



RAFLAA NEWSLETTER

SERIAL 69

JULY 2014

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EDITOR'S NOTES

Hello to you all,

It was quite gratifying, at the AGM, to note how many actually read the Newsletter, the vote of thanks must go to those who forward the articles for inclusion, thus enabling those amongst us to have a quiet laugh, a touch of nostalgia or just enjoy the read.

Bye the way I did make a note of those that promised an article or two for future editions, it was also pointed out that we seem to get few articles from the 'heavy radar' brigade, so gentlemen a story or two about T13/14, T7, FPS6 etc. I am sure quite a few of us have chased around the rotating cabin of a T80 trying to open the door

All the old Newsletters have now been 'digitally re-mastered' and are available on the web, a suggestion at the AGM that we supply all the past Newsletters on a CD for members to purchase has been noted and will be discussed at the next Committee Meeting.

colin.ingram90@gmail.com

Tel: (01288) 331363

Fairhaven

Gooseham

Morwenstow

Bude

Cornwall

EX23 9PG

Deadline for next issue – 20th September 2014 for November 2014

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

LETTERS TO THE EDITOR

NOSTALGIA

Please find below a link to a film clip about RAF Coltishall, sent to me by Brian Colby 87th.

<http://www.eafa.org.uk/catalogue/204879>

It shows the Radar Bay as I remember it. Unfortunately it is about a year before I got there in 1963 with 226 OCU (Lightning Conversion)

I only recognise the first person you see in the bay, Alan Bowen, a civilian radar fitter, he's working on the AI23 radar. (as shown in attached photo)

Alan trained during WW2 when radar was top secret, in fact he says they were selected out of the ranks, and because no-one would tell them what this odd electronic training was about, they thought they were going to be dropped behind enemy lines as Radio Operators.

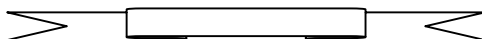
I, for my part, started working on ARC 52 UHF, then, because of my junior status, was co-opted into the mind numbing task of unlinking and wire wrapping the AI23 sub modules in and out. This was mainly because a drunken radar corporal kept calling me out in the evenings, as his hands were a little unsteady.

When Terry Lyne 685256 was killed in the motor bike accident ('Specs' Richardson 685281 was also involved and spent a long time in traction on his leg), I graduated into his place in the Radar Bay on AI23.

I spent some 6+ years working on AI23, then AI23B, ending up as SNCO i/c of that part of the bay. During that time I was lucky enough to work with some Ferranti reps, and helped them in trying to solve some of that radars short comings. I (with Cpl Keith Bachelor) also set up the radars used by the Lightnings which were used to demonstrate to Saudi Arabia during the sales campaign. They must have worked because they bought them.

By the time I left for Laarbruch and Canberras, Coltishall Radar Bay was included in the newly Built Gin Palace, and as the station was getting near to closure, it was being measured up to become part of the new Teesside Airport Departure Lounge.

Thanks again to Brian for finding this, it reminds me of about half of my RAF career.
Ian Davis



WEBBINGTON FORAYS

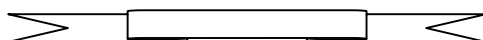
In early 1959 on posting to RAF Locking as a Corporal Instructor, I proceeded to learn to drive and passed my test in WSM in Bank Holiday week. This was the great release from relying on the bus and friends with cars. So I went out to buy a Morris Minor 1000 and fell in love with a seven year old metallic green MG 'Y' type sports saloon which I bought with cash saved during my Christmas Island tour.

By this time at Locking during my time as an Apprentice and my present 6 months as an instructor, I had accumulated a thorough base knowledge of all local pubs. So when a friend and his wife invited me to a new drinking place I jumped at the chance. It turned out to be the Webbington Country Club, just a few miles from Locking on the edge of the Somerset Levels at Loxton.

This delightfully appointed place with beautiful gardens became an ideal place to take and impress young ladies for dancing and drinks. Over the next few years till posting to Cyprus I often visited this place and enjoyed the frequent cabarets and dances there, and the air of relaxation from the demanding work as an instructor. There was always a whiff of scandal about the place. The owner with his American film star wife (?), and others of doubtful character were usually in attendance, not only RAF types. But it was always a good place to visit and always entertaining.

Now why does the RAFLAA committee hold its AGMs there? No, there can't be any nefarious reason – can it? Just jesting Tiny!

Brian Davies (76/77 Entries)



HAT BANDS

From Bill Humble

Colin, if my memory serves me correctly, the Apps. hat band was changed from chequered to single colour in the 73rd 2nd. term 1953 Ours went from green/orange to blue. The other entries had grey and green I think. Kind regards, Bill 588444

Thanks Bill that answers the question posed by Bruce Graham in the November 2013 Edition.

RAFLAA NEW MEMBERS

A WARM WELCOME TO THE FOLLOWING NEW MEMBERS TO RAFLAA

Entry		
90/91	Pete	Gough

More people – more stories!! Ed.

NOTICES

NEXT REUNION AND AGM

The 20th Annual Reunion and Annual General meeting of the RAF Locking Apprentice Association will be held on **Saturday 26 April 2015** 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 rates will be: **£80** B&B for a double or twin room (double occupancy) for a 2 night stay (Friday & Saturday), **£65** for a single occupancy. For the Saturday night only the rates are **£90** B&B for a double or twin room (double occupancy) and **£70** 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.



LIFE AFTER LOCKING

THE GYPSEY TENDANCY!

On leaving the Apprentices in 1957, with my inverted J/T stripes hastily sewn on, I happily went off by train and ship to my first posting to Ballykelly, where I spent four very interesting months working there at the airfield and Barnault Transmitter site. I was taught to shoot sten and sterling machine guns, dodge the IRA, do night armed guard duty, try to drink the local bars dry and have fun times in Londonderry and The Borderland Dance Hall just over the Irish border. Then my corporal's stripes came through and I had four days to sew them on and get to my new posting at St Evel in south Cornwall. This is where my travels really started.

After a couple of months as a brand new corporal at St Evel's airfield, I became i/c 'Coastal Command's Fitting Party'!!! Somebody's idea at Command of a joke? So off I went to Gibraltar, my first four engined flight – in a Hastings, and more than slightly deafened by the engines, met the rest of the 'fitting party'.

The job was to strip down 3 very large Royal Navy SWB HF transmitters and two ancient NDBs located deep inside the Rock, move and reinstall them in a hut near the road by North Camp. I had been trained at Locking on the SWBs but the two Mechanics supplied were airfield equipment trained and the J/T was only competent on small Pye Transceivers. So all the bright ideas had to come from me, and I had never had the experience of pulling the equipment to pieces, moving them through the long narrow tunnel, then reassembling these very large units from scratch, including supervising the aerial stringing and installing the 3-phase power supplies. Also I had to oversee the 6 strong Spanish workforce, without knowing any Spanish, to finish the new hut – of course the hut had not been ready when we arrived.

My introduction to gin & tonic under palm trees overlooking the sea and forays down Main Street sharpening our bargaining techniques (we did not have much money) were blissful. Seven weeks later we achieved our aims and tried to get back to UK. After being offloaded twice once from a Hastings, then a Civvy Viscount due to casevac priorities, I managed to get the four of us onto a Shackleton with a temporary C of A to fly the 8 hour trip back to UK for scrapping! I had previously seen this aircraft belly flop on Gib runway at a RAF Air Display a few weeks earlier. I was not told this was the same aircraft until it was 2 hours into the flight home.

The next 8 years were only spent on full time postings to Christmas Island, Locking, Akrotiri, Lyneham, Bahrain and Thorny Island. They did not leave time for detachments except at the latter when I went on a two and a half week course on the latest CADF equipment and as way back as the late 60s about signal time-sharing methods. I was based at an army Lancers camp just outside Blackpool, where every morning troops of the Lancashire foot and mouth double-timed up and down the roads at 6 in the morning. I was not used to such disturbances since passing out from the Apprentices. The odd weekend trips to Gibraltar by Hercules couldn't be counted as detachments though, but were a nice break.

At my next posting to RAF Seletar I managed to contract Dengue Leaver, followed by Mumps (for the 2nd time), and with a temperature of 104 deg. F regretfully missed being in charge of the Signals flight on the AOC's parade. So I was sent with my family for 3 weeks in Malaysia's Cameron Highlands at an R & R military hotel over 7000 feet high with a superb climate after the heat of Singapore. The pre-war (1) designed but comfortable sleeper train to Kuala Lumpur, then another to the east followed by a long J2 ride up the mountain was memorable as was our stay there. Seeing a tribe of aborigines on walkabout with blowpipes, visit to tea plantations, and experiencing the very large multicoloured butterflies and moths and 5cm long 'bluebottle type' flies

Royal Air Force Locking Apprentice Association

were an awesome experience. After many walks in the rain forest of tall trees and massive ferns, with my daughter, I was told that a tiger had been seen nearby a few weeks earlier. I thereafter kept nearer the base on my walks.

From Singapore's Tactical Signals Flight I was sent with 4 fitters to RAAF Butterworth to build a new Communications Station at the (Australia, New Zealand, Malaya and Singapore) Joint Services HQ at Butterworth. We used the equipment that was normally used in tactical signals deployments, and finished the job in just about 3 weeks. The steak and eggs breakfasts in the Australian Mess, visits to snake temples and pagodas and evening visits to Penang Island were eye-openers.

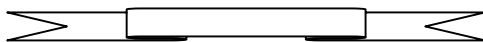
Back from Singapore to North Luffenham, where after being in charge of about 30 staff at Singapore Tactical Signals, I did not relish being third in charge of the ILS 3rd Line Servicing Section! So I volunteered and was accepted into Radio Technical Publications Squadron. I was to update the air publications on all types of aerial systems including the electronically controlled ones, but also (later included) all mobile and portable radio equipment, plus any special equipment. What seemed initially a fairly easy job, became a very busy one, and involved frequent visits to 90 (Signals) Group for discussions and advice with civilian specialists.

My RTPS travels took me three times to Gibraltar, to Cyprus, Masirah, Gan and the trip to Singapore and Hong Kong. I remember on my first trip to Gan, a cocky cook house sergeant calling me a new moon. So I broke the news to him I was only there for 2 weeks, it deflated him somewhat.

In UK I was sent by 90 Group frequently to Medmenham, GCHQ (where I got many suspicious looks in my civilian cloths), Locking, Digby, RACAL factory, Pye factory and many other places, to research the servicing needs on new equipment. At my home station of North Luffenham, the Station Commander came to RTPS one day to ask our Squadron Leader, why Chief Tech Davies could get so many flights abroad at short notice, when he could not. I don't know what he was told, but I was quite happy to be able to do this. It's who you know, not what I suppose!!!!

My desire to travel was satisfied and my duty free stock of booze replenished often. It also nicely broke up my four and a half year tour at RTPS. And I think I turned out some good publications.

Brian Davies Ex 76/77 Entry



POSTED TO AKROTIRI

My first posting after passing out in the summer 1960, was to Boscombe Down, which was grand exposure to all of the current and new aircraft. I worked on a variety of equipments, but never on the major equipment of the final term, Al 17; no, I was put into the ECM lab because I was a 'nice big lad' in the words of the OIC, because of course ECM is just big and heavy to handle. All-in-all, very good experience. One of the first things that I did was to buy a car, a nice (in my view) 1937 Morris 10. It didn't last very long in my hands, but I did manage to sell it to someone before the engine blew up! But it did mean that I bought a very nice red MG TB. The TB was made in 1939, and only about 500 were produced before the outbreak of war stopped production. Now, I only mention this, because about a year later, I got my posting to Akrotiri, and not being able to store the MG, I was forced to sell it, and luckily for me, a newly arrived ex App. from the 91st, Martin Palmer no less, bought it from me. If only I could have kept it, it would be worth many thousands now!

So off to Akrotiri. The first stop was of course to RAF Innsworth to be kited out, oh those wonderful KD shorts (or were they short longs, or long shorts?). Eventually I landed at Nicosia courtesy of a chartered Bristol Britannia, and boy it did seem hot when I walked down the aircraft steps. The bus ride to Akrotiri was hot & interesting, as the clothing of the peasants working in the fields was quite strange to me, the men seeming to wear black baggy skirts tucked into their belts, and they all had bushy moustaches. Once we arrived at Akrotiri, we all had the standard lectures on what to eat & drink, and what to avoid. Then allocated billets. I was pleased to find myself with an ex 87th, Mick Ostler, and an ex 83rd. Mike Horlock. Life settled down to the starting work at 07.00, but finishing at 13.00. So after lunch there was the luxury of transport in a 3 tonner to Lady's Mile beach for a swim in that lovely Mediterranean water and some careful sunbathing - our 'moony' skins were not yet ready for the sun. After a few weeks, Mike & I thought it'd be nice to have a Sunday down at Submarine Point, another rocky beach area, and take a few cans of Tennant's lager and a melon for sustenance. The cans were to be kept 'cool' in the sea. So by about 15.00 we thought we'd done enough, and headed back to the billet for tea. As we approached the billets, a growing number of people gathered and joked and sniggered. Eventually Mike & I asked what was so funny, there was a general chorus of 'Shrimps & Lobsters!', we had certainly had enough of the sun which was obvious when we looked in a mirror. The next week was murder putting on a shirt - no reporting sick with self-inflicted injuries! So I developed my tan & didn't have the shout of 'Moonie' from the Rock Apes as I passed their depot on my way to work in ARF any longer.

It was a busy station, with several squadrons of Canberra B15 & 16s which had been modified to be able to deliver nuclear weapons. Every so often there would be drills carried out to load the aircraft with the weapon, euphemistically referred to as 'the shape', because it was taken to the aircraft under a big 'tent', then screens would be put around the Canberra to hide it from general view. Another squadron, 13 Sqdn. operated the PR 9, which at the time was one of the highest flying photo reconnaissance aircraft. I was fortunate that on several occasions I was detached to the Squadrons and travelled with them throughout the Near & Middle East. One long detachment was to Bahrain with a flight of 13 Sqdn. who were busy keeping an eye on Iraqi forces massing on the Kuwait border. This was Saddam Hussain's predecessor trying his might in 1963, but some quick deployment of some Army units (I think Black Watch) 'on exercise' had stopped any major invasion of Kuwait at the time. The PR 9s were able to keep a close watch on troop deployments on the border with Kuwait. Unfortunately one of the aircraft had a very intermittent intercom, and the pilot & navigator having to resort to passing written notes between them when airborne. Naturally when on the ground everything was fine, hours were spent in tracing all the intercom wiring, various relays were replaced to no effect. Eventually after many hours and with the ejector seat out, I found the little junction box with the loose connection. Apparently this fault

Royal Air Force Locking Apprentice Association

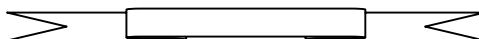
had existed for several months, so I was much relieved to have found the problem, and the crew were now quite pleased also, now being able to communicate & concentrate on keeping above the Mig 21s that they encountered.

I also continued boxing whilst at Akrotiri, and that also gave rise to some sporting trips to El Adam, Malta etc. Even though I'm no fan of 'road' work, it was grand in the early mornings running along the cliff tops towards 280 SU at Gata point. I did get myself quite fit, didn't need steam rooms when you worked in the rear equipment bay whilst parked out in the sun! Boxing in the winter, and fabulous swimming in the summer, really did keep me fit. I managed, of course, to have a couple of mornings in the week to train, excellent, but it did mean that I missed out on an unexpected trip to Tehran. An Air Radio Fitter was needed to sort out a problem with a Canberra there, and because I couldn't be found, Mike Horlock (83rd) got the job. This turned out to be a good 'jolly', as apparently there was little wrong with the aircraft (so Mike told me afterwards) so a very good time was had a for a few days - all expenses paid. Why did I spend the extra time in the shower that morning!

At Christmas, a lot of the billets turned themselves into 'bars'; the work put in by the various sections was remarkable, and there was a competition for the best bar. Booze was cheap, so generally a token few coins would be thrown into the box on entry to the 'bar'; down a few brandy sours and off to the next one. This would of course go on for several days, which resulted in a lot of headaches, and the need for sun glasses at most times. Great fun though (I seem to recall!).

All good things must come to an end, and so early in 1965, a Cpl. joined the section, and when he learned that I was about to be sent back to Blighty, said that I would probably be his replacement at RAF Lindholm - who operated Varsity & Hastings! And so it was, A bit of a backward step in time technically, GEE 2, TR 1154/53, and all other things war time, and a very relaxed work load. A bit of a come down really, but I did get to meet my wife to be in neighboring Doncaster. But that's a different story.

'Tiny' Kuhle (87th)



TALES FROM THE FAR EAST

DIVES AND DIVING

Part 1

I don't recall much about getting from York to London, or the following days when in early 1967 I started the journey to Singapore. Flying via a chartered Britannia, I do recall a stop in Ceylon and feeling the cloying heat when stepping out of the aircraft to while away two hours of feeling like a limp, damp rag. Back in the aircraft a return to feeling comfortable was very welcome until once again, when finally leaving the aircraft on arrival at Singapore, the heat (and humidity) hit me ...but I also vividly recall the pungent odours of Singapore which I was to experience many times on my visits to the city, but not with distaste although I was aware of what caused some of the rich mixture!

Billeted on East Camp at Seletar, 65 Squadron (Bloodhound Mk 2 missiles) turned out to be an enjoyable posting, although I was there for only a few months. My main task, with other ex-RAF West Raynham Bloodhound 'graduates' posted in at the same time, was to assemble a radar Type 87 just returned from the UK . I was to learn many years later this particular radar had to be returned to the UK with an unfathomable fault and then returned to Singapore when sorted!

Leisure facilities at Seletar were good, but competitive sports such football etc held little interest for me and I could never understand why anyone wanted to play in that heat anyway. So I joined the Seletar sub-aqua club which gave me plenty of exercise whilst remaining cool..... Training sessions were held at the superb Seletar swimming pool just a short distance from the 65 Squadron site with diving trips by hire boat on Sundays being very popular. The members of the club were a great bunch, coming from a number of trades and all very keen. The dives off the coral reefs of the Singapore islands started me off with an interest in marine biology that was to last a good number of years before I switched to rivers. To start with there were the fascinating clown fish that sought refuge in massive anemones when threatened, stone fish (with highly poisonous spines, also well camouflaged), octopuses, cone shells that used highly poisonous darts to kill small fish and sea snakes, again venomous. Also the reefs would be bristling with the long spined sea urchin that would break off and remain with you should you collide with, or stand on when swimming or resting on the coral. I was unfortunate enough to be pushed by a wave against one, or several, of these and a number of years later spending time in hospital to repair damage done to my face, caused (so the surgeon believed) by the spines.

A group of us from 65 Squadron were given permission to set up a small expedition to Paula Tioman, an island off the east coast of Malaysia. 209 Squadron kindly transported our equipment, and ourselves, via Twin Pioneer, to the small landing strip bordered by tall trees on the island. Some very impressive maneuvering by the pilot when we arrived got us down safely, even more so when we were picked up two weeks later and raced towards the ever getting closer trees on take-off. Both the pilot and aircraft took it in their stride!

Back at Seletar, on one of my wanderings around a swampy area, as I was prone to do, I caught a reasonably sized freshwater catfish wriggling between pools of water. This particular species, as I was to find out later, can survive out of water for some time and is a natural at moving between areas of water, a very useful feature if you live in pools that tend to dry out when there has been no rain for some time. Carefully wrapped in a wet cloth, the fish was transferred to a bath in the ablutions block and a board put over one end to give it some dark space. The following morning a fellow ex-app and Bloodhound colleague entered the room and casually mentioned,

that whilst shaving, a frog like creature had sort of 'hopped' past him. For one who is not an early morning person, I rapidly reckoned he was talking about the fish and was out of the room like a shot. Unfortunately the catfish had travelled too far over the (very) dry surface of the floor and expired shortly after being placed back in the bath.

However although the sub-aqua diving was tremendous fun, as with many others I had heard of the famous (or should that be infamous) Bugis Street in Singapore itself, a dive to be visited! With a like-minded friend we ventured into the street during the daytime only to find it a bustling, normal street, no different to any other.

Disappointed, we mentioned it to others, perhaps more street wise than we 'country boys' who suggested we go at night....we did and weren't disappointed on this occasion! Offers to polish our shoes, noughts and crosses boys playing against you for payment (they always won!), others offering their sisters, and on one occasion after the inevitable refusal of his kind offer, a nice 'queer', but offered with a smile as he had already guessed the outcome. Of course this was not the main attraction of the street for the military visitors, Trans women (male to female) were much in evidence and an ex-West Raynham friend, who arrived a day or so after me with his family, persuaded a number of them to let him take photographs without being asked for a fee by saying he was taking pictures for a well-known fashion magazine. As was expected by others sat our table a fight broke out between the Navy and another services group, fortunately not near our table, but unfortunately for another colleague who had arrived in Singapore that day, he was caught up in the fighting as he climbed out of the taxi.

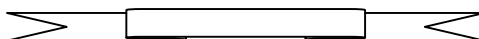
After the excitement of Singapore and especially Bugis Street, I was posted to RAAF Butterworth across the water from the more gentele George Town on Penang Island. 33 Squadron (RAF) was another Bloodhound squadron and after the more active workload on 65 Squadron, the pace seemed much steadier. On 33, I spent the quiet time catching, or collecting cobras on site. These were taken (alive) to the general hospital on the island where there was a superb venom research facility. I also joined the RAAF sub-aqua club who at the time of joining had purchased a local craft and were overhauling it. It was to play a major role in my off duty activities at Butterworth! When the boat was deemed sea worthy (the Aussies worked long hours on making it ship shape), it was taken for a weekend to a distant island having excellent coral reefs. I must add at this account, our RAFLAA editor, Colin Ingram, was also a member of the sub-aqua club and we spent some pleasant hours out on the water. One occasion was when we circled a reef outcrop in a small boat trailing a brightly coloured spinner when a large barracuda attached itself to it. As with most of the species it spent a lot of time leaping in the air in trying to remove the hooks...it succeeded just before it would have landed in the boat causing our other colleague in the boat to comment that it had very big teeth. The reef outcrop was an excellent dive site for observing reef sharks and manta rays and it was a challenge to free dive down to the rays and try to grab hold of a 'wing'....usually without success as they rapidly 'escaped' by diving.

I was also involved with the Fisheries Research unit sited at the public aquarium. My mentor was Dr Alex Jothy, a fisheries biologist who arranged for me to go with the crew collecting fish at weekends. What an opportunity. We visited submerged fish traps, helped devise a way of capturing moray eels for the aquarium, collected sting ray 'stings' from fishing vessels for my own project...they eventually ended up in the Natural History Museum in London. Later, with Alex, I helped design a method for anaesthetizing small sharks caught on lines before they were brought on board. This procedure made a tremendous improvement on their survival rate.

Unfortunately I sustained an unpleasant injury on one of these fisheries visits. On a night dive over a sandy area I attempted to grab a small stingray by the wings, stupidly thinking I was out of reach of the whip like tail. I was wrong! The pain was intense and immediate, causing me to abandon the dive straight away. Back on board the vessel my hand (for it had stabbed me in the hand) and arm started to swell, the pain was, well very painful, and the arm started to turn black and blues with various shades in between. A night in a bunk next to the engine room, with plenty of diesel fumes, made for an awful night. The next morning, although my arm was a mess, the pain had deadened to a throbbing, but worse was to come....it was early morning as we berthed

and I put my underwater camera on the quayside before going back for more equipment. In that very short time the camera was stolen!

I had another camera, this time a small movie camera housed in a homemade (with help from the workshops) underwater housing....this I still have! This leads on the mention by Colin of a memorable trip we had one weekend, and as written by him: "I remember one trip where the boat nearly sank beneath us during a storm at night, and only Dave Smith at the pump saved us. Everyone was seasick! When daylight came there was no land in sight. And also of 'someone' passing me his homemade underwater camera housing whilst being sick." This was something I deliberately forgot but as Colin is the editor..... Dave Croft



LIFE AND TIMES AT RAAF BUTTERWORTH 1967 –1970

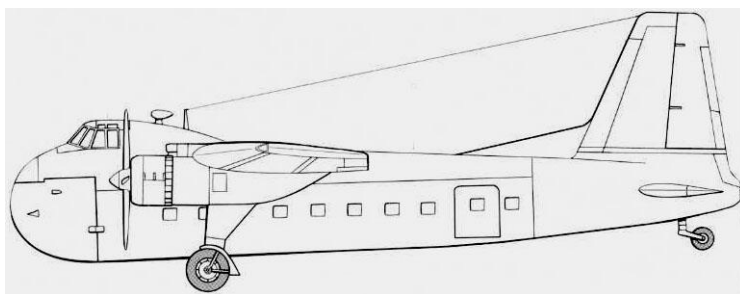
A POSTING TO THE FAR EAST

In 1967 I was working on 25 Squadron, 'flying' Mk II Bloodhound Missiles, at RAF North Coates, a cold and windswept piece of land adjacent to the sea wall on the North Lincolnshire coast. In late summer I was notified that, for my good conduct and devotion to duty, I was being posted to 33 Squadron based at RAAF Butterworth, Malaysia later in the year. I had better get all my jabs up to date, my passport sorted out and all my outstanding leave taken and be ready to move by the end of October. This was achieved, I had sold my car, sorted out my personal matters and was ready to go. Unfortunately my movement date was put back until early December but at least I was ready.

On a very cold Friday morning I was collected by MT, my 66 pounds of luggage stowed in my blue RAF hold all plus a suitcase, and I was driven to the local railway station at North Thoresby. The railway line between Grimsby and Peterborough was a double track in 1967 and North Thoresby was really a 'Request' stop. When you saw the train approaching you stuck out your hand and hopefully the train stopped and picked you up. Getting a ticket was another matter as the ticket office was in the local pub and travel warrants were beyond their knowledge. I was very glad of my greatcoat, gloves, best blue and SD cap to keep me warm while waiting. I had to change at Peterborough for the train to Kings Cross, cross London by Underground to Paddington for the train to Swindon. On Swindon station I reported to the RAF Air Movements desk and was told to board the coach outside that would take me to Gateway House at RAF Brize Norton. My flight was due takeoff on the following afternoon and all timings were written down so I could not get them wrong. Gateway House was very comfortable but had a heating system that only had one temperature – hot. I am not sure if it was a training exercise to prepare me for what was to come but sleeping was very difficult.

The next afternoon all the passengers for the VC10 flight to Singapore via Bahrain and Gan were all assembled and driven out to the aircraft. I had never been aboard a large airliner before but it struck me as odd that the seats faced backwards. This was for safety reasons in case of a crash – very reassuring! We took off on time and the journey to RAF Masirah was uneventful, arriving in the late evening with the weather being pleasantly warm. One and a half hours (and a couple of pints) later we are back on board the VC10 en route to Gan, a six hour flight. This time was spent sleeping followed by breakfast. On disembarking at Gan my 'lightweight' UK clothing was more like a thick blanket and nowhere near appropriate for the wall of heat I walked into. Still, the Skyways Club sold cold beer and it was only 90 minutes before we were back on the aircraft bound for Singapore. Once again the four hours flight to Changi was spent sleeping mixed with a little excitement at actually arriving in the Far East. Once again the heat and humidity of Changi in a late Sunday afternoon was a bit of a shock but nothing that could not be handled. After collecting my baggage I was shunted off to Changi Creek for a night's sleep before my flight to Butterworth the next morning. Luckily, some of my old colleagues from North Coates were stationed at Seletar and had come to welcome me and introduce me to Tiger beer. A trip into Changi village and a few Tiger 'tops' certainly ensured a good night's sleep.

An early call was not appreciated but after some breakfast it was back to Changi for the trip north. I had been briefed about the comforts and delights of the two hours on the Bristol Freighter of 41 Squadron, RNZAF but nothing compares to your first actual experience of this. The old Bristol 'Frightener' (40,000 rivets in close formation) had very little to recommend it and I could see why families trooped up to Penang by Malay Singapore Airlines in the Fokker Friendship. After pieces of cotton wool were handed out – not much pressurisation on a 'Frightener' – it was off to Butterworth. I had kept a jumper with me as I had been warned it gets a bit chilly up there but nobody had explained why my companion put on his monsoon cape while we taxied out. After about 30 minutes I found out why, the condensation drips off the bulkhead and you get very wet if not prepared. The inflight catering was also interesting, consisting of an orange, a Kit Kat bar (very soggy at ground level but great after one hour flying) and a pack of sandwiches. These proved to be one salmon, one cheese and one ham but as they were all wrapped in the same piece of Clingfilm they all took on a very cosmopolitan flavour. The Air Quartermaster had an interesting line in catering – a condensed milk can with a raffia handle which was full of curry which he ate in the forward observation area thus giving all the passengers a good whiff of the aroma.

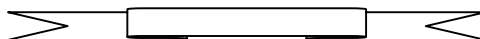


Two hours later we landed and I was met at Air Movements by representatives of 33 Squadron who took me to the Sergeants Mess where I was allocated a bunk and given a quick tour of the premises finishing in the bar. Being an Australian Mess they did not serve pints of beer but little 'kitchies

' but when in Rome etc. but it might take a while to get used to this. After a couple of beers it was back to the bunk to unpack and settle in. The next trauma was the introduction to the very aggressive 'dhobi' lady who marched in, collected up all my dirty washing and announced she would look after me – I was not going to argue with her! I had arrived in Malaysia, it was a far cry from the cold and windy North Lincolnshire coast I had left four days before, but the first impressions were good and I had two and a half years to get used to it.

(Part 2 of Don's story will appear in the next issue of the newsletter)

Don Donovan



MORE TALES FROM THE MIDDLE EAST

LATE 1960s RAF BAHRAIN

In November 1967, I was posted from a busy and understaffed Ground Radio Flight at RAF Lyneham to RAF Bahrain – my third full overseas tour in nine years. No real problem except I only been married 2 years and had been busy raising a family. I later found that my married allowance had been cut out on the unaccompanied tour as I was not living at home!!!

My flight there was by RAF VC 10 and was interrupted at Cyprus with engine failure. The 3 or so hour delay was made more pleasant at the waiting area (we were not allowed outside into Akrotiri) as I met my old Scottish W.O. on his second tour at Akrotiri. Many, many delightful Cyprus Brandy Sours later, my flight to Bahrain continued where I arrived with the beginning of a 3-day hangover.

There is not much grass or greenery in Bahrain, most of the green being loads of palm trees, and the overall smell was quite interesting. On arrival, sergeants were given an Orderly Sergeant's duty by a crafty SWO before the sergeant thought up a good excuse to avoid it. So third day in I quickly got to know the Camp layout, dressed in my smart KD and webbing belt. That evening I was called out by the Duty Officer for assistance in clearing the NAAFI at closing time. The airmen and soldiers drinking there would not move. The Duty Officer then called out the service police and the police dogs and all was building up to a full riot. The officer would not get out of his Land rover for fear of being attacked! So I volunteered to sort things out before things got uglier. I entered the crowded Airman's NAAFI bar, approached a table of SAS soldiers and persuaded them to set an example by leaving. They did to my amazement and the drunken crowd soon followed, avoiding a nasty situation.

As a sergeant Ground Wireless Fitter, my job was to be in charge of servicing at the large inter-service Transmitting Station on camp by the seaside overlooking the Muharraq Arab village. Sounds good except the beach outside the village was the toilet area for the rather tatty village and the smell at low tide of the putrefying defecation in the hot sun was horrendous. The seaside double doors of the air conditioned Transmitter Hall were consequently seldom left open. The transmitter hall was extensively kitted out with the large HS series transmitters, T1509s and Racal M6 transmitters and a large room of various drive units from Marconi and Racal with stabilised power supply. One sophisticated Racal type was entirely new to me. It was a type that was frequently to break down, not helped by being an evil mix of thermionic valves and transistors. I later found out that the reason it was so unreliable was that the stabilised mains supply in the Drive Room was actually very unstable, and I spent many an hour over the months re-setting them up before I called in the MOD workers responsible for the power problem, and the frequent unservicability was fixed. I had thought my ignorance of workings of the complex Drive Unit was the cause of the problems.

Whilst the Transmitter Station and Radio Relay were staffed by the RAF, the Comm centre was all Royal Navy located at land based HMS Jufair the other side of the capital, Manama. During my dealings with the RN, I usually talked to or visited the Master Petty Officers on shift duty and they were very helpful bunch. My boss at transmitters was a Flt. Lt., his boss was a Lt. Commander and his boss an Army Brigadier – truly a joint services outfit. My boss was a very helpful ex-ranker but the Navy man when full of pink gins in the afternoon, was a waste of time!

The airfield at Bahrain was (and is now) a joint civil/ military facility, with a very interesting batch of aircraft using it. One was the Argosy that had once overshot the runway and sunk in the sea. It had been recovered, refurbished and flew with a plimsoll

Royal Air Force Locking Apprentice Association

line painted at cockpit level. Another aircraft was the weekly visit of the Russian Tuplov twin jet airliner which always took the whole runway to take off, before staggering into the air.

Most weekends four of us treated ourselves to a meal at the Airport Restaurant. The catering there was excellent and there was a good choice of wines. All enjoyed as we watched the activities on the runway. Return to Camp from visits to Manama, quite often stopped on the long causeway linking Manama with the island of Muharraq (where the RAF camp was), at a floating café which served lovely prawns dishes. Unfortunately it was frequently followed next day by a dose of the runs!

Being a good Islamic state, public drinking was not allowed in Bahrain except at the Airport Restaurant, hotels and in non-Muslim homes. The RAOB club in town had its own stock of drinks and it was useful when one of our members (the Yorkshire born Chief of Police for Manama) gave us hints for when a crackdown was planned by the police on people carrying beer and spirits home in their car boots. Whilst I was at Bahrain, 3 people were sentenced to the Jebel (jail) for allegedly transporting booze.

During my tour, Bahrain decided to convert to driving on the Continental side of the road. It was a very interesting period, but carried out with surprising efficiency. Police and other organisations such as the Boy Scouts were stationed at road junctions, roundabouts and traffic lights to help control the traffic rules change. It did not help when at that time the MT Section on Camp decided I did not need a Land rover and substituted it with a Minivan. Not the best vehicle for facing the big American type cars mostly used by the Bahrainis, when met head on on the new wrong side of the road. Also when I was driving (alone) to a desert Radio Relay site with their many thousands of dinars pay in a bag, the Mini broke down in the open desert in over 50deg.C of heat with an engine vapour lock. I took ages of fanning the engine to restart it. In the meantime as darkness approached, no traffic at all passed me.

Social life at Bahrain was surprisingly good for me. The frequent visits to HMS Jufair gave me some accompanied navy types as friends, the RAOB activities were good and the fact that an ex-girlfriend was living in Manama with her Gulf Aviation pilot husband enlarged my social activities. On Camp there were RAF people that I had known elsewhere and that helped, especially when I joined the Sergeants Mess Entertainments Committee. An invitation to the British Consulate in town to witness a medic W.O.s medal presentation was a highlight. Where after quaffing a bottle and a half of Champaign our small RAF group retired to the Station Commander's quarter for a further 9 cans of Carlsburg.. I did though end up in sick quarters for 5 days with a stripped lining to my stomach. It taught me a lesson about over-drinking. Dancing at the occasional night time dances in the Sergeants Mess was enjoyable with accompanied families, UK nurses from Manama Hospital and on one occasion hosting a delightful Barbara Windsor who danced very nicely.

The Bahrain tour at work was a very busy time for me as there was a Henlow Fitting Party fitting in the new Racal Speedrace Transmitters whilst we were trying to provide a full service with one third of the aerals that we needed and Henlow workers all over the place, during an advanced Aden base withdrawal programme. It was not helpful when half way through my tour the Flt. Sgt i/c was urgently posted down the Gulf to replace one who had suddenly dropped dead. This left me doing admin as well as i/c servicing at Transmitters. It was so hectic that I was still at work up to 2 hours before my flight home on tour completion. >>>>

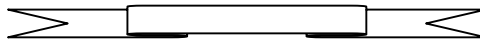
Leave visits away from Bahrain was allowed and unlike many others, I sacrificed a trip to Mombasa for two trips to UK to see my young family. One flight home was memorable by being on a flight I bought on a BOAC VC10. UK bound from Pakistan to UK – via Bahrain, Kuwait, Beirut, and Cairo. By the time we reached Kuwait all the toilets were blocked and stinking, and when we landed in Beirut there were civil war factions fighting around the airport with smoke from fires everywhere, but over Cairo I had a beautiful view of the pyramids. The second flight home was a bit better, aboard an Admiral's VIP Comet 4, but I was offloaded in Cyprus for a casevac case, to complete the flight home 2 days later on a Britannia.

Visits to the beaches, a trip on an Arab dhow, camel races and the usual tourist bits also helped to alleviate the trials of an unaccompanied tour.

Guard duty was another feature in the Bahrain at the time of the Israeli 6-day War with Egypt and Syria. Guard commander at the airfield perimeter i/c a bunch of airmen with rifles and a single magazine of bullets was just not real! "Don't shoot unless you are shot at", the usual instructions we were forced to live (or die) by. But we survived it.

My Bahrain 12 month tour (to the day) was not my chosen posting, but was very eventful, and I have not covered all, but it was an interesting tour. A recommendation for accelerated promotion was a bonus, although held over as my next promotion was nearly due.

Brian Davies 76/77th



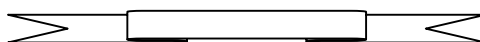
HUMOUR

ANYONE RECOGNISE THE SITUATION?

Please enter your new password:

- > "cabbage"
- > Sorry, the password must be more than 8 characters.
- > "boiled cabbage"
- > Sorry, the password must contain 1 numerical character.
- > "1 boiled cabbage"
- > Sorry, the password cannot have blank spaces.
- > "50bloodyboiledcabbages"
- > Sorry, the password must contain at least one upper case character.
- > "50BLOODYboiledcabbages"
- > Sorry, the password cannot use more than one upper case character consecutively.
- > "50BloodyBoiledCabbagesShovedUpYourAss,IfYouDon'tGiveMeAccessnow"
- > Sorry, the password cannot contain punctuation.
- > ReallyPissedOff50BloodyBoiledCabbagesShovedUpYourAssIfYouDontGiveMeAccessnow"
- > Sorry, that password is already in use.

Malcolm Tipper 87th



THIS COMES FROM A CATHOLIC ELEMENTARY SCHOOL TEST. KIDS WERE ASKED QUESTIONS ABOUT THE OLD AND NEW TESTAMENTS. THE FOLLOWING STATEMENTS ABOUT THE BIBLE WERE WRITTEN BY CHILDREN.THEY HAVE NOT BEEN RETOUCHEDED OR CORRECTED.INCORRECT SPELLING HAS BEEN LEFT IN.

Royal Air Force Locking Apprentice Association

- *IN THE FIRST BOOK OF THE BIBLE, GUINNESSIS. GOD GOT TIRED OF CREATING THE WORLD SO HE TOOK THE SABBATH OFF.*
- *ADAM AND EVE WERE CREATED FROM AN APPLE TREE. NOAH'S WIFE WAS JOAN OF ARK. NOAH BUILT AN ARK AND THE ANIMALS CAME ON IN PEARLS.*
- *LOTS WIFE WAS A PILLAR OF SALT DURING THE DAY, BUT A BALL OF FIRE DURING THE NIGHT.*
- *THE JEWS WERE A PROUD PEOPLE AND THROUGHOUT HISTORY THEY HAD TROUBLE WITH UNSYMPATHETIC GENITALS.*
- *SAMPSON WAS A STRONGMAN WHO LET HIMSELF BE LED ASTRAY BY A JEZEBEL LIKE DELILAH.*
- *SAMPSON SLAYED THE PHILISTINES WITH THE AXE OF THE APOSTLES.*
- *MOSES LED THE JEWS TO THE RED SEA WHERE THEY MADE UNLEAVENED BREAD, WHICH IS BREAD WITHOUT ANY INGREDIENTS.*
- *THE EGYPTIANS WERE ALL DROWNED IN THE DESERT. AFTERWARDS, MOSES WENT UP TO MOUNT SINAI TO GET THE TEN COMMANDMENTS.*
- *THE FIRST COMMANDMENT WAS WHEN EVE TOLD ADAM TO EAT THE APPLE.*
- *THE SEVENTH COMMANDMENT IS THOU SHALT NOT ADMIT ADULTERY.*
- *MOSES DIED BEFORE HE EVER REACHED CANADA THEN JOSHUA LED THE HEBREWS IN THE BATTLE OF GERIZIM.*
- *THE GREATEST MIRACLE IN THE BIBLE IS WHEN JOSHUA TOLD HIS SON TO STAND STILL AND HE OBEYED HIM.*
- *DAVID WAS A HEBREW KING WHO WAS SKILLED AT PLAYING THE LUTE. HE FOUGHT THE GOLIATHS, A RACE OF PEOPLE WHO LIVED IN BIBLICAL TIMES.*
- *SOLOMON, ONE OF DAVID'S SONS, HAD 300 WIVES AND 700 PORCUPINES.*
- *WHEN MARY HEARD SHE WAS THE MOTHER OF JESUS, SHE SANG THE MAGNA CARTA.*
- *WHEN THE THREE WISE GUYS FROM THE EAST SIDE ARRIVED THEY FOUND JESUS IN THE MANGER.*
- *JESUS WAS BORN BECAUSE MARY HAD AN IMMACULATE CONCEPTION.*
- *ST. JOHN THE BLACKSMITH DUMPED WATER ON HIS HEAD.*
- *JESUS ENUNCIATED THE GOLDEN RULE, WHICH SAYS TO DO UNTO OTHERS BEFORE THEY DO ONE TO YOU. HE ALSO EXPLAINED A MAN DOETH NOT LIVE BY SWEAT ALONE.*
- *IT WAS A MIRACLE WHEN JESUS ROSE FROM THE DEAD AND MANAGED TO GET THE TOMBSTONE OFF THE ENTRANCE.*
- *THE PEOPLE WHO FOLLOWED THE LORD WERE CALLED THE 12 DISCIPLES.*
- *THE WIVES WERE THE WIVES OF THE APOSTLES.*
- *ONE OF THE OPPOSSUMS WAS ST. MATTHEW WHO WAS ALSO A TAXIMAN.*
- *ST. PAUL CAVORTED TO CHRISTIANITY, HE PREACHED HOLY ACRIMONY, WHICH IS ANOTHER NAME FOR MARRIAGE.*
- *CHRISTIANS HAVE ONLY ONE SPOUSE. THIS IS CALLED MONOTONY.*

LIFE AFTER THE RAF

PROJECT APOLLO

Towards the end of 1967 I started job seeking as I had decided to leave the service after 12 years. Electronics Weekly was always full of job adds and I noticed an advert for engineers/technicians to work for AWA (amalgamated wireless australasia) at Carnarvon Tracking Station in West Australia. NASA (National Aeronautical and Space Administration) had built the largest tracking station outside the USA to track and control Mercury, Gemini and Apollo space craft. I applied and was interviewed for the job(one had to take an exam in Analogue and Digital electronics plus Hydraulics) I passed the exam but no job offer was forthcoming by early 68 so I gave it a miss and worked for BAC Guided Weapons Division for 7 months then in Oct68 decided to join my brother in West Australia (became a \$20 POM).About mid Nov 68 the tracking station job was re advertised in the local West Australian so I applied again, similar interview and same exam. This time I was offered employment as a technician, so off to Carnarvon we went 602 miles North of Perth, pleasant journey but had to sleep in the car due to lack of cash. Hotel accommodation for 3 days then moved into one of the many houses made available to Tracking Station Staff. Why did it take so long to get a job offer?

History

January 1967 three astronauts were incinerated inside Apollo 1, caused when leak testing with oxygen at 15psi and an electric spark occurred. The escape hatch opened inwards hence a rapid escape was limited. Whole space program was put on hold until major modifications had been made.

Nov 1967 Massive Saturn 5 rocket, launch was a success

Oct 1968 Apollo 7 launched earth orbit mission all systems tested now ready to continue with moon landing program.

Back to Carnarvon when meeting with the Tracking Station manager I was asked where I would like to work in the USB (Unified S Band) section. I had a choice of Receiver Exciter, Antenna control (Servo), Radar ranging, computer control, Telemetry and Biomed data. I chose servo as I had ample experience (AI 17, Green Satin, Red Steer and Rapier at BAC).First job fix the clapped out system monitor which consisted of three separate chart recorder units recording servo, R and E, and digital data using ink fed pens. A number of circuit boards were faulty and the pens kept blocking far too regularly. Replacement circuit boards were available, but the pens were a different problem. Solved by devising a pen flushing system using clean fluid with source and a collector tray to recycle the fluid (pen blockage was rare and most lasted a 6 day mission).

First Mission Apollo 8 21/12/68 Mission day staff on duty approx. 2 hours prior to launch, all equipment tested and calibrated, results sent to USA(Recorder charts, magnetic Tape, and computer data).Thirty minutes prior to launch everyone at their designated positions and linked by intercom, great atmosphere especially as it was night time in Australia, am USA.

Operation Antenna positioned on the horizon facing South West (by computer data), on the acquisition of spacecraft (AOS) tracking lasted for approx. 7 mins until loss of signal (LOS) occurred.

Prior to Carnarvon's LOS the spacecraft was being tracked by one of the two tracking stations in Canberra. The command to fire the stage 2 rockets to accelerate the spacecraft to 25,000mph to escape the earth's gravity and go to the moon, was from the USA via Carnarvon.

Journey to the Moon Lasted 3 days and reached within 70 miles of the Lunar surface, total distance 234,000miles,at an average speed of 3250mph,total moon orbits 10.Working shifts lasted 13 hours, even longer if faults had to be fixed(25th Dec was a working day).Post mission all equipment was calibrated.

Learning the job The original employees were trained in the states, new staff had to teach one's self with some help with operations. The antenna was hydraulically actuated and electronically controlled, if one made a hash of controlling it, it would tear off to its dead limit (zero deg elevation) and one could not change its position until someone walked 30 yds. to the antenna, pressed a couple of buttons while the operator drove it out. How embarrassing as there was always an audience. I enjoyed learning all about the electronics and hydraulic systems.

Between Missions Normal working hours 8.30 to 5.00, duties equipment maintenance, modifications and the occasional star track to keep us on our toes.

Apollo 9 Launched 3/3/69 This mission had an extra payload the LEM (lunar excursion module). Most active mission with a total of 10 earth orbits, one every 90 mins testing the LEM's release, maneuverability in space, docking, and occupancy by the astronauts.

Apollo 10 Launched 18/5/69 Dress rehearsal for Apollo 11 Moon mission LEM released and gets to within 15Km of the Lunar surface .After this mission USB staff got a rocket from the station manager who had listened to our conversations during the 2 hour pre-launch period and didn't care much for our jokes (Prude).

Apollo 11 First moon landing, everything went as planned until a miscalculation and erroneous data causes LEM to nearly run out of fuel trying to find a suitable place to land (sea of tranquility).Famous words transmitted "Houston tranquility base here, Eagle has landed" "That's one step for man, one giant step for mankind" Rock samples 40 million years old were collected, the best pictures beamed across the world from Parks 90 ft dia dish in NSW. As one can imagine this was a fantastic experience, with many beers consumed afterwards.

Apollo 12 Launched 14/11/69 Second moon landing, things went as planned this time numerous moon walks, many more rock samples and part of Apollo11s surveyor were collected. An atomic powered package known as ALSEP was placed on the moon's surface to monitor, wind speed, and temp etc. At this precise time I was operating the Servo System to acquire this new data. Later on during tracking I noticed on the systems monitor that the X axis readings were very irregular, the supervisor was informed. The states were also notified that Carnarvon had to go off line until the servo system was fixed, this was where apps training and service experience enabled me to fix the faulty servo amplifier rapidly. Back on track with a message of congratulations from Houston. The replacement amplifier cost NASA \$2500, the price then of a new Ford Falcon.

1970 Cyclone February is often cyclone time in the north west of Australia, the first one was not as severe as predicted. The 2nd one a week later caused a huge amount of damage, I was requested to design a transistor circuit to feed wind info into the systems monitor. Wind speeds well in excess of 100mph were recorded. Many parts of the town were flooded, the water reached up to the bottom of the car doors in my garage. This was my last experience at Carnarvon, departure was necessary due to family reasons.

Mike Keen ex 78th

ROYAL AIR FORCE LOCKING APPRENTICE ASSOCIATION

MINUTES OF THE TWENTIETH ANNUAL GENERAL MEETING OF THE RAFLAA

HELD AT THE WEBBINGTON HOTEL, LOXTON, WESTON-SUPER-MARE ON
SATURDAY 26TH APRIL 2014 AT 13.30 HRS

Present:-

Committee:	Tiny Kuhle	87th	Chairman
	Chris Bryan	87 th	Secretary
	Tony Horry	76 th	Treasurer
	Jim Doran	219 th	Membership Secretary
	Colin Ingram	88th	Newsletter Editor
	Peter Crowe	95 th	Webmaster/AA Rep
	Graham Beeston	209 th	Craft Rep
	Rick Atkinson	91 st	Service Rep
	Andy Perkins	109 th	Tech Rep

There were 58 members in attendance.

ITEM 1 CHAIRMAN'S OPENING REMARKS AND APOLOGIES

Apologies :-

Air Cdre Martin Palmer (91st) President
Mike Ward (76th)
Brian Coleby (87th)
John 'Charlie' Trussler (87th)
Ron Stoves (93rd)
Philip Aston (74th)
David Crookes (91st)
Brian Farrell (96th)
Phil Mann (87th)
Roy Mortlock (87th)

Martin Palmer sent his sincere apologies for not being able to come to the meeting, but some unavoidable family issues prevented his attendance for the first time ever.

Royal Air Force Locking Apprentice Association

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 the following who had died during the past year:

Peter Hoare (92nd)
Ken Toogood (79th)
Colin Cove (83rd)
Kenneth Farmer (75th)
Norrie Moir (203rd)
Nobby Clarke (98th)

Non members
Norman Maddex (76th)
Terry Stiby (76th)
Tony Errington (92nd)

The Chairman reported as follows:

2013, was of course the 20th anniversary of our formation, and we decided that an additional visit to an interesting site, and evening gathering would be appropriate to mark the occasion. As you all know (or for those that didn't go, should have read in your NL) we visited Bletchley Park. It was a very good venue, and really, an afternoon spent there didn't do it justice. There was quite a bit of refurbishment going on in some of the original huts, I think some of our members will remember war-time wooden huts with 'fondness', so it might do for another visit in a few years time. We were fortunate in having an 'insider' who works a volunteer to help us with bookings, Barry Dinnage (87th), was a tremendous help. I think I can also safely say that the evening gathering was also very successful, if the noise of chatter and laughter was anything to go by!, perhaps it was a few glasses of wine that helped in that direction. So get your thinking caps on and make suggestions for any other 'extra' gatherings that you, the Association, would like, to supplement our annual reunions. Please let's have a few letters to the NL, or to coin a phrase, see me afterwards.

We have a full agenda to cover some interesting ideas, apart from the normal business of an AGM. Your committee has given a lot of time and effort to make progress on, for example, the Locking monument to Apprentice training, Rick Atkinson will expand on this, but I'm sure that there will be some helpful suggestions from the floor to assist. We also had to put our thinking caps on again over the issue of the wording in the constitution, for eligibility of membership. I thought that we had covered that last year, but one of our members pointed out that if we wished to open the Association to Associates, who had not actually been Apprentices, then we needed a change in the wording. I believe we have done this, but it is for your vote that is necessary. I'm personally keen on being able to attract younger people into the Association, as well as those ex-Apprentices who were not at Locking, who will be able to give us the benefit of their experience.

I'm grateful for the time and effort put in to the Association by your committee, and on your behalf I thank them all. As you know, our Secretary, Chris Bryan, will not be standing for re-election this year, and I'd like to take this opportunity to thank him for his sterling work this past 3 years.

Normally, I'd hand you over to our President, to present our award to this year's nomination from No.1 RS, Cpl. Peter Moore. But unfortunately Cpl. Moore could not be with us today. We did have a contingency plan for the presentation, but that is no longer necessary. We will present this trophy to him at the No.1 RS annual lunch in October. I would, however, like to read the citation to you, so that you can see why he was nominated.

ROYAL AIR FORCE LOCKING APPRENTICE ASSOCIATION



President: Air Commodore Martin Palmer RAF (Ret'd)

TROPHY CITATION

This certificate is presented to

Cpl. Peter Moore

In recognition of his being awarded the

Royal Air Force Locking Apprentice Association Trophy for 2014

Cpl Moore is employed as JNCO instructor for the highly technical (C&G) Advanced Fibre Optics Courses and Skilled Climber Courses (SC). His duties involve the delivery of both practical and theory elements of both Tri-service courses and completion of associated course administration, including student reports and internal validation.

Cpl Moore has used his initiative, and proactively re-designed and implemented more interactive SC lesson plans along the theme of EBT to cater for a diverse tri-service audience of variable skill. This has resulted in those 'dry' JSP375 elements being enjoyable for students, thus improving the learning experience and examination results on first attempt. Following successful internal validation comments and praise from students, Cpl Moore has since completed this improvement to a number of other lessons within the syllabus of both courses. It has been consistently observed that Cpl Moore is achieving Training Objectives in his new delivery methods and is a highly proficient instructor at delivering a complex subject to those at a 'beginner' level. His self-learning and development has resulted in his appointment of lead instructor for the AFO course.

He had also observed that the majority of lesson delivery media was significantly out-dated, and researched up-to date and appropriate material which was required to achieve Training Objectives. He instigated this process, and completed all necessary paperwork, with no direction, and submitted it to No.1 RS. In consideration for student feedback, Cpl Moore produced a bespoke CD for all students to include all course notes and lessons on the Fibre course. His personal objective was to improve the learning experience for the student, whilst facilitating their preparation stages for difficult exams. This has proven to be a very effective change and is now common practice. To aid staff integration and team building, Cpl Moore identified a great Adventure Training opportunity (Moroccan Exped – 29 Mar 14) for the AES team. In support of building team ethos, he is continuing his own personal development towards the Summer and Winter Mountain Leader award scheme, to enable him to lead future section AT activities.

H.'Tiny' Kuhle (Chairman)

C. Bryan (Secretary)

Cpl Pete Moore

Background

Cpl Moore is employed as JNCO instructor for the highly technical (C&G) Advanced Fibre Optics Courses and Skilled Climber Courses (SC). His duties involve the delivery of both practical and theory elements of both Tri-service courses and completion of associated course administration, including student reports and internal validation. The SC course includes a significant amount of 'dry' subject, based around JSP375 and until recently has been delivered using considerably out-dated teaching material. He is nominated for his actions that extend beyond his JNCO Instructor TORs and expectations.

Nomination Points

1. Cpl Moore has used his initiative and proactively re-designed and implemented more interactive SC lesson plans along the theme of EBT to cater for a diverse tri-service audience of variable skill. This has resulted in those 'dry' JSP375 elements being enjoyable for students, thus improving the learning experience and examination results on first attempt. Following successful internal validation comments and praise from students, Cpl Moore has since completed this improvement to a number of other lessons within the syllabus of both courses. Through instructor monitoring, it has been consistently observed that Cpl Moore is achieving Training Objectives in his new delivery methods and is a highly proficient instructor at delivering a complex subject to those at a 'beginner' level. His self-learning and development has resulted in his appointment of lead instructor for the AFO course.
2. He recently presented me with an AFO course issue, along with a solution in the form of a Request for Change. He had observed that the majority of lesson delivery media was significantly out-dated and researched up-to date and appropriate material which was required to achieve Training Objectives. He instigated this process and completed all necessary paperwork with no direction and passed to myself for submission to No.1 RS.
3. In consideration for student feedback, Cpl Moore produced a bespoke CD for all students to include all course notes and lessons on the Fibre course. His personal objective was to improve the learning experience for the student, whilst facilitating their preparation stages for difficult exams. This has proven to be a very effective change and is now common practise.
4. To aid staff integration and team building, Cpl Moore identified a great AT opportunity (Moroccan Exped – 29 Mar 14) for the AES team and applied for it via the ATGA website. Upon success at the first sift of the application process, Cpl Moore then formed a part of the project team, in order to complete all necessary JSATFA and application processes. Following diplomatic clearances, allocated funding from No.1 RS and 1* endorsement, the team will depart for Morocco on 29 Mar 14 for a 2 week trek of Mount Toubkal. In support of building team ethos, he is continuing his own personal development towards the Summer and Winter Mountain Leader award scheme, to enable him to lead future section AT activities.
5. In order to develop his Mgt and Leadership Acumen, Cpl Moore has personally invested in extra-curricular, distance learning study for which he is half way through a BA(Hons) in Leadership and Mgt. He has also started the application process for CMI level 4 in Leadership and Management which will be his next conquest.
6. He has volunteered to support the trade in annual British Antarctic Survey support duties.

ITEM 2 PRESIDENT'S ADDRESS AND PRESENTATION OF THE RAFLAA TROPHY

The No 1 Radio School nominated Cpl Peter Moore as the outstanding instructor of the year. Unfortunately Cpl Moore could not attend the meeting and so no presentation was made.

ITEM 3 MINUTES OF AGM 2013

The minutes were studied by the membership on the website and it was agreed that they were an accurate record of the previous meeting.

Proposed: Charles Hart. (71st) Seconded: Harry North (96th)

The motion was carried.

ITEM 4 MATTERS ARISING

There were no matters arising.

ITEM 5 TREASURER'S REPORT

A copy of the Accounts and Balance Sheet for the year ending January 2014 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 2014.

The balance sheet for the Association now shows assets of £6,914.03, which is a surplus of income over expenditure of £233.27 for the year. Again we have not had any large capital expenditure as in 2011/12 when the Memorial to RAF Locking Apprentices was installed at the National Arboretum.

ITEM 5.1 AGM 2013

The total cost of the AGM 2013 is shown as £4,395.49 which includes the cost Webbington (£3,541.50 including the cost of wine and bar subsidy); coach (£285); Music (£220); annual award trophy donation of £50.00; Wordsmith (£17.95) other small expenses together with the deposit for today's event (£200)

ITEM 5.2 EXPENSES

In accordance with the decisions made by the Association no donations in memory of deceased members have been made since 2012.

The 2013 AGM raised a donation of £135.00 for Help for Heroes.

We have made a donation to Flowerdown House when we used their hospitality for the two Committee meetings held during the year.

It was pointed out by the secretary that at the AGM of 2013 a donation of £100 would be donated to the RAFBF in remembrance of members who had died during the year.

ITEM 5.3 Overheads

These are much on a par with the previous year.

The Committee decided that we should set up a Direct Debit of £10.80 per quarter as payments for website cost. This is to ensure that we do not have a problem as occurred many years ago due to the death of the webmaster and the disabling of access to the website.

Royal Air Force Locking Apprentice Association

PROFIT & LOSS

<u>INCOME</u>	2012/2013	2011/2012
Membership fees	£2,355.00	£2,388.20
Life membership	£200.00	£0.00
Sales - ties, pins and videos	£75.00	£40.000
Donation (AGM fund raise)	£135.00	£201.00
AGM and other misc income	£3,369.00	£3,117.00
Bank interest received	£3.64	£3.71
	£6,137.64	£5,749.91
<u>EXPENDITURE</u>		
Pins	£38.60	£0.00
Ties	£0.00	£222.12
Videos	£0.00	£0.00
Name badges	£44.30	£4.90
AGM and other purchases	£4,395.49	£3,957.93
Donations	£215.00	£281.00
Other - Memorial		
	£4,693.39	£4,465.95
<u>DIRECT EXPENSES</u>		
Advertising		£34.00
Bank charges	£0.00	£0.00
Auditing	£50.00	£50.00
Refund		£127.00
	£50.00	£2110.00

Royal Air Force Locking Apprentice Association

OVERHEADS

Travelling expenses	£653.00	£510.50
Printing	£280.00	£294.00
Telephone	£0.00	£42.32
Postage and carriage	£113.83	£109.35
Stationery	£0.00	£0.00
Website (inc. DD)	£114.15	
	£1,160.98	£956.17
<u>PROFIT/LOSS</u>	£233.27	£116.79

BALANCE SHEET

	2013/2014	2012/2013
<u>CURRENT ASSETS</u>		
Deposit Bond		
Business Money Manager A/C	5,195.50	£5,191.86
Community Account	1,694.20	£1,464.57
Petty cash	24.33	£24.33
<u>NETT CURRENT ASSETS</u>	6,914.03	£
<u>CURRENT LIABILITIES</u>		
<u>FINANCED BY</u>		
Brought forward balance	6,680.76	£6,563.97
Profit and loss account	233.27	116.79
	£6,914.03	£6,680.76

The Chairman asked for a proposer and seconder for the report as being accurate.

Proposed by John Hall (92nd) and seconded by Roy Abraham (86th)

Vote carried.

ITEM 6 MEMBERSHIP SECRETARY'S REPORT

ITEM 6.1 GENERAL

We have had a steady year in terms of Membership numbers.

Unfortunately we have lost 6 Active members of the association

Ken Farmer (L) of the 75th
Peter Hoare (L) of the 92nd
Ken Toogood of the 79th
Colin Cove (L) of the 83rd
Nobby Clarke of the 98th
Norrie Moir of the 203rd

Non Members:

Norman Maddex of the 76th
Terry Stiby of the 76th
Tony Errington of the 92nd

Joiners of the Association:

Numbers 6 – which balances out the number of active members leaving us. Interestingly, the most senior entry joining over this last year is a member from the 70th Entry. (William David joined February 2014)

- *Entry profiles Brief:*
97th Entry has an active number of 23 members (22 last year) and they were the biggest group of joiners a couple of years ago adding 9 members in 1 year.
- *87th Entry has an active group of 27 members (27 last year)*
- *Clearly again the SENIOR Entry in many ways is the 76th Entry with a steady total of 31 active members (31 active members last year).*

ITEM 6.2 ADVERTISING

The Association continues to advertise in the Royal Air Forces Association magazine. I had just 1 enquiry via this route but I think it is fair to say this should remain an open route. I am due to visit the RAFA HQ in Leicester shortly through business with the local RAFA branch and intend to highlight our association and seek any more ways of promoting our existence.

I also use Facebook and Forces Reunited to spread the word about Locking Apprentices and the Association.

I will continue to use such routes and seek out new ways and routes to help keep the association alive. Please also help by taking every opportunity to enlist ex apprentices wherever they turn up.

ITEM 6.3 NEWSLETTER

The newsletter - mainly available by download from the RAFLAA website and this remains the most cost effective way for the Association 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 and I ask you to download where possible please.

Distribution routes and volumes

I sent out 295 email notifications notifying members that a new edition of the newsletter is available. Unfortunately I do have a number of email addresses that bounce back with an unknown/unidentified notification.

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 for the Association.

- *A total of 46 copies, down from 49 last year:*
- *31 Copies (32 previous year) to UK Addresses and down to*
- *2 copies (from 3) to overseas addresses*
- *7 copies (8 last year) to families of members who have passed away, mainly Widows*
- *3 Copies to fellow Organisations*
- *3 Copies distributed by the Association Secretary.*

ITEM 6.4 LIFE MEMBERSHIP AND STANDING ORDERS

Life Membership numbers has reduced to a total of 71 (74 last year), due to the loss of 3 life members and there were no new Life Membership applications during the past 12 months.

Payment by standing order is by far the best way to pay annual membership fees and the most cost effective for the Association. Please consider converting to this method of annual membership payment if you don't already do this.

ITEM 6.5 MEMBERSHIP CHANGES SINCE THE LAST AGM ON 27TH APRIL 2013 UP TO 26TH APRIL 2014

We are currently running at 374 active members on the database, which is the same total as last year.

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.

Mike Farmer (97th) suggested that the names of members whose e-mail bounced. (ie. those who had changed email addresses and who had forgotten to inform the membership secretary) be put on the website, in order to remind that member to update his address. This would be done.

ITEM 7 SECRETARY'S REPORT

It is with some regret that I have come to the end of my tenure as Secretary to this association, but I feel that it is time to let another brain take the helm.

At the retirement of Dave Gunby, my predecessor, three years ago, Tiny asked me to fill his (boots?) or did I mean shoes, and I was a little in awe at the prospect, as administrative duties had never been my forte. Dave did a wonderful job, and a difficult act to follow. I would say that I had just held the job down, and would have been overwhelmed had it not been for the effort and support of my wonderful wife.

Royal Air Force Locking Apprentice Association

You may recall that at the last AGM., our president, Martin,(who unfortunately cannot be with us today) suggested that the new secretary, whoever it was going to be, should “shadow” my duties, so that he may understand what was required of the job.

To allay all your fears, I would like to report that during the dinner/dance after the AGM. I was approached by Nigel Lodge, from the 91st entry, who VOLUNTEERED for the post. He has subsequently attended a FABEA meeting at RAF Halton, last July, and also the last committee meeting, in Weston Super Mare back in January.

I shall give him all the help I can, (if he is elected by this meeting – there may be other candidates after all.)

During my tenure, I have had the chance to meet, and exchange correspondence, with many of you, and it has been a privilege, to have been the go between, when old friends have lost touch and have wished to be reunited.

We are living longer too!. I have had to write only three letters of condolence to relatives of deceased members, although a few ex-members have passed away, and I have only been able to inform other members of the same entry. Jim, our membership secretary, has done a wonderful job by finding seven new members over the past year, so we have an increase in membership numbers.

With regard to our memorial stone at the National Memorial Arboretum, Tiny and I ventured to Staffordshire, because we had learned that the Cranwell Association memorial was looking a little sad. Unlike ours, the CAA had been constructed from bricks and mortar, and the salt from the mortar had stained the bricks. The Cranwell Association, before its demise found one benefactor who provided the funds to have their memorial stone clad in stone, provided he remain anonymous. When that job is done their memorial will look a fine lot better. I might add that the authorities at the NMA had threatened to remove any unsightly memorial, which in their opinion, did not reach their high standard of esthetics. Ours looks as good as new.

Even after my retirement, I informed Tiny, that I would be quite prepared to visit our memorial with him, to ensure that it is in good condition.

It is now time to say goodbye to you all, and introduce Nigel, as our prospective new secretary.

Thank you all for your support.

ITEM 8 NEWSLETTER

I hope to keep this report as short as possible so that you can get on with the serious business at the bar and catching up with your Entries gossip.

Firstly can we have a show of hands from those that read the Newsletter?

I would like to thank our contributors to the Newsletter namely:

Brian Colby
Mike Collier
Ian Davies
Jeremy Collier
Chris Bryan
Charlie Trussler
Bob Chandler

Pete Crow
Dave Croft
Jeff Parker
Alan King
Paul Kite
Bruce Graham

Royal Air Force Locking Apprentice Association

That list is in no way complete but thank you all for your articles I find them fascinating and I hope so does the rest of the Association and I propose a vote of thanks to all who make the effort to forward their stories to the Newsletter.

I am still plugging the Regional emphasis for the Newsletter.

We have covered the Middle East but still happy accept more articles

For the next year I am hoping for some interesting tales from the Far East, feel free to leave out the embarrassing bits, although a few 'saucy tales' wouldn't come amiss, anyone who has spent any time in HK, Singapore, Malaysia, Australia etc. must have a few spicy bits to tell us all.

Thanks to the Penang and Butterworth Association, courtesy of Dave Croft I have a few articles in the bag already – but there is plenty of room for more.

But I can promise some good and interesting stories over the next year, there are several new names that have come forward with their tales of past deeds.

I had considered the Anniversary of World War I as an article. But even the oldest of us here were not even a twinkle at that time, but the germ of the idea of forming the RAF Apprentice Scheme was born during these years, Trenchard's Memorandum to the Air Minister established the requirement. So if we have any history buffs amongst perhaps an article covering those early years would be appropriate.

What else have we achieved over the last year?

Locking Reviews on web site, I still have more to do and thanks to Ron Spain of the 96th I have a link to a few additional copies.

In an attempt to fill the gap on the web of pre digital Newsletter I broadcast an appeal for the old Newsletters. The cavalry came over the hill in the form of Mike Collier (naturally) he has a full set of first edition Newsletters. Also Ron Spain, again, has provided me with some extra copies. These will be published on the web site hopefully fairly soon.

When not doing the Newsletter publication one of my pastimes is going for walks on the Cornish Coastal Footpath. Recently we did a walk near Fowey and met a chap going in the opposite direction. So we stopped and passed the time of day, he was from 'up country' a foreigner from Surrey. It came to pass that he was a regular visitor to Cornwall coming down about 5 or 6 times a year (obviously a wealthy foreigner). His reason he gave for all these trips was "You never know what will befall you over the next year". Your health may deteriorate over that time and not be able to walk or see or travel so do it while you can.

So gentlemen the moral of the story is

- your monitor may go blind,
- your computer may get a virus or
- your printer may run out of ink,

So get typing now and send your stories in while you can.

Thank you for listening.

ITEM 9 WORDSMITH AWARD

As you can see from my Report we have had some good responses for articles over the last year which is fully appreciated by me at least mainly so that I don't have to fabricate these stories myself.

So without repeating myself from earlier I have reduced the nominations for this year's award to:

Mike Collier (should be Newsletter editor)
Brian Colby (in credit)
Jeffrey Parker 216th – (Masirah/Salallah)
Charlie Trussler (Humour)
Chris Bryan (Middle East & Minutes)
Paul Kite – (Yatesbury)
Alan King (Middle East))

I know many of you here in this room dream of winning the accolade of RAFLAA WORDSMITH, standing here surrounded by photographers and Wordsmith Groupies. Well anything is possible, but the competition is increasing.

I had to make a very difficult decision as the competition is so great, but partly due to the fact that this person manages to get an article in every edition of the Newsletter I thought it very fitting that the winner of the 2014 RAFLAA WORDSMITH should be

MIKE COLLIER

ITEM 10 RAFLAA WEBSITE

The Chairman gave thanks to Peter Crowe for producing a faultless website.

ITEM 11 ELECTION OF OFFICERS

ITEM 11.1 SECRETARY

As the Secretary was standing down with no other volunteers, it was proposed by Jim Ward (79th) and seconded by Glyn Price (102nd) that Nigel Lodge (91st^h) be elected to the post Secretary for the next three years.

The motion was carried.

ITEM 11.2 MEMBERSHIP SECRETARY

It was proposed by Roger Sussex (97th) and seconded by Chris Tett (92nd) that Jim Doran (219th) be re-elected to the post of Membership Secretary for another three years..

The motion was carried.

Royal Air Force Locking Apprentice Association

Consequently the Committee list is as follows: -

Appointment	Name	Address	Tel/e-mail	Re-Election Due	Entry
President	Martin Palmer				91 st
Chairman	"Tiny" Kühle	22Tavistock Close Woburn Sands Milton Keynes Bucks MK17 8UY	(01908) 583784 hans.kuhle@btopenworld.com	April 2016	87 th
Secretary	Nigel Lodge	9 Broadmead Green Thorpe End Norwich Norfolk NR13 5DE	(01603) 700 505 nigel.lodge@btinternet.com	April 2017	91 st
Treasurer	Tony Horry	Hillside Cottage Kewstoke Road Kewstoke W-S-M BS22 9YD	(01934) 628383 tony.horry@gmail.com	Mar 2016	76 th
Membership Secretary	Jim Doran	11 Saxonlea close Rushden Northants NN10 6BF	(01933) 317357 RAFLAAMS@aol.com	Apr 2017	219 th
Service Rep	Rick Atkinson	Gateway Cottage 1 Lake Walk Adderbury Oxon OX17 3PF	(01295) 812972 rickatkinson@me.com	Sep 2015	91 st
AA Rep	Pete Crowe	14 Hillview Road W-S-M N.Somerset BS23 3HS	(01934) 412178 peter@petercrowe.co.uk	Sep 2015	95 th
Craft Rep	Graham Beeston	87 Hornbeam Road Havant PO9 2UT	(023) 92346242 Work 0792 0038690 graham@mapleoak.co.uk	Sep 2015	209 th

Royal Air Force Locking Apprentice Association

Tech Rep	Andy Perkins	107 Balmoral Way Worle W-S-M BS22 9BZ	(01934)417323 am.perkins@virgin.net	Sep 2015	109 th
Newsletter Editor	Colin Ingram	Fairhaven Gooseham Nr Bude Cornwall EX23 9PG	(01299) 331629 Colin.ingram90@gmail.com	Sep 2015	88 th

ITEM 11. AMENDMENT TO THE CONSTITUTION

In order that Associate Members may be accepted into the Association, it was suggested that Item 8 of the Constitution be changed by 3 letters. This should now read as follows with the amendment being printed in italics.

MEMBERSHIP

“Membership of the Association is open to all apprentices of the Royal Air Force and other Air Forces who underwent all or part of their training at RAF Locking. Associate Membership may be offered to those former apprentices who have been members of the Cranwell Apprentice Association. Additionally, Associate Membership may be offered in selected cases to individuals who had a close association with the training of apprentices at RAF Locking or who made a significant contribution to the training ***at No 1 Radio School.***”

It was pointed out by Bruce Graham (79th) that according to the Constitution at least 28 days’ notice must be given to the membership before amendments may be made. Since the Secretary had failed to notify the membership, the Amendment could not be made.

Mike Farmer (97th) suggested that if the amendment be published in the Newsletter then a postal vote to reply would satisfy the needs of the Constitution.

It was pointed out by Ken Whitten (97th) that the Locking Apprentice Association is what he enjoyed and so was against the increase in numbers by Associates to the LAA.

ITEM 12 PROPOSED MEMORIAL FOR THE OLD RAF LOCKING SITE

RAF LOCKING APPRENTICES COMMEMORATIVE PLAQUE

Rick Atkinson proposed to utilise the existing plinth formally used to display the information for the RAF Locking gate guardian aircraft.

The plinth is in good condition and only needs cleaning.

The plaque will be made from etched stainless steel and bolted on to the base of the plinth. A shrub garden or something similar would be created on the original plot, which is still marked by the perimeter posts.

Cost of the 28" x 37" plaque in satin stainless steel is :
£1,200.00, one colour in-fill crest and texts.
£1,800 one colour in-fill text with screen painted crests.

In addition to the above it is proposed that one of the new college buildings be appropriate named in memory of the RAF Locking Apprentices and No 1 Radio School.

Tony Horry (76th) reported that he had written to the Head of the College development of the Clarks site about the proposal of a memorial, which was positively received.

The funding of the memorial would be requested from the developers.

The RAF Association is also interested in participating as a joint venture.

ITEM 13 VENUE AND FORMAT OF AGM/REUNION 2015

It was proposed that the Webbington Hotel be used for the 2015 AGM

This was proposed by Tiny Kuhle (87th) and seconded by Colin Hinson (89th)

The date will be Saturday 25th April 2014.

ITEM 14 ANY OTHER BUSINESS (INCLUDING GOLDEN ENTRIES 98/99/100)

There being no other business, Mick Rafferty (98th) and Bruce Thorpe (100th) were invited to relate their apprentice experiences for the Golden Entry award and were awarded their certificates.

The Chairman thanked them for their input.

The Chairman closed the meeting at 15.45hrs.

OBITUARIES

TERENCE STIBY BEM

(23 - 6 - 36) to 19 - 3 - 14)

It is with regret that we have to report the death of Terry Stiby of the 76th died on 19th March 2014

Terry joined with the 76th but had problems with Apprentice training, moving successively to the 77th, 78th and finally to men's service, without passing out.

On successfully completing a Fitters Course, also at Locking, his initial involvement was with the Bloodhound Missile programme. Later, he worked for a number of years on Harrier Flight Simulators. Along the way he served at Watton, 280 SU Cyprus, Bawdsey, Wildenrath, Wittering, North Luffenham, Spadeadam and Neatishead. In the 1990 New Year's Honours List, he was awarded a B.E.M., for many years involvement with the R.A.F. Athletics Association and other good works. In the same year he retired from the R.A.F. as a Flt Sgt. Subsequently he was employed by Howard Tech. Info. as a Technical Author. He also joined the L.A.A. for a period but resigned when Leukemia started to take a toll on his health. Sadly, he succumbed to this in March 2014.

NORMAN W.S. MADDEX

(26 - 9 - 37 to 21 - 2 - 14)

Norman joined with the 75th. In January 1955 he was F/T'd to the 76th. Here he appeared to prosper, completing his Apprenticeship as a L.A.A., 7th in the final "Order of Merit". He remained in the R.A.F. for the next 35 years.

For the early part of this time he was involved with the Bloodhound Missile programme. Later, returning to his original trade, serving at Digby, Gan, West Raynham and N.A.T.O. H.Q. He rose fairly rapidly through the ranks to be promoted W.O. in 1977.

In 1982 after commissioning as an Engineering Officer, he served at Benbecular, Malvern and the Falkland's. Retiring as a Sqdn Ldr in 1992. In civvy street, he held posts with SERCO and the Civil Service before finally retiring in 2002. Sadly his health slowly deteriorated and he died from cancer in February 2014.

RAFLAA COMMITTEE

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Craft Rep	Graham Beeston	87 Hornbeam Rd Havant PO9 2UT	Home (02392) 346242 Work 07920038690 graham@mapleoak.co.uk	Sept 2015	209 th
Tech Rep	Andy Perkins	107 Balmoral Way Worle WSM BS22 9BZ	(01934) 417323 am.perkins@virgin.net	Sept 2015	109 th
Newsletter Editor	Colin Ingram	Fairhaven Gooseham Morwenstow Bude Cornwall EX23 9PG	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.