had been a small RAF contingent on site doing the same job (not surprising in view of the CENTO connection and the origins of the equipment). It seems to me that it is highly likely that some of this contingent were ex-apprentices, though I don't recall anyone ever mentioning to me during my RAF days that they'd done a tour in Iran. Perhaps it

Royal Air Force Locking Apprentice Association

was secret? Did any of you do a tour in Iran on one or other of the IIAF's radar sites? If so, please contact me (neil.hinson@btinternet.com) and tell me your story. If anything comes of this I'll put a follow up in the RAFLAA magazine.

Please also copy the new Newsletter Editor - Ed

Additional information

The Tabriz radar site can be found on Google Earth at:

38.002475 N, 46.13563611 E.

This is in fact the location of the Hydra search radar, which still exists and still appears to move. The operations block where we had our office is immediately to its east. The radar site has not suffered any apparent damage during the Iran-Iraq war.

During 1971-72 Plessey installed additional radar heads at Tabriz Radar – an AR5 search radar and a standard HF-200 height finder (known in the RAF as a Pelican) – and they replaced the Fixed Coil display equipment with transistorised displays of the type used by the RAF as height displays for HF-200s. The AR5, which had MTI, also fed a Burroughs Plot Extractor which in turn fed a Marconi Myriad computer running tracking software written in Assembler (and with a Paper Tape Operating System!).

A third CENTO radar site in Iran at the time was installed and supported by Marconi near Mashad in the north-east of the country.

Illusion to Disillusion

From Mike Collier 76th

The 11th September 1968 heralded the start of a life changing experience. For the previous three years, I had driven through the main gate at R.A.F. Cosford as a Sgt. Instructor on the Basic Electronics Squadron. On this date, I drove through the gate at Cranebank, the B.O.A.C. Training Centre on the edge of Heathrow, to become an instructor there but now as a civilian.

With a strange mixture of apprehension and excitement, I received a briefing from my new boss, before being introduced to the other Radio Instructors. Office space was provided on either side of a long, glass walled corridor. Each office containing five desks, with associated storage cabinets. As I made the sixth Radio Instructor, I was allocated a desk in an adjacent office, with a group that taught Safety Equipment Procedures. They were a great set of people and I quickly settled in there. Some other ingrained ideas from service life, took a little longer. Particularly the principle, that asking politely, got a much better response than issuing an order. The majority of the other instructors were also ex-service, so it was rather like another posting but without station duties, parades or inventories. As usual, the Radio group had life's necessities well organized, having their own private tea swindle in a storeroom on the fifth floor. From here there were superb views of the aircraft approaching 28R. Transition into civilian life, was helped considerably by the comradeship offered by my new colleagues. My first students were either B.O.A.C. apprentices, or adults studying for their aircraft servicing licences. Electronic principles were obviously the same and though equipment was constructed by different manufacturers, circuitry was almost identical to that of their military counterparts. Hence the work was not particularly demanding.

This was perhaps as well, for shortly after taking on my new job, I visited Slough Technical College, with a view to sitting the C & G Full Tech. Cert. examination, as an external candidate. Having organized this, I was approached by one of the Senior Lecturers, who offered some part time evening teaching. We were buying our first house at the time, so any extra cash came in useful. It eventually "snowballed" a little and I would teach two, or occasionally three evenings per week, at Slough, Langley or Southhall Colleges. Additionally, C & G required a number of their daytime courses to include sessions on Aircraft Radio Nav aids. The colleges had no one with expertise in this field, so from time to time I took a day's leave and spent it satisfying the C & G requirement. A little more useful cash!

Back at work, it did not take long to realise that the Training Centre management were not over enthusiastic about spending money. My first experience of this came, when asked to run a test equipment and fault finding course. Some of the Radio Workshops staff, apparently, were not very adept at using the former or skilled in the latter. Unfortunately, a number of constraints were laid upon how the job might be done. I could not borrow any test equipment to demonstrate. We had no benches on which to run equipment, for fault finding practice and the unions would not sanction "on the job" training in Workshops. It was scheduled as a two week course. A lot of head scratching resulted in a week occupied by a verbal explanation of the purpose of the controls on common test gear, using "blown up" pictures. Supplemented by what various readings or levels might indicate. I guess that was about as boring as it sounds! Week two, was an exercise in trying to make them think logically when fault finding. I had cobbled together sets of schematic and circuit diagrams and plastic covered clip boards. Each set related to an imaginary fault. The clipboards had sheets of signal levels, voltages and component values, concealed by chinagraph. The students revealed a value by rubbing off the chinagraph. They noted the sequence in which they did so and eventually explained their reasoning to me. I had no feedback as to the success of these courses but I did run a lot of them.

A second example is even more bizarre. Radio Workshops staff, due to poor soldering technique, were destroying expensive Printed Circuit Boards at an alarming rate. A request for help resulted

Royal Air Force Locking Apprentice Association

in me being sent to Milwaukee in Wisconsin, for a one week specialist P.C.B. repair course. Whilst I learned a lot, I suspected it would be difficult to put to practical use. On return, my doubts were confirmed. The unions again vetoed "on the job" instruction. My boss asked for an estimate of the possible cost, to set up a course in Cranbank. When I indicated an outlay of the order £900, his response was "can you do it with cardboard cut outs?" Workshops continued to destroy expensive P.C.B.s!

As well as ground and flight crew training, cabin staff were also trained in a separate wing of the building. A stroll through that area could reveal some very attractive scenery. At that time, there was a T.V. advertisement for an after shave called "Hi Karate", in which Valerie Leon draped herself all over an actor supposedly wearing it. I had received a bottle of this product as a present and decided to check the validity of the claim. Apart from an odd wrinkled nose and a 'where is that awful smell coming from' looks, it was a total failure. Since then, I have lost all faith in T.V. advertising!

There was however, a big "perk" associated with the proximity of cabin training. One of their promotion courses was for cabin staff to move up from working in "steerage", to the same task in first class. Part of the training required them to prepare authentic first class meals in a full scale cabin mock-up and serve them to real people. From time to time, they recruited customers from the instructors in our part of the building. It was a great official skive, spending a couple of hours in first class seats, choosing from a large menu and eating excellent food. (No booze!) The only problem, was explaining to my wife, that I did not really want our normal evening meal.

By now, I was delivering a whole range of courses. One I really enjoyed teaching, was for Flight Engineers. Mostly ex-RA.F., they were required to communicate with B.O.A.C. ground stations with defect reports, passenger requirements etc. before their aircraft landed. Hence they needed R/T licences. After one day of theory, a further three days were spent on practical exercises. These were conducted in a specially equipped room, containing a control area for the instructors and two enclosed booths, in which individual students were seated. Switch able frequency controllers, microphones and headphones provided communications between instructors and students. Various imaginary flights were undertaken, hopefully using the correct Rtf procedures. On day five, a C.A.A. examiner came and did the tests. Eventually the C.A.A. got fed up with this "chore" so a few of us were tested and we became accredited C.A.A. examiners.

A degree of staff unrest, prompted the Corporation to offer an increase in our salary. As with most organizations, pay rises did not come without attached "strings". To implement this one, they decided to change our job title from Instructors to Technical Training Officers. Progress in the new structure, to Senior T.T.O. was achieved by taking on extra trade coverage. In the Radio group, we were required to encompass instruments and electrics, to become avionics trainers. Advancement was by an aural board, conducted by a manager and specialists in the examinable areas. The exercise was farcical, wholesale collusion was rife and within a relatively short period, everyone was a S.T.T.O.

Uneconomic duplication eventually caused B.E.A. and B.O.A.C. to merge, to form British Airways. Both had their own training schools and over a period of time the integration was reflected in our training system. The most notable change was to split into two groups. Engineering (ground engineer training) and Operations (flight crew training). With my background, I fully expected to go to Engineering. Much to my surprise, I was selected for Operations, to become an avionics specialist on the 747 aircraft.

Having overcome my surprise at being selected to teach flight crew, I soon discovered that my new students required a different instructional approach. These were mostly all experienced flight crew, either converting to 747 as the VC. 10 and 707 fleets contracted or occasionally, experienced 747 crew for short courses on new equipment being fitted to the aircraft. A lecturing style, of which I was not a fan, was obviously going to be more appropriate than my preferred

Royal Air Force Locking Apprentice Association

question and answer technique. Generally, their first question was "what time do we finish"? The more senior of them, only flew perhaps once a month. It was not uncommon for them to be involved with some other enterprise the rest of the time. Consequently, they were not best pleased to be called into Cranebank for one of the shorter courses.

Not having a practical flying background, presented another problem. One of the other Radio Instructors, Dave Painter ex-73rd, gave me some guidance. Discovering a similar problem, he had approached his boss on VC. 10 and obtained permission to "fly" the VC. 10 simulator when it was not in use. As a sideline, he also "flew" the Trident simulator in the old B.E.A. school at Heston. He invited me on a few of his sessions. Apart from getting a feel of what hand flying was like, it was also great fun. Emboldened by this, I approached my boss and after some haggling, got the O.K. to "fly" the 747 simulators with a similar proviso. It proved to be extremely useful, a whole lot of the terminology and flying operations started to make sense. Occasionally at weekends, I brought visitors in and "flew" them around, even managing to make my wife feel airsick with some odd manoeuvres. It was a wonderful, very expensive toy.

At about this time, my whole teaching experience at B.A. turned sour. The "powers that be" decided to move the instruction from the classroom to carrel training. The carrel in this case, was a relatively small room containing a full sized mock-up of a 747 flight deck, minus crew seats and controls. Diagrams of all the instrumentation were in the same place as in the real aircraft. Pictures, generated by a slide projector, appeared in the space where the flight deck windows would be, commentary on these from a cassette player housed in the centre console. Each topic on the conversion course had a set of slides and a cassette tape. The instructor presented a set to the trainee crew. Once loaded, they closed the carrel door and ran the programme, referring to their flying manuals. Meanwhile the instructor sat outside, ready to answer any questions. A very rare occurrence. More commonly, the tape would stop for a short while for a discussion, generally followed by "don't worry we'll sort it out in the simulator." At the end of the programme, the next set in the training sequence was provided and the process repeated. Totally boring for the instructor, with no job satisfaction whatever. I hated the system and made no secret of it. This ultimately proved to be counter-productive. My consolation came from "flying" the simulator and part time evening teaching at local technical colleges.

The carrel tapes originated at Boeing, thus the commentary had American accented voices, using American terminology. 747 Line Management decided that the tapes should be anglicized. All the instructors did a voice test, from which, those considered most suitable to re-record the tapes were selected. I was one of the chosen few. Before starting the task, we attended a two day announcer's course at the B.B.C. in Broadcasting House. Radio 4 news reader, John Martin was the tutor. The course ran from 11-00 to 19-00 each day. Though a considerable amount of that time was spent socializing in the Langham (B.B.C. club), across the road from B.H. The only thing I remember learning, was how to mark up a script, to make it easier to read. Back at work, other problems arose. The Cranebank "recording studio" was within range of the Heathrow airfield radar. Early recordings were punctuated by regular clicks, as the scanner rotated. As usual a penny pinching solution was employed, with sheets of cooking foil hung vertically down the walls. It virtually eliminated the clicks but any movement which created a draught caused the foil to vibrate, generating substantial noise. When recording a commentary, the instructor was required to sit absolutely still, hardly daring to breathe.

A more pleasant diversion came about after I complained to my boss, that it was difficult to keep up to date with real flight deck operations. It resulted in me taking occasional trips on commercial flights, on the jump seat on the 747 flight deck. I boarded with the normal passengers, identified myself to a cabin crew member and was quickly invited up to the flight deck. Push back, taxi and take off followed and I remained there for the rest of the flight and landing at the destination. Cranebank management refused to pay for an overnight stay, so I chose to go on flights to the U.S.A. A typical trip would be a six to eight hour outward flight. Four hours on the ground, for turn

Royal Air Force Locking Apprentice Association

round. Then the same process in reverse, still on the jump seat but with a different crew. Once the novelty had worn off, apart from takeoff and landing, it got pretty boring. A slightly amusing event occurred on one trip, in the age when passengers were allowed to visit the flight deck. Having established the aircraft in level flight, the captain announced that he was going down to watch the film in first class and invited me to sit in his seat. Shortly afterwards, a group came for a look at the sharp end. Some of their expressions were quite amusing, when they saw a guy in a lounge suit, possibly a passenger, apparently flying the aeroplane.

Another break from carrel training came with the fitting of the Flight Management System (F.M.S.) to the 747. This was a magic box of tricks, which basically told the crew how to operate the aircraft in its most efficient mode. Initially the flight crew was not keen on it. One remarked "there will soon be a pilot in a glass case, with a notice saying, break glass in case of emergency". The introduction of the F.M.S. provided a one week course in Phoenix, Arizona for me, then a lot of classroom teaching. I became something of an authority on the device and wrote the first B.A. 747 F.M.S. operations guide. Apart from this, I was becoming very dissatisfied with the work at Cranebank. Prompted by medical advice that my wife's health might benefit from a change of location, I started to search for another job. One was relatively easily found at the B.B.C. but inadequate remuneration caused it to be rejected, on two separate occasions. When the post of 747 avionics team leader became vacant, I figured I was the best qualified person for the job. Management thought differently and appointed someone who knew nothing about the 747. I was told later that I would never get promotion in Cranebank because of my outspoken animosity to carrel training. To add insult to injury, I was moved off 747 to the new 757 that B.A. was buying. Probably because the F.M.S. on the 747 was an add on, whereas the 757 avionics, were built around it. This was the last straw. I contacted the B.B.C. again but before I could have a third interview, had to do a three week 757 course at Boeing Field near Seattle, about which I was exceedingly unhappy. Shortly after returning to the U.K, the B.B.C. came up trumps and I resigned from B.A. I must confess that after 14 years there, it felt a bit like stepping off the edge of the world. I was leaving a secure, well paid job for the unknown. It was very rare for anyone to voluntarily leave Cranebank and for the one month notice period I had to work, small groups walked past my office, glancing in, with someone mouthing "that's him"!!

RAFLAA

Annual General Meeting

Minutes of the Eighteenth Annual General Meeting of the RAF Locking Apprentice Association,

From Chris Bryan, Secretary

Venue: The Webbington Hotel, Loxton, Weston-Super-Mare

Date: Saturday 21st April 2012 at 13.30 Hrs

Present:

| | | | |
|------------|------------------------|-------------------|----------------------|
| | Air Cdre Martin Palmer | 91 st | President |
| Committee: | Tiny Kuhle | 87 th | Chairman |
| | Chris Bryan | 87 th | Secretary |
| | Tony Horry | 76 th | Treasurer |
| | Jim Doran | 219 th | Membership Secretary |
| | Chris Tett | 92 nd | Newsletter Editor |
| | Peter Crowe | 95 th | Webmaster/AA Rep |
| | Andy Perkins | 109 th | Tech Rep |
| | Graham Beeston | 209 th | Craft Rep |
| | Rick Atkinson | 91 st | Service Rep |

There were 64 members in attendance.

1. Chairman's Opening Remarks and apologies

Apologies: - Dave Gunby 72nd
John Austin 76th

The Chairman welcomed everyone and opened the meeting at 13.30 hrs with a reading of the Apprentice Prayer. There followed a minute's silence in memory of :-

Michael Robbins 78th, John Sloley 95th, Michael Clements 72nd, Colin Brown 72nd, Michael Farrer 102nd, Richard Putnam 79th, Roy Babbington 67th, Bryan Chillery 87th, Annesley De Soya 75th, Doug Reid 86th, Vic Gibbs 88th, Brian Barrett 78th, Dave Painter 73rd

The Chairman reported as follows:

As I'm sure you will agree these losses have been a dampening fact on a year which has in other ways been very successful.

A very satisfying event in the year was the dedication of our memorial at the NMA in November last year. A large number of you made the journey to take part. Dave Gunby had made such a tremendous job of seeing the project through to fruition, and it is unfortunate that he is not able to be here today to be thanked formally, I am sure you will join me in wishing him well for recovery from his illness. On the subject of memorials to Apprentice training at Locking, you will hear of our continued efforts for a memorial at 'Locking Parklands', as it's now called, later in the meeting.

As reported on last year, we needed 2 new committee members, and I'd like to acknowledge our thanks to both Jim



Tiny Kuhle

Royal Air Force Locking Apprentice Association

Doran & Chris Bryan, for sterling work during the year, which has been busy for both membership, & General Secretary posts, dealing with letters of condolence, and trying to recruit replacements, amongst a host of other things! So they've had quite a bit of learning 'on-the-job' to do, particularly in the case of the Membership Secretary's position. This does highlight the important work which goes on quietly to keep your Association running smoothly. One of the posts which is also very important is the Newsletter Editor. The NL binds us together, it gives us news, information, and of course anecdotes which bring back memories, and always make us smile (they certainly do me anyhow!). Chris has indicated that he would like to hand the reigns over to someone new, so if we have any budding editors in the wings, step forward and see me afterwards (as a good headmaster would say).

This year marks the 90th anniversary of Apprentice training in the RAF, and there will be an event to mark the occasion at the NMA on the 12th May. The Halton Apprentices Association are leading, and organising this event – and paying for it. They've offered tickets to other Associations within FABEA, and we were allocated 6, of which 5 have been taken, so your Association will be well represented. So that will give some of us the opportunity to view our own memorial to training at Locking, which we dedicated last November, in anticipation of this event.

The Chairman then introduced the Association President.

2. President's Address and Presentation of the RAFLAA Trophy

The president delivered his annual address in so doing thanking the Committee for their work over the past year.

He also related how the association had grown, since its inception 18 years ago.

After introducing Corporal Joe Laird, an instructor at No1 Radio School, and reading the most admirable citation, the president presented the award and cheque to him, after which Corporal Laird gave a very interesting, short description of his job. His partner, Paula, to whom he was getting married in two months' time, accompanied him at the AGM. The President offered his and all those present very best wishes to Joe and Paula.



Martin Palmer presents trophy to Cpl Joe Laird

3. Treasurer's Report

A copy of the Accounts and Balance Sheet for the year ending January 2012 is available for each member. The full accounts are here if anyone wishes to inspect them. These accounts have been audited and have been declared as a true and fair view of trading for the year and that the Balance Sheet is an accurate reflection of the Association's affairs at 31st January 2012.

One observation was made by the auditor: I had posted a cheque payment of £36.00 against Travel which should have been a refund to Dave Gunby in connection with the Memorial expenses. The accounts have been adjusted and it does not alter the final balance.

The balance sheet for the Association now shows assets of £6,563.97 (2011 = £10,754.10) a decrease of £4,190.13 compared with the previous year.

Royal Air Force Locking Apprentice Association

This is mainly due to the successful completion of the project which was confirmed at our last AGM, namely the provision of a Memorial to RAF Locking Apprentices at the National Arboretum. The final cost of £3715.02 was over budget due to increased costs and the increase in VAT. Additionally there was a one off payment of £36.00 for the 1metre square plot for the memorial.

AGM 2011 – The total cost of the AGM 2011 is shown as £3,822.00 which includes the cost Webbington (£3,154.50); coach (£200); Music (£200); annual award trophy donation of £50.00; Wordsmith (£17.50) together with the deposit for today's event (£200). Due to the changes made to the bar arrangements our subsidy of the event was reduced.



Tony Horry presents his report with Chris Tett & Chris Bryan

Expenses

| | | |
|-----------------------|---------|--|
| Donations | | |
| RAFBF | £50.00 | In memory of John Farmer (77 th) |
| Parkinsons | £50.00 | In memory of Robert F Vicary (76 th) |
| RAFBF | £150.00 | Donation from AGM Fund Raising (£131.70) |
| RAFA Flowerdown House | £80.00 | Hosting of Committee Meetings |

No donations in memory of deceased members have been made since the last AGM. A further report will be made later in the meeting.

Advertising: Arranged for advertising of AGM and membership in the RAFA "Air Mail" for 2012
Cost: £34.00

20 Lapel badges were purchased from RAFHAA – now cost £3.00 each.

(Note: In this FY., I have recently purchased 30 ties to replace our stock – these will remain at £7.50 each)

Overheads

There has been a reduction in the overheads this year partly due to decrease in costs associated with the printing and postage. There has also been a change in the procedures by our new Secretary and Membership Secretary.

Royal Air Force Locking Apprentice Association

PROFIT & LOSS

| INCOME | 2011/2012 | 2010/2011 | |
|-------------------------------|------------------|------------------|-------------------|
| Membership fees | £2,692.50 | £2,650.00 | |
| Life membership | £100.00 | £200.00 | |
| Sales - ties, pins and videos | £92.80 | £15.00 | |
| Donation (AGM fund) | £131.70 | £0.00 | |
| AGM and misc income | £2944.00 | £2,543.00 | |
| Bank interest received | £4.65 | £20.97 | |
| | £5,965.65 | | £5,428.97 |
| EXPENDITURE | | | |
| Pins | £61.58 | £0.00 | |
| Ties | £0.00 | £0.00 | |
| Videos | £0.00 | £0.00 | |
| Name badges | £50.80 | £18.40 | |
| AGM and other purchases | £3,822.00 | £3,997.54 | |
| Donations | £330.00 | £430.00 | |
| Other - Memorial | £3,715.02 | | |
| | 7,979.40 | | £4,445.94 |
| DIRECT EXPENSES | | | |
| Advertising | £34.00 | £34.00 | |
| Bank charges | £0.00 | £0.00 | |
| Auditing | £50.00 | £50.00 | |
| Refund | £96.00 | £174.00 | |
| | £180.00 | | £258.00 |
| OVERHEADS | | | |
| Travelling expenses | £783.00 | £693.90 | |
| Printing | £798.00 | £1,058.00 | |
| Telephone | £58.77 | £111.32 | |
| Postage and carriage | £315.71 | £442.05 | |
| Stationery | £40.90 | £119.10 | |
| | £1996.38 | | £2,424.37 |
| PROFIT/LOSS | -£4190.13 | | -£1,699.34 |

BALANCE SHEET

2011/2012

2010/2011

CURRENT ASSETS

Deposit Bond

Royal Air Force Locking Apprentice Association

| | | |
|----------------------------|------------------|-------------------|
| Business Money Manager A/C | £5,188.15 | £9,311.50 |
| Community Account | £1351.49 | £1,418.27 |
| Petty cash | £24.33 | £24.33 |
| NETT CURRENT ASSETS | £6,563.97 | £10,754.10 |

CURRENT LIABILITIES

FINANCED BY

| | | |
|-------------------------|------------|------------|
| Brought forward balance | £10,754.10 | £12,453.44 |
| Profit and loss account | -£4,190.13 | -£1,699.34 |

| |
|----------|
| £6563.97 |
|----------|

| |
|------------|
| £10,754.10 |
|------------|

It was proposed that the Accounts for the year 2011/2012 be adopted.

Proposed by Harry North (96th) and seconded by Glyn Price (102nd).

4. Membership Secretary's Report

4.1 General

Unfortunately we have had a particularly bad year with 13 members passing away since the AGM last year.

- Life Membership – 1 new (David Gunby) and 1 resolved life membership issue
- No Resignations
- 1 member has re-joined
- Biggest group of joiners over the last 2 years is from the 97th Entry with 8 members joining in the previous year and 2 more joining this year. One has travelled all the way from New Zealand to be with us (Guy Pedrick). There are a total of 21 x 97th Entry members on the database and 18 of those are active members. [Looks like a takeover] However, the 87th Entry is prominent by its number of active members on record (totalling 26) and closely followed by the 96th Entry having a total of 22 active members. But there is no doubt about the senior entry in our Association with 31 active members on record and that is the 76th Entry – the number of names on record total 60.

4.2 Advertising

- The Association continues to advertise in the Royal Air Forces Association magazine. Returns from this have not been identified however, our website address is also advertised with the advert and we have had joiners via the website.
- The late John Farmer set out his intention to gain some free advertising via the Royal Air Forces Association clubs around the country. Following his initial lead I have contacted a number of RAFA area clubs in an effort to advertise this Association. I will continue with this and ask if you could also help in offering our advertising poster to the RAFA areas especially if you are members. I am currently pursuing a RAFA contact in Media and Marketing to help reach all RAFA branches on mass. NB The poster is available via the website although I do



Jim Doran

have a number of copies with me if you would like to pick up copies today. Any other form of Free Advertising is also very welcome.

4.3 Newsletter

- The newsletter is available mainly by download from the RAFLAA website and this is the most cost effective way to deliver this to our members. Hard copy is available upon request but please bear in mind that this is a rather more expensive way for the association to provide via this route especially now that postage has also hit an all-time high.
- I send out 277 email notifications that a new edition of the newsletter is available. Unfortunately I do have a number of email addresses that bounce back with an unknown notification. 1 rejected email states that my email address is not in the recipients list of accepted email addresses.
- Physical Distribution of Hard Copies is undertaken by fellow apprentice Graham Beeston, a big thank you to Graham for such a good job in producing and distributing these:
 - 30 Copies to UK Addresses and 2 copies to overseas addresses
 - 10 Copies to families of members who have passed away, mainly Widows
 - 3 Copies to Brother Organisations
 - 3 Copies distributed by the Association Secretary

4.4 Life Membership and Standing Orders

- Life membership is available although this last year saw the number of new Life Members grow by 1. Dave Gunby – Former Secretary of the Association.
- Life Membership members total 74 compared to 76 at the 2010 AGM.
- Payment by standing order is by far the best way to pay annual membership fees and the most cost effective for the Association.
- There are 242 members paying by standing order mandate, 74 Life members (77 on the database however, 3 have passed away during this last year) and 38 paying by other methods.

4.5 Membership Changes since the last AGM on 16th April 2011 up to 20th April 2012

- We now have 692 names on the database compared to 671 two years ago. 357 of these are active members which is a reduction of 2 members over a 2 year period unfortunately contributed to following the loss of a number of members departing over this past year.
- 11 New members have joined since the last AGM. 1 all the way from New Zealand (Guy Pedrick).

REMINDER. Changes of personal details

- Please keep me updated with any changes to your personal details especially for receipt of Newsletter notifications via email and delivery of any correspondence to your home address.

This concludes my report which I commend to the meeting.

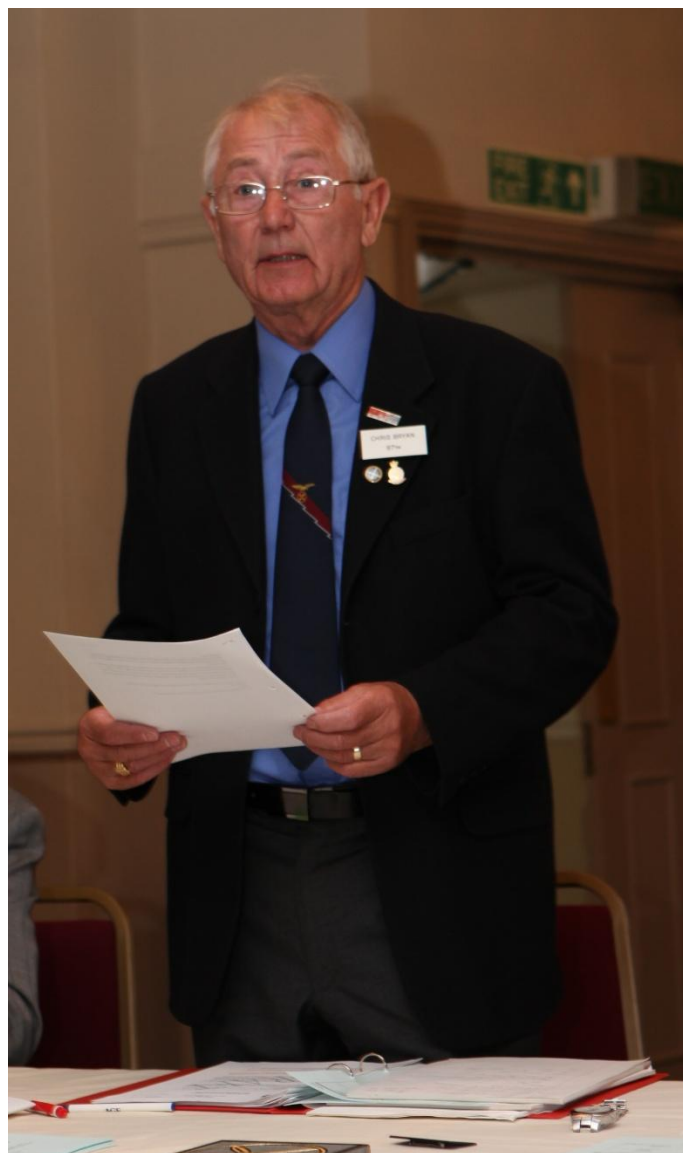
5 SECRETARY'S REPORT

- 5.1 I would like to thank Dave Gunby for all the good work he did whilst secretary of the LAA., and for giving me all the assistance I needed during the handover period.
- 5.2 Before his retirement as secretary, Dave put together all the arrangements concerning the LAA Stone at the NMA on the 19th November last year, which went exceedingly well
- 5.3 A few months before the commemoration of the stone, I wrote to all members, either by email, or by pigeon post informing them about what was to take place. I sent well over 400 dispatches, with more than 100 going via the GPO. Obviously, some members lived too far

Royal Air Force Locking Apprentice Association

away to make the journey, and others either were too frail or had no transport, but about 100 members and families attended. Canon Allan Viller of the 79th entry took the service. The number attending did not only move me, but also the widow of John Sloley (95th) asked if she and her daughter could attend. John had died earlier in the year, and it was moving to see this brave lady and her daughter there. I would like at this point to read the letter which she sent to me after the service. It was published in the newsletter, but nevertheless, I would like to read it

- 5.4 Since my taking over the job, it has been my unpleasant duty to write to the widows of our deceased members giving our condolences to them on behalf of us all. There have been more pleasant tasks, however, such as when Brian Togwell (83rd) asked me if I knew the whereabouts of John Brooke (85th), since John had been Brian's best man, but Brian had recently become a widower, and wanted to contact John. I passed the message onto John, who then contacted Brian. That was rewarding. Also Alex Gumbrecht (75th) wishes to contact our esteemed retired secretary, Dave Gunby, so I forwarded Alex's details to Dave, whereupon Dave contacted Alex. As an aside, I have kept in touch with Alex, who lives about 10 miles south of me, and both being cyclists, we are going to meet up in Frimley Green. I have not a clue what he looks like, but I am sure we will find each other. The shorts may be a clue!!



Chris Bryan

- 5.5 So that has been my first year, and I hope that I have replied to all your queries. If not, I apologise and will try and do better over the next year. I am easily contactable via email or telephone, details of which are published in the newsletter. Thank you all for your support.

6 ELECTION OF OFFICERS

Four members of the committee were up for re-election this year: Andy Perkins; Graham Beaston; Rick Atkinson and Chris Tett.

- 6.1 It was proposed by Glyn Price (102nd) and seconded by Colin Hinson (89th) that Andy Perkins be re-elected to the post of Tech Representative
- 6.2 It was proposed by John Hall (92nd) and seconded by Mike Rafferty (98th) that Graham Beaston be re-elected to the post of Craft Representative.
- 6.3 It was proposed by Colin Ingram (88th) and seconded by John Trussler (87th) that Rick Atkinson be re-elected to the post of Service Representative.
- 6.4 It was proposed by Charles Hart (71st) and seconded by Chris Tett (92nd) that Colin Ingram be elected to the post of Newsletter Editor. (See later under Newsletter)
Consequently the Committee list is as follows:

Royal Air Force Locking Apprentice Association

| Appointment | Name | Address | Tel/e-mail | Re-Election Due | Entry |
|----------------------|----------------|--|--|-----------------|-------------------|
| President | Martin Palmer | | | | 91 st |
| Chairman | "Tiny" Kühle | 22 Tavistock Close Woburn Sands Milton Keynes Bucks MK17 8UY | (01908) 583784 hans.kuhle@btopenworld.com | April 13 | 87 th |
| Secretary | Chris Bryan | 39 Fairfax Bracknell RG42 1YT | (01344) 304725 suechris.bryan@googlemail.com | April 14 | 87th |
| Treasurer | Tony Horry | Hillside Cottage Kewstoke Road Kewstoke Weston super Mare BS22 9YD | (01934) 628383 horrycorp@aol.com | Mar 13 | 76 th |
| Membership Secretary | Jim Doran | 11 Saxonlea Close Rushden Northants NN10 6BF | (01933) 317357 RAFLAAMS@aol.com | Apr 14 | 219th |
| Service Rep | Rick Atkinson | Gateway Cottage 1 Lake Walk Adderbury Oxon OX17 3PF | (01295) 812972 rick-jacky@lakewalk.wanadoo.co.uk | Sep 15 | 91st |
| AA Rep | Pete Crowe | 14 Hillview Road Weston-super-Mare N.Somerset BS23 3HS | (01934) 412178 peter@petercrowe.co.uk | Sep 15 | 95th |
| Craft Rep | Graham Beeston | 87 Hornbeam Road Havant PO9 2UT | (023) 92346242 Work 0792 0038690 graham@mapleoak.co.uk | Sep 15 | 209 th |
| Tech Rep | Andy Perkins | 107 Balmoral Way Worle Weston Super Mare BS22 9BZ | (01934)417323 am.perkins@virgin.net | Sep 15 | 109 th |
| Newsletter Editor | Colin Ingram | Fairhaven Gooseham Nr Bude Cornwall EX23 9PG | Tel: (01288) 331363 colin.ingram90@gmail.com | Sep 15 | 88th |

7. MEMORIAL LOCKING-PARKLANDS/NATIONAL MEMORIAL ARBORETUM

Tony Horry, Peter Crowe and Rick Atkinson had attended a meeting with the developers. They attended the site office to discover that 100 residences had been built but unsold with another 250 proposed. The company GVA was the consultants. In the initial plan provision had been given for a memorial to RAF Locking but in the subsequent plans this had been omitted. Tiny Kuhle suggested that the original plan should be reinstated with the inclusion of the memorial.

Rick Atkinson proposed that a monument be erected or a plaque placed on the side of the proposed community hall. Chris Tett suggested firstly this could disappear as buildings are not permanent and that the developers should pay for the monument

Peter Bryant (not present) had emailed Tony Horry, to suggest that road names should be retained. Peter Crowe, suggested that every member writes to the developers requesting that a memorial be constructed.

Tony Horry suggested that a draft letter be placed on the web site.

Jim Ward (79th) suggested that the memorial had RAF Locking on it; Mike Farmer condoned this. (97th).

Tiny Kuhle acknowledged the efforts put in by Tony Horry, Rick Atkinson and Peter Crowe towards the development site.

[See the latest under 'Locking Parkland -Ed](#)

8. CHARITABLE DONATIONS

Andy Perkins proposed that we donate a fixed sum to a different nominated charity each year and proposed £250 his year to RAFA.

Martin Palmer noted that we were losing about 2,000 pounds a year and perhaps an increase to subscriptions or stop the subsidy to the AGM to reduce the outgoings. Graham Beeston (209th) suggested that we would have been in profit without the cost of the memorial at the National Memorial Arboretum.

After much discussion on charitable donations, Brian Coleby (87th) proposed that we make no donations to charity which was seconded by Peter Crowe (95th). The motion was carried by a large majority of the meeting.

Before the donations item was closed, Mike Farrer (102nd) suggested that all members of the LAA be aware of the death of an associate. The Secretary agreed to email all members with the date and time of the funeral of any member.

9. FABEA

This year is the 90th year of the beginning of apprentice training at RAF Halton and a ceremony is to be held at the NMA on 12th May where Viscount Hugh Trenchard, the grandson of Lord Trenchard, will unveil a new Information Board telling the Apprentice story. It was stated that although the NMA is open to the public, the unveiling ceremony would only be available to ticket holders.

10. NEWSLETTER

Chris gave the following address.

"It's been an interesting year running the Newsletter and I'm pleased to say that we have had some new topics and writers appearing. The latest thought will appear next time and will ask if any ex-apprentices were involved in the Falklands campaign.

Royal Air Force Locking Apprentice Association

Some of you have come to me asking if such and such is suitable. The answer is almost certainly yes so don't hesitate to put pen to paper or fingers to keyboards - the Association needs your input.

Now we come to this year's RAFLAA Wordsmith Award. It gives me particular pleasure to give this year's award as the recipient has served the Association for many years. You will all know him and have read his many contributions because his work has appeared in almost every newsletter. This year he has excelled himself. Not only has he worked hard to achieve a permanent memorial to us at the National Arboretum but he has written articles about the project for each of the newsletters. He is, of course, our retiring secretary, Dave Gunby. '

Unfortunately Dave can't be with us because of illness so can I ask Harry North of the 96th to receive the award on his behalf.

I have edited your newsletter for seven years now and I am thankful for all the many interesting articles, notices, jokes and other things you have sent me. However, I feel I have now taken the RAFLAA Newsletter as far as I can so if there is anyone out there that would like to have a crack at the very interesting job of being Editor, please see me afterwards. I do not intend to resign immediately and will keep going but I am looking for a successor, so if anyone would like to put your own stamp on the RAFLAA Newsletter then do contact me or any member of the committee.

Thank you

Chris Tett, having stated that he would like to relinquish the post of Newsletter Editor, the secretary asked for a volunteer.

Colin Ingram (88th) volunteered.

Proposed by Charles Hart (71st) and seconded by Chris Tett. (92nd)

Chris Tett stated that he wished to edit the latest edition since half of the work had already been completed and that he would hand over to Colin Ingram in due course.

Tiny Kuhle thanked Chris Tett for all the work he had done with the Newsletter.

11. RAFLAA WEB SITE

Pete Crowe stated he had reconstructed the web site for use with I-phones and smart phones

Tiny Kuhle thanked Pete for all his hard work.

12. VENUE AND FORMAT OF AGM/REUNION 2012

It was proposed that the Webbington Hotel be used for the 2013 AGM on the grounds that the prices remain the same as 2012.

This was proposed by Chivall (92nd) and seconded by Colin Hinson (89th)

The date will be the 27th April 2013.

13. ANY OTHER BUSINESS (including Golden entries 92/93/94)

Because the Secretary had difficulty hearing the names from members from the floor and because members on the floor had difficulty hearing the committee speakers, Cliff Wilkinson (97th) suggested microphones and speakers be used in future.

The Secretary will contact the hotel to ask if this can be arranged for next year's meeting.

Golden entries

- John Hall (92nd) gave a most entertaining talk on the 92nd entry, a resume of which follows.

Royal Air Force Locking Apprentice Association

The 92nd entry joined the RAF on 22nd May 1959, and lays claim to being the largest entry at Easter time, with 84 members. He related how "poor" Corporal Lynas had his bicycle confiscated, which was then strung to the rafters of 3T Block.

Since no alcohol was sold at the NAAFI, and apprentices were not allowed to go to pubs, other means had to be sort, to satisfy their desire. This resulted in brewing "The Stuff" under the billets, which involved techniques used by cavers

It was not just alcohol that was banned, but also gambling. So when a group of 92nd, were caught gambling on a game of "Wizzo", the board was confiscated by the squadron NCO and never retrieved.

It was time to show those Halton Apprentices a thing or two about escapades, so it was decided to hang a Sheet with a large "92nd Entry RAF Locking " at RAF Halton. They were unable to breach the security of the camp, so hoisted the flag onto the tower at Wendover instead, which included a power cable!!!

Their last related determined effort to break loose of the restraints of authority was to play a game of football on the Arena at night time. (Even walking on the arena was banned) Just to make life more interesting, both teams wore the same coloured strip.

John finished by saying that of the 84 members who started, 81 passed out, which was a very good record.

- The 93rd and 94th Entries did not speak.

14. Conclusion

The chairman closed the meeting at 15.40.

*My thanks to Barry Dinnage, 87th, for the photographs. You can see more at:
<https://www.dropbox.com/gallery/58208248/1/RAFLAA?h=d75a7a> - Ed*



While the AGM took place, some of our ladies enjoyed a day out at the Bristol Historic Docks – Ed

**The Evening
Dinner Dance**

At the dinner table



Enjoying the dancing

Friends talk after the meal

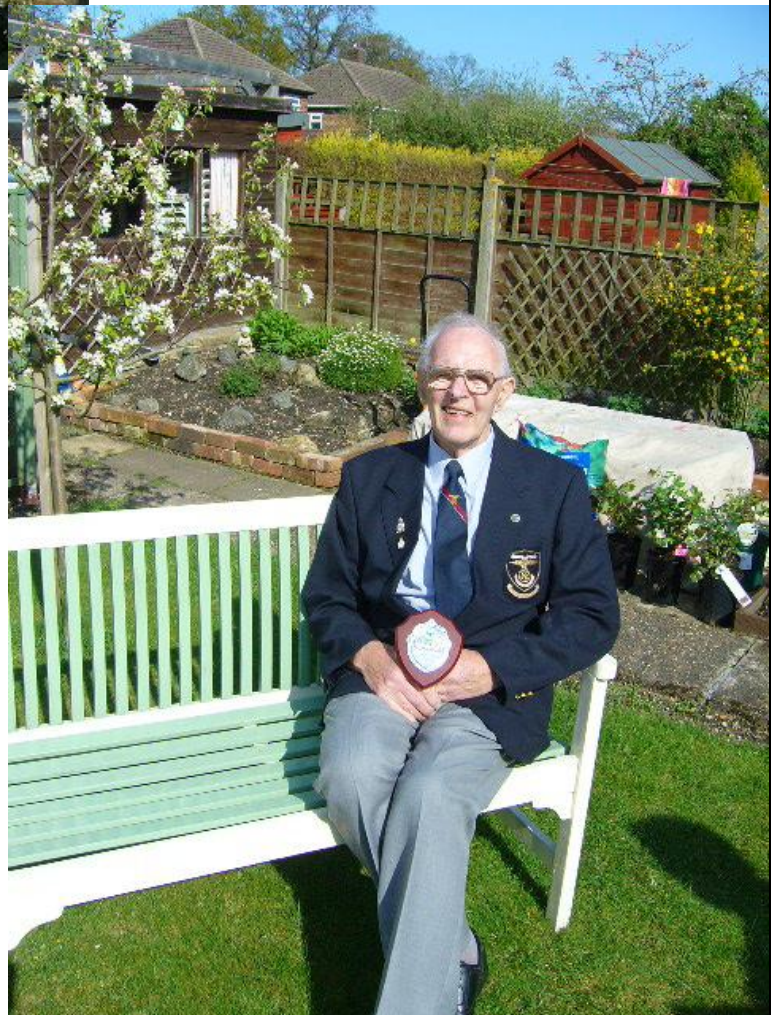


Presentation of Wordsmith Award



Harry North Presents Wordsmith Award for 2012 to Dave Gunby

Dave in his garden after the award



Minutes of the 47th Committee Meeting

From: Tiny Kuhle, Chairman

Venue: Flowerdown House, Weston super Mare

Date: Thursday 23rd Feb. 2012 at 13.00 hrs

Present:

| | | |
|----------------|-------------------|----------------------|
| Tiny Kuhle | 87 th | Chairman |
| Tony Horry | 76 th | Treasurer |
| Rick Atkinson | 91 st | Service Rep |
| Chris Tett | 92 nd | Newsletter Editor |
| Peter Crowe | 95 th | AA Rep/Webmaster |
| Graham Beaston | 209 th | Craft Rep |
| Jim Doran | 219 th | Membership Secretary |
| Andy Perkins | 109 th | Tech. Rep. |

The Chairman opened the meeting with a greeting to all followed by a reading of the Apprentice Prayer.

Item 1 Apologies

Chris Bryan, Secretary

Item 2 Minutes of Previous Meeting

The minutes of the 46th Committee Meeting were reviewed and passed as read.

Proposed by Tony Horry and seconded by Chris Tett.

Item 3 Matters arising

None, all action points cleared.

Item 4 Treasurer's Report

The balance sheet for FY 2011/12 now stands at £6563.97, a reduction of £4190.13.

A donation of £40 to Flowerdown House for their hospitality in holding this meeting.

The total cost of the Memorial, dedicated at the NMA on the 19th Nov. 2011, was £3715.02.

Overheads have reduced this year, the variation is - £391.99, and mainly due to a reduction in printing costs.

Recommendations:

- A) Income/Expenditure for the period July 2011 - Jan. 2012 be approved.
- B) Accounts for 2011/12 be approved subject to independent check for presentation to the AGM.
- C) That a donation of £40 be made to Flowerdown House for their hospitality for this meeting.
- D) That arrangements for AGM bar subsidy be confirmed under agenda item, AGM 2012.

The Treasurer's Report was accepted.

Proposed by Peter Crowe and seconded by Jim Doran.

The Chairman proposed a vote of thanks to Tony Horry for his work in compiling this report.

Item 5 Membership Secretary's Report

Membership details:

Latest membership number used is 691.

10 new members since AGM.

Membership Numbers – according to data I have there are 370 active members at this time. Peter Crowe requested that names of new members be forwarded to him for inclusion on the Web Site, and names of deceased for addition to the role-of-honour page.

Action: Jim Doran

Newsletter requests – Hardcopy and Electronic delivery

The number of hard copies delivered has reduced.

Database Issues;

The re-build of the database is work in progress, but currently operated on Excel spread sheet.

Jim Doran will rebuild the database which will be compatible with his computer.

The Golden Entry Certificate will be prepared for the 92nd, 93rd, and 94th entries.

The Membership Secretary's reported was agreed.

Proposed by Andy Perkins and seconded by Rick Atkinson.

Item 6 Secretary's Report

The Secretary's report was read by the Chairman, in his absence.

6.1 Apologies Please accept my apologies for not attending this meeting – I am away on holiday until the middle of March.

6.2 Dave Gunby. I would like to thank Dave Gunby for all the help which I received from him during the handover for the task of secretary. He did such a fantastic job as secretary for the LAA, which only now I am realising. I am sure that all the committee, with me, would like to extend their gratitude for all the hard endeavour he provided for the association, without which the association would have been much poorer.

6.3 RAF Locking Apprentice Memorial. All members of the LAA were contacted either by email or post inviting them to the service of dedication for the RAF Locking Apprentice Memorial at the National Memorial Arboretum on 19th November 2011. As a result over 100 members and their families attended the service, which was conducted by Allan Viller (79th entry).

Our thanks go to Dave Gunby for all his hard work and for making the occasion so successful.

6.4 Letters of Condolence It is with great regret, that in my first year as secretary, that I have had to write to so many widows of the association, giving our heartfelt condolences. Not only has every letter tried to help the healing for the person involved, but has meant a loss to the association itself. On the positive side, the membership secretary has provided me with details of six new members. No doubt, he will give you more information.

Letters of condolence have been sent to the widows of:

Brian Chillery (87th entry)

Vic Gibbs (87th entry)

Roy Babington (67th entry)

Richard Putnam (78th entry)

Michael Farrer (102nd entry)

John R Sloley (95th entry)

Colin Brown (72nd entry)

Chris Clements (72nd entry)

The Treasurer wrote a letter of condolence to the widow of Doug Reid (86th), who died on the 5th Feb, in the absence of both the Secretary and Chairman.

6.5 New ties An order has been placed with C H Mundy Ltd for 31 new LAA ties. The ties cost £5.65 each plus VAT and postal costs. The invoice is to be sent to Tony Horry from C H Mundy Ltd. There is a minimum order of 30 ties. The ties will be delivered to the Treasurer in early March.

Whilst on the subject of ties, it is the wish of Vic Gibbs' family, that he be buried wearing his RAF LAA tie. I would like it to be put on record, that since his widow, Annie, has requested another tie, that the association bequeath her one free of charge.

The Secretary's report was agreed.

Proposed by Tiny Kuhle and seconded by Rick Atkinson

Item 7 Charitable Donations

At the AGM, it was agreed that the Association should no longer give donations to individual's families at the death of a Member. Andy Perkins proposed that the Association should donate a fixed sum each year to a charity. The amount should be £250, but confirmed by the committee at their meeting in February, when the yearly accounts are available. The committee should recommend to the AGM charity for that year. Andy Perkins will put the proposal to the AGM to vote the monies.

Proposed by Andy Perkins, seconded by Peter Crowe

Action: Andy Perkins

Item 8 AGM 2012

Chris Tett reported that there are 47 rooms booked at the Webbington, out of a total of 57.

Last year we put a limit on the time that the bar subsidy of a pound a drink should only be available until 19.30, however, Chris Tett proposed that the subsidy of £1 a drink in the Garden Suite, bar should be available until the end of the function; the Webbington would be able to keep that bar open for that time.

So far there have been 8 requests for the ladies' coach trip to Bristol.

Andy Perkins was requested to obtain quotes from coach companies for the trip to Bristol.

Action: Andy Perkins

Item 9 RAFLAA Web Site

Peter Crowe reported that a 'Notice Board' page was available, but that not many people were making use of it, e.g. Entry Reunions were not widely reported. He wondered whether the 'History of Locking' page was still necessary, the meeting thought that it should remain as is.

Tiny Kuhle thanked Peter Crowe for all his work on the website.

Item 10 FABEA 2012

The Chairman reported that the Halton Association will be organising an event at the NMA on the 12th May 2012, to celebrate the 90th anniversary of the start of Apprentice training in the RAF. Our Association have been offered 6 tickets; further tickets would be available at £15 each. Halton (Denis O'Brian) have requested that we give them numbers by the 1st week in March. A 'Stop Press' note is in the News Letter, requesting that those wishing to go should contact Tiny Kuhle in the first instance, he will be taking one of the tickets to ensure we are represented; Martin Palmer regrets that he will not be able to go, as he's in France at that time.

Item 11 Newsletter

Chris Tett requested that he be supplied with copy for obituaries of deceased members. Andy Perkins offered to supply one for Doug Reid (86th) who died on the 5th Feb, and whose funeral will be on Mon. 27th Feb.

Chris also said that at the next election, he would like to step down as NL editor. He stressed that he would not resign, but is looking for someone with new ideas.

The Chairman said that Chris would be a hard act to follow, and hoped that he may find a little more time to carry on the excellent work.

Item 12 Any Other Business

The report in the press regarding the development of a leisure complex at the Locking site, gives us the opportunity to approach the developers regarding a memorial plaque. Rick Atkinson offered to attend the planning meetings, and contact the case officer in the planning department. Tony Horry offered to find the person involved, and liaise with Rick, so as to make our request more direction.

Action: Tony Horry/Rick Atkinson

Jim Doran reported that he'd had a request from a Lester Pile (95th) of details for other members of the 95th. Jim suggested to him that he become a member, but that in the mean time Peter Crowe will put his request with his contact details on the Web Site, and allow other 95th to contact him directly if they so wished.

Item 14 Date of next meeting

It was decided that the next Committee Meeting be held at Flowerdown House on Thursday 26th July 2012 @ 13.00 Tony Horry to book Flowerdown House.

Action: Tony Horry

Tiny Kuhle expressed his thanks to all those present and the meeting closed at 15.40.

Locking Parklands

The Saga So Far

Compiled by Chris Tett 92nd

As many of you will know, the site of RAF Locking is being redeveloped and renamed as Locking Parklands. Here is the plan as of 2006.



Royal Air Force Locking Apprentice Association

Note the Apprentice Wheel in two places by the old gate and the old parade ground. These were designated as a 'Site for RAF memorial'.

Your committee has been aware of the development and have taken a keen interest since we became aware of it. We would like to ensure the memorial(s) are erected on the site as part of the redevelopment and reflect the Apprentices as well as just RAF Locking. The plans have been around for some time with no real progress but finally things are starting to happen.

It is big redevelopment site and there are plans for lots of housing, leisure centre, factories, offices and schools. At the AGM, Tony Horry and Rick Atkinson spoke about the plans.



Rick Atkinson

Unfortunately, in 2012, the latest plans looked similar to 2006 but lacked the sites of the memorials. As there are multiple developers, agencies, consultants and planning authorities involved, it turned out to be very difficult to pin down exactly who to contact about getting a memorial built. However, three of your committee agitated and set up a meeting with representatives of some of the various organisations involved.



Tony Horry explain at the AGM

Here is their report.

Locking Parklands Latest

From Rick Atkinson 91st, Service Rep

31 May 12

On 30 May 2012 three members of the LAA committee attended a meeting at North Somerset Council planning authority to put the case for a monument to commemorate RAF Locking and No1 Radio School. Tony Horry, Rick Atkinson and Peter Crowe met with a senior planning officer and local councillor Peter Bryant (ex 89th entry). A representative from the site's consultants was unable to attend the meeting but a revised draft master plan of the site had been forwarded to the planning officer.

The main change to the previous site plan was that the new main entrance to the west of the existing old guard room entrance would lead up to a central park (situated north of the old parade

Royal Air Force Locking Apprentice Association

ground) and the construction of a "Leisure Dome" to the NE of the park. As well as 1,400 homes and the creation of 3,000 jobs, the plan included the following:

20 - 25,000sqm of offices, including an innovation centre

2 - 3 hectares of industrial land

2,500 – 3,000sqm supermarket

3 – 4,000sqm of shops and cafes

Leisure Dome

Primary School

Secondary School or University Technical College

Other facilities could include a community hall, church, library, doctor's surgery, parklands and play spaces.

The committee proposed that not only should there be a monument to RAF Locking but that a suitable building should be named to commemorate No1 Radio School and the Apprentices. The planning officer favoured this idea and suggested that one of the university/technical college buildings would be very suitable. She went on to say that perhaps the students could work with the committee, as an educational project, to design a monument and a plaque/mural/window for the building.

Three possible sites for a monument were proposed:

Opposite the old entrance where the gate guardian used to be situated.

Half way along the new entrance road, on the right, near a proposed café.

In the proposed central park.

The committee members requested that Section 106 funds (funding from the developer) should be earmarked for a monument and some form of commemorative plaque, mural or window. The planning officer said that it was important to preserve the site's heritage and that the developers were also keen to incorporate local ideas.

The next stage would be the submission of the Master Plan to the planning authority - expected in late summer 2012. It was agreed that Tony Horry would register with the planning office so that he would automatically receive information on the development.

Following this meeting the LAA should now consider the following:

Funding: although the committee have requested Section 106 funding the developers and the planning authority would expect to see an appropriate "donation" from the LAA. We should therefore start a fundraising campaign for the monument and the building inscription.

Design: the designs for the monument and the building inscription.

Support for the project. As soon as the planning application is submitted, LAA members will be encouraged to write individually to the planning authority in support of the project. Details will be supplied as soon as the application reference is known.

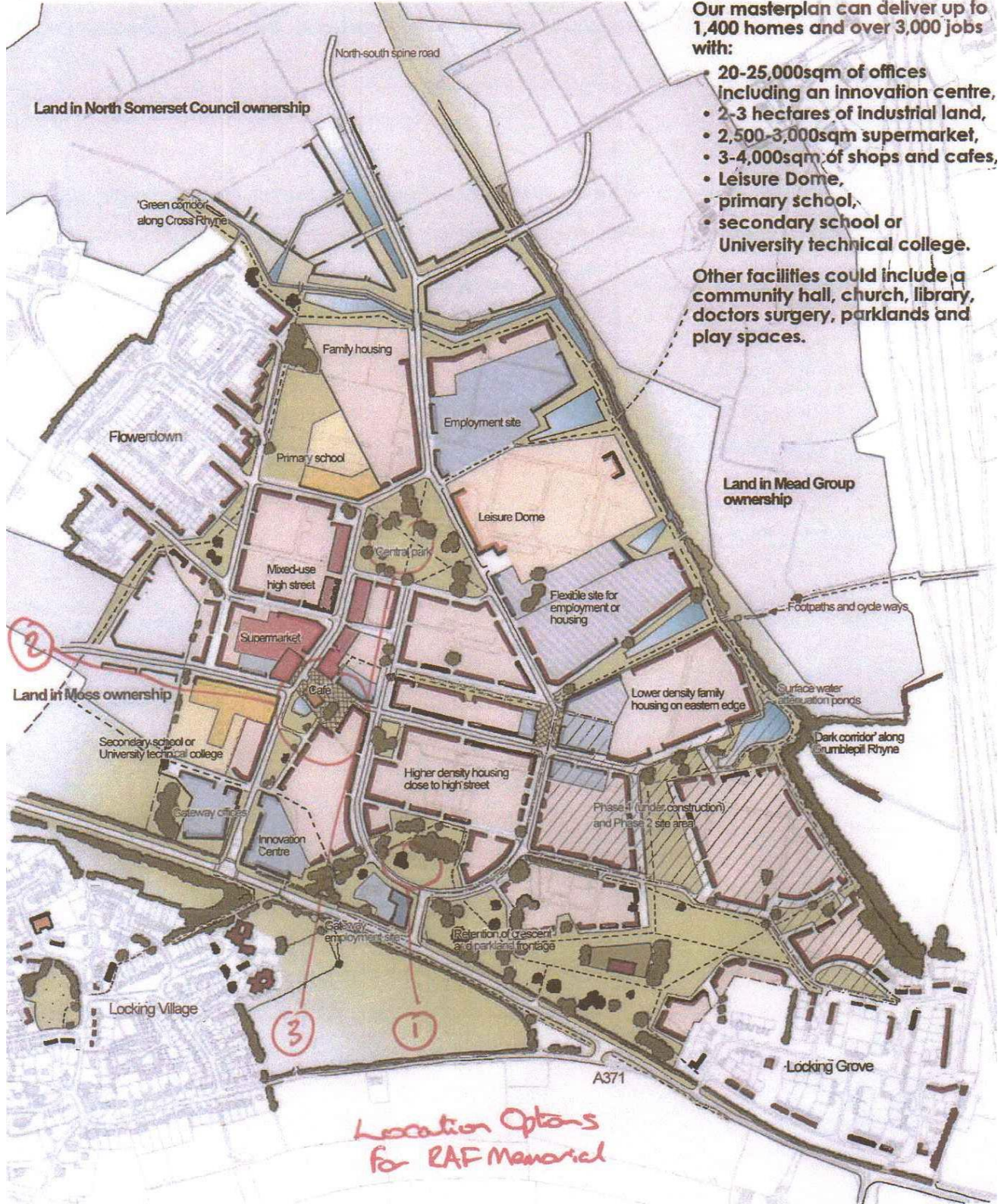
Obviously Locking Parklands is a long term project but hopefully, some of us will live long enough to see it through! We look forward to members' comments and ideas.

So watch out for a request for your help in the next Newsletter.

The new Master Plan is shown below - Ed



Masterplan



Our masterplan can deliver up to 1,400 homes and over 3,000 jobs with:

- 20-25,000sqm of offices including an innovation centre,
- 2-3 hectares of industrial land,
- 2,500-3,000sqm supermarket,
- 3-4,000sqm of shops and cafes,
- Leisure Dome,
- primary school,
- secondary school or University technical college.

Other facilities could include a community hall, church, library, doctors surgery, parklands and play spaces.



THE RAF APPRENTICE SCHEME

90TH Anniversary

From Chris Bryan, 87th, RAFLAA Secretary

In commemoration of the 90th anniversary of the inauguration of the RAF Halton Apprentice Scheme, a celebration was held at the National Memorial Arboretum in Staffordshire on 12th May 2012, which was organized by the secretary of the association, Denis O'Brien. Several members of the RAF LAA committee were invited, and those who attended were Tiny Khule, Tony Horry, Jim Doran and Chris Bryan. Barry Dinnage also attended, and he and Jim took some good photographs of the occasion, which are available on the website.

At the NMA, there is a special area, designated the Halton Grove, where Viscount Trenchard, the grandson of Lord Trenchard, unveiled an interactive information board, where visitors may find out more about RAF Apprentices, by pushing buttons..

The ceremony began at midday, when trainees from RAF Cosford, and Air Cadets marched on to music provided by the "Golden Oldies" band.

After the arrival of the VIPs which included Viscount Trenchard, the grandson of Lord Trenchard, who formed the RAF and also the Apprentice Scheme itself, the Queen's Colour was marched on, followed by a magnificent fly past by a Hawker Hurricane. The roar of the mighty Rolls Royce Merlin engine was something to behold, which had the gathering awe struck, and was a perfect start to the proceedings.

There then followed an opening address by Group Captain Geoff Burton, who introduced Viscount Trenchard. Viscount Trenchard said that his grandfather would have been so proud of the success of the Apprentice Scheme, and that it was the backbone of the RAF. He stated that there were so many high achievers who had progressed from the scheme, with some reaching "Air rank". There were numerous George Cross and George Medal winners, and one Sergeant Grey of the 20th entry who won the Victoria Cross posthumously during the battle for France in 1940.

Viscount Trenchard was then invited to unveil the information board, which outlined the technical side of the Apprentice Scheme. The ceremony was concluded by Air Marshall Dusty Miller, who also lauded the achievements of Apprentices.

We then "Marched Off" to the "Mess Marquee" where the RAF Halton Apprentice Association provided us with a magnificent buffet luncheon.

It turned out to be a memorable occasion, which was organized by the RAF Halton Apprentice Association, but included us all under the term "Trenchard's Brats", and it made us very proud to be part of such a grand heritage.

There are lots more pictures supplied by Barry Dinnage, 87th, Use the following in your browser:

https://www.dropbox.com/gallery/58208248/1/RAF%20HALTON_90?h=8649dc *Ed*



Obituaries

Annesley De Soyza 75th Entry

From Alex Gumbrecht, 75th

Annesley "Des" De Soyza was born and educated in Kandy, Ceylon (now Sri Lanka). He was awarded a place as a direct entrant into the RAF to train at RAF Locking. He travelled to the UK on the P&O Corfu to join the 75th Entry in September 1953. During his time at Locking he distinguished himself both at sports and academically. Known to his friends as Des, he was captain of the boxing team and won the Education prize on his passing out as Sergeant Apprentice. He was awarded a cadetship to RAF Henlow graduating in 1959 with a degree in Electrical Engineering.

He completed flying training at RAF Ternhill before resuming his technical career. Following postings to RAF Dishforth and the Royal Aircraft Establishment, Farnborough he resumed his studies at the University of Southampton to gain his MSc. His other postings included the Aeroplane and Armament Experimental Establishment, Boscombe Down, Signals Command HQ Medmenham, and overseas postings to Malta and Cyprus. His final posting was a staff appointment at the Ministry of Defence, Whitehall. He left the RAF in 1976 as a Squadron leader.

He then worked for some years at British Aerospace before moving to Australia in 1981 to take up an appointment with Hawker de Havilland in Sydney. Then came a career shift into Broadcast Engineering, working for the Australian Department of Communications in Canberra. There followed another career shift into radio frequency management with the Post and Telecommunications Corporation, Papua New Guinea. He returned to Australia to take up the government post of Spectrum Manager for Air Services based in Canberra. In this post he represented Australian interests at numerous international conferences including the World Radio Conferences of 1992, 1995 and 1999, and the Plenipotentiary Conference, Kyoto in 1994.

In 2003 he retired back to his beloved Kandy where he commissioned the building of Enison Lodge, a four star four-bedroomed guesthouse proximate to the Victoria Golf Club. This was his final venture and last home. On 4th December 2011 Des passed away following a catastrophic heart attack.

He leaves behind five children and seven grandchildren. And, of course many sad ex-75th who remember him well, following a happy reunion in Weston Super Mare in 2003.

To see Terry Clark's visit to Enison Lodge, October 2011 go to youtube:

<http://www.youtube.com/watch?v=5rSiXZ4I9oE&fmt=18>

Brian Keith Barrett 78th

(27-12-1938 to 22-2-2012)

From Mike Collier 76th

In September 1954, three months before his 16th birthday, Brian became 680179 A.A. Barrett in the 78th entry. Trained as an Air Radio Fitter, he did well at Locking; completing the course as a C.A.A. in "AU Squadron and finishing 9th in the entry final order of merit.

His first posting was to R.A.F. Upwood. Twelve months later, it was overseas to Hickham A.F.B. on the Hawaiian Island of Oahu. I joined him there three quarters of the way through his tour and we became firm friends. On returning to the U.K., he found himself at Wittering, working on "V" bombers. Here he met Margaret and they married in July 1961. Their union prospered and they produced nine children. Possibly a record for an ex-Apprentice?

Brian moved to other "V" bomber stations and was very unhappy with the disruption that unpredictable detachments etc. brought to their lives. A strong character, he was outspoken in expressing his displeasure and determined to leave the service at the earliest opportunity.

On leaving the R.A.F. he was attracted to the building industry, eventually working as a Quantity Surveyor. He obtained a Private Pilots Licence and with one of his sons, bought an Auster which they flew regularly. Keen and skilled as a D.I.Y. practitioner, he virtually re-built the inside of his house. He moved the entire kitchen to another room, dismantling the stairs, constructing a new set and fitted them in a different part of the house.

He was also deeply involved with his local church, his D.I.Y. skills finding a further outlet, there and in helping other people. As a school governor and participating in local politics, he became well known and well liked in his community. This I discovered from the very substantial numbers at his funeral, when I attended in Lincoln on 7-3-12. In later life he started to have a few medical problems but this did not prevent him from taking up gliding in 2011. Complications associated with a chest infection, sadly brought a premature end to his life, a month or so after his 73rd birthday.

David (Doug) John Reid 86th

The details below were sent in by Dennis Dorey 82nd

David was born on the 18th November, 1940 in, Newport, South Wales, and passed away, following a short period of illness, at Weston General Hospital, on 8th February, 2012. David was 71 years old.

David was born into a family which included his parents, Leslie and Rose and older sisters Joan and Lesley. After a few years he was joined by his younger brother Peter. As a child he grew up at Gosport, Hampshire and this is where he attended school until he completed his education when he was 15.

Whilst he was at school he was known as Doug Reid as there was a Dougie Reid who played football for Portsmouth at the time. His nickname remained with him throughout his RAF life.

Some years after leaving school David joined the Royal Air Force, as an apprentice Radio Engineer, in 1957, stationed at Locking, Weston-super-Mare. Just a short time later, in 1959, he initially met Pat, whilst they were both at a 'Teen and 20's Dance' at the Winter Gardens.

Being in the RAF meant that David moved around the country every 2 years or so. In 1960 David left Locking and moved to Neatishead, followed by a posting to RAF Misson, Yorkshire, which was a Mark 1 Bloodhound Station, before returning again to Locking in 1963. After their initial meeting David and Pat's friendship matured into a loving relationship and they married at the St. Andrew's Church, Weston, on 23rd March, 1963.



Shortly after their marriage David and Pat were on the move to RAF Staxton Wold, in Yorkshire again! It was here in 1964 that they celebrated the birth of their first child Christopher who was followed by Andrew in 1966. The family remained at RAF Staxton Wold until August 1968 when David was given a 3 year posting in Cyprus which was much appreciated by all after spending 3 years in Yorkshire!

The next few years saw a posting back to the UK, to the 38 group TCW (Tactical Communications Wing) which involved lots of detachments including a 4 month stay in Malta, during the Mintoff problems. This was followed by a 3 year posting to Germany, 4 years back in the UK at Ground Radio Servicing Centre at RAF Luffenham, which again included many detachments home and abroad.

In 1980 David was posted to Berlin for 3 years (behind the Iron Curtain). As Pat said, "This was possibly our best tour". This was followed by a return to the UK to RAF Chivenor, in Devon. David received his Warrant Office in 1985 and was posted to RAF Leucars, in Scotland, then Germany in 1987, before eventually returning to Locking in 1991.

Finally this was followed by a 4 month tour to the Falkland Islands where David decided to apply for early discharge after 37 years of service.

In the meantime, time had moved on in David and Pat's lives and Christopher and Andrew had

Royal Air Force Locking Apprentice Association

met their partners and started families of their own. In 1993 David and Pat celebrated becoming grandparents when Richard was born and he was followed over the next few years by Sian, Connor and Olivia.

Following his early discharge from the RAF, David and Pat settled in Burnham-on-Sea when he got a job back at RAF Locking working as a civilian for the Defence Housing Executive as the Families Officer.

After retiring from the Civil Service, David started a part-time job, as a gardener, in the newly built Garden Centre, known as 'Sanders'. He finally retired in 2004.

It was in 2005 that David was initially diagnosed with bladder cancer and, as part of his treatment, had a Radical Cystectomy and a Neo-bladder reformation.

During David's life there were a number of things that gave him pleasure. He enjoyed sports which included Badminton and Squash. He was also the BAOR champion in Go-Karting in 1974. This was also the same year David and Pat bought their first caravan and since that time they have enjoyed belonging to the 'Services Caravan Club, Germany Exiles' where they met many varied and interesting people, making some very good friends, as they travelled both at home and abroad. Last year David and Pat enjoyed a 4 ½ week holiday in France.

As a person the family described David as someone who 'called a spade a spade', he was very much someone with a 'down to earth' personality. The many letters the family have received spoke of him as someone with sense of humour, a true friend, someone who showed great kindness and generosity.

As we know last year saw the return of the cancer which eventually took David from his family and friends on 8th February.

Chris Griffiths

Funeral Celebrant

Closing Thought

Many of you are like me and have travelled, lived and worked in many lands. The more I travelled, the more I came to value and love England and things English.

Years ago, I had a friend from South Africa staying with me. I took him on a country walk and we came upon a wild rose in full glory. My friend asked "Is that a rose?" When I confirmed it was, he asked "Well who planted that here?" I replied that no one planted it, it just grew. But he then asked "But who looks after it?" I replied of course "No one – it grows wild here in England"

I got to thinking later what a good emblem the rose is for England. It's beautiful; it can look after itself, it gets on with its neighbours but if you mess with it watch out, it has sharp thorns to protect it.

England really is a green and pleasant land. When I was working in California, I was struck by how the countryside was brown and I couldn't help missing England in the spring. I thought of the green fields and daffodils. As Browning put it:

*'Oh to be in England
Now that April's there'*

An Englishman treats life's ups and downs with humour and pragmatism. For an example of typical English phlegm, try this:

Temporary Rules introduced by the Richmond Golf Club in 1940:

'In competitions, during gunfire, or while bombs are falling, players may take cover without penalty for ceasing play'

And we love to add a humorous riposte:

A French politician seeking to flatter Lord Palmerston, said "If I were not French, I would wish to be English." Lord Palmerston replied "If I wasn't English, I would wish to be English!"

We all know about the long odds during the Battle of Britain. It is not the first time we've fought against appalling odds and won.

After the battle of Albuhera during the peninsular war, Marshal Soult wrote: 'There is no beating these troops.....at Albuhera I turned their right, pierced their centre....the day was mine but they did not know it and would not run away.' Heavily outnumbered, they just stood and fought.) One regiment (The 57th Middlesex) lost all its men except for one drummer boy but they held on and won and eventually they freed all Spain.

Consider the sometimes maligned English Language. When the Danes nearly overran England, English held sway only over a few square miles in the marshes of Somerset under Alfred the Great but gradually it grew until today it is the only language understood across the globe.

Very many things were invented or discovered by Englishmen - think Of Captain James Cook or Isaac Newton – yet we are typically modest. Isaac Newton is regarded by many as the most influential scientist in history yet he wrote 'If I have seen farther it is by standing on the shoulders of giants'.

Sir Winston Churchill wrote:

There is a forgotten, nay almost a forbidden word, which means more to me than any other: the word is "England". ... I want to revive the grand old name of Englishman!"

So yes, I'm proud to be able say "I'm an Englishman".

Chris Tett, June 2012

RAFLAA Committee

| Appointment | Name | Address | Tel/email | Re-Election | Entry |
|-------------------------|-------------------|---|---|-------------|-------------------|
| President | Martin Palmer | | | | 91 st |
| Chairman | "Tiny" Kühle | 22 Tavistock Close Woburn Sands Milton Keynes Bucks MK17 8UY | (01908) 583784 Hans.Kuhle@btopenworld.com | Apr 2013 | 87 th |
| Secretary | Chris Bryan | 39 Fairfax, Bracknell, Berkshire, RG42 1YT. | (01344) 304725. suechris.bryan@googlemail.com | Apr 2015 | 87 th |
| Treasurer | Tony Horry | Hillside Cottage Kewstoke Road Kewstoke Weston-s-Mare BS22 9YD | (01934) 628383 horrycorp@aol.com | Apr 2013 | 76 th |
| Membership Secretary | Jim Doran | 11 Saxonlea Close Rushden Northants NN10 6BF | (01933) 317357 Jimdoran12@hotmail.com | Apr 2014 | 219 th |
| Service Rep | Rick Atkinson | Gateway Cottage 1 Lake Walk Adderbury Oxfordshire OX17 3PF | (01295) 812972 rickatkinson@me.com | Apr 2015 | 91 st |
| AA Rep/ Webmaster | Peter Crowe | 14 Hillview Road Weston-super- Mare N. Somerset BS23 3HS | (01934) 412178 webmaster@raflaa.org.uk | Apr 2015 | 95 th |
| Craft Rep | Graham Beeston | 87 Hornbeam Rd Havant PO9 2UT | Home (02392) 346242 Work 07920038690 graham@mapleoak.co.uk | Apr 2015 | 209 th |
| Tech Rep | Andy Perkins | 107 Balmoral Way Worle Weston-s-Mare BS22 9BZ | (01934) 417323 am.perkins@virgin.net | Apr 2015 | 109 th |
| Newsletter Editor | Colin Ingram | Fairhaven Gooseham Morwenstow Bude Cornwall EX23 9PG | Tel: (01288) 331363 colin.ingram90@gmail.com | Apr 2015 | 88 th |



The Apprentice Prayer

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

Amen
