

# RAFLAA Newsletter

SERIAL 56

MARCH 2010

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## **Editor's Notes**

*Hello to you all,*

*Here we are in another decade and it seems only a short time ago it was the new millennium with all the worries about the millennium bug! I think time goes faster as we get older – or is it just me?*

*I was pleased to receive articles from some new writers, all very interesting. They really remind us of apprentice and service attitudes. For example: we did like to collect things (see Broadland Pirates) and it seems that sending our troops into potentially serious situations with only 5 rounds is nothing new (see Guard Duty). I loved them all. Please keep sending your articles.*

**0-0-0-0-0-0-0**

*I was pleased to receive two responses to the question of the Locking Picture:*

*First Mick Farrer (102<sup>nd</sup>), he writes:*

The aerial picture of RAF Locking in the July issue was certainly interesting, and equally certainly not in the late sixties! I was there from Sep. 1962 to Aug. 1965 as a member of the 102<sup>nd</sup> entry, and this picture is well before then.

The most obvious difference is there are not yet any of the new apprentice or airmen's blocks. In Sep 1962 Blocks B, D, E, F, G, H and (not sure whether it was) I or J were complete and in use to the north of the sports field (centre right), and the remaining four were under construction to the east of the sports field. I don't know why, but A and C blocks were never built, but would have been where the new SSQ was finally built. The huts to the south, on the extreme right of the picture, were occupied by us and the 101<sup>st</sup> until the new four were completed.

SHQ at that time was in the building facing you as you drove past the Guardroom. There were two apprentice messes, a small one at the eastern end of post office road opposite the post office, and the larger one on the north side of the square, right in the middle, and to the west of what eventually became 5T Block. The new octagonal airmen's mess was built on the other side. The old apprentice messes were taken out of use when the new one was opened to the east of the upper huts on the right of the picture. SSQ at that time was housed in huts even further to the east than the new app. mess. I don't know when it went in, but there was an AN/FPS6 height finder radar at the north east corner of 2T Block, and I can't see any sign of it here.

No doubt lots of other people will add comments, so I'd be interested in knowing what the aircraft is about a third of the way down the left hand side of the picture. As far as I can remember, there weren't any complete airframes when I was there. They were all keeping the Victor company. *Any ideas -- Ed?*

*Doug Reid 85th/86<sup>th</sup> gives the definitive answer to the Locking Picture.*

*He writes:*

With regard to the aerial photo of RAF Locking page 34/35 of the July newsletter maybe I can throw some light on the subject.

My last job in the RAF before leaving in 1994 was as the training wing adjutant and part of my area of responsibility was for "Stats and Records". These records included various photo's of the station and their negatives, one of which was of the picture in question as used in the 1993 edition of the Airwaves magazine.

The records showed that the picture was taken on 23<sup>rd</sup> September 1948.

*I got this note from Mike Creasy in San Francisco:*

I was chatting with Ken Toogood and remarked that it would be nice to acquire a decal of the RAF logo or something, anything, I could put on my car windshield (I guess that's windscreen) in order to show the bloody yanks here (there are millions of 'em y'know) that I'm proud to be an Englishman and ex RAF. Do you know of anything on the market that would serve?

There was a fairly large Royal Air Force Association (RAFA) here in San Francisco, but they have disappeared. And, I have seen the occasional decal with the RAF "Per Ardua Ad Astra" so I know there at least WAS something available. I spoke via email to the membership secretary of RAFA in England but he didn't know of anything. Any ideas?

*I wrote back and said I would put the request in the next newsletter. Fine! Then a bit later I got another note from Mike Creasy:*

Thanks for the note. I had suggestions from several people and some great leads. As a result, I have managed to find what I was looking for. I can't remember who recommended what, but thanks to you all. I recommend the vinyl decals if you want something for your car, as did I. Otherwise, metal badges etc are available.

Here are the websites.

1. RAF Museum has a large selection of Badges etc, including woven blazer badges.....<http://www.rafmuseumshop.com/epages/raf.storefront/4af2325700dd7f7e27420a022f0205d7/Catalog/34>
2. Vinyl stick-on logos and decals for everything military and from about every country are available on EBay. Look for Vinyl Military sticker, or, the guys email address is **stickersaviation@hotmail.co.uk**. I bought an RAF badge sticker and a Roundel sticker for about GBP4.50.

*Then another note*

Chris, sorry I forgot to mention the RAFA shop, which does have badges for almost every branch of RAF service. <http://www.rafashop.com/shop.asp?Section=Badges>

*So if you did want to put a sticker or decal in your car, it seems there are plenty available. - Ed*

**0-0-0-0-0-0-0**

*Please keep the comments and the articles coming! My regulars are always welcome but it would be good to hear from some new writers. Come on – give it a go!*

*Ed.*

*Deadline for next issue - 23<sup>rd</sup> May for July 2010*

*All comments, contributions, ideas and feedback to the newsletter editor: Chris Tett  
Soft copy preferred!*

*Email: [Chris@crtett.plus.com](mailto:Chris@crtett.plus.com)*

*Tele: 01908 583047*

*45 Chapel Street*

*Woburn Sands*

*Milton Keynes*

*Bucks*

*MK17 8PQ*

## RAFLAA

### The No. 1 Radio School Annual Lunch

From Tiny Kuhle, Chairman

This year, in October, your President and I attended the Annual Lunch at RAF Cosford (it's official title is now DCIS Cosford, but to me it's still RAF). This was the 6th year since the reformation of the School, and now also includes a morning's symposium which gave me great insight into the modern RAF. It came as a great shock to me to learn that there are now just over 2000 people in Trade Group 4, and that the number will struggle to remain there for the next few years, even though the pressures on them, in world-wide deployments, are ever greater. The symposium also gave some details on the forthcoming restructuring of technical training in the services, which will be combined, and provided by an out-sourced group of companies. This training will be based at St. Athan, and it is probable that this may commence there by about 2012, however, contracts have yet to be finalised, but this is scheduled for 2011. We may therefore not have these lunches for very much longer. There is, of course, the probability that No. 1 RS may retain its identity, but with a civilianized organisation, who knows?

The lunch, of course whilst formal, was excellent, with some fine speeches from our President after presentation of our award, and Certificates of Commendation to two 'runners up'. Whilst we present our trophy at the AGM, the Annual Lunch enables the School as a body to see the presentation. Our trophy award is seen as a great moral booster, and so we were requested to give these certificates to two nominees, which were well received. The School now has a new OC - they seem to change every year (a great strain on my memory!), and so it was a great pleasure to greet old and new members of the School. In particular it was a great pleasure to talk to Sqd. Ldr. Andrew Greenway, who was the driving force to the reformation of the School as an RAF unit, and for a while was its OC prior to his retirement. He foresaw the changes to training and possible re-location, and that it would be beneficial if it was as a RAF Unit that the structure could remain, even at another location.

Our Association is held in high esteem by the School, and we welcome the opportunity to retain contacts on such social occasions, and through the presentation of our awards, help in a small way, to maintain our old School motto 'Thorough'.

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#### *Tiny also adds:*

I also received a copy of the Admin Apps NL, and I'm sure they wouldn't mind if we took this little bit of humour and repeated it.

'As a callow young Sgt. I was stationed at Oakington. The Accounts office had a highly polished parquet floor. This day we had a visit from a Civil Service Welfare Officer, who was the caricature of all these ladies. Twin set and tweeds, hair drawn back in a severe bun, enough said.

On completion of her visit just as she was passing my desk, she slipped on the polished floor and landed on her rump. As I helped her to her feet she said "Oh! I think I've damaged my scrotum". She'll never know how close she was to being dropped!

**Minutes of the 43<sup>rd</sup> Committee Meeting of the RAF Locking Apprentice Association**

From Dave Gunby, Secretary

Venue: Flowerdown House, Weston super Mare

Date: Thursday 18<sup>th</sup> February 2010 at 13:00 Hrs

Present:

Tiny Kuhle	87 <sup>th</sup>	Chairman
Dave Gunby	72 <sup>nd</sup>	Secretary
Tony Horry	76 <sup>th</sup>	Treasurer
John Farmer	77 <sup>th</sup>	Membership Secretary
Andy Perkins	109 <sup>th</sup>	Tech Rep
Rick Atkinson	91 <sup>st</sup>	Service Rep
Chris Tett	92 <sup>nd</sup>	Newsletter Editor
Peter Crowe	95 <sup>th</sup>	AA Rep/Webmaster

Absent: Graham Beaston 209<sup>th</sup> Craft Rep

The Chairman opened the meeting at 13:10 with a greeting to all followed by a reading of the Apprentice Prayer.

**Item 1 Apologies**

Apologies had been received and were accepted from Graham Beeston.

**Item 2 Minutes of the Previous Meeting**

The Committee reviewed the minutes of the 42nd Committee meeting and found them acceptable.

It was proposed by John Farmer and seconded by Dave Gunby that the minutes of the 42nd Committee Meeting in July 2009 be accepted as a true record. All agreed.

**Item 3 Matters Arising**

All action points had been completed and there were no further matters arising that would not be covered in the Agenda

**Item 4 Treasurer's Report**

From Tony Horry, Treasurer, 16<sup>th</sup> Feb 2010

**Accounts as per the income/expenditure statement for July 09 – Jan 10**

The Bank statement for period Jan-Feb 2010 has been received. The End of Financial Year has been balanced as a 31<sup>st</sup> January 2010, and is subject to an independent check.

The account shows an excess of income over expenditure of £192.86 (£1,561.07 in 08/09)

**Balance Sheet for FY 09/10 now stands at £ 12,453.44**

Income from subscriptions is similar to last year and includes 10 new members. 7 members have become life members this year.

Business High Interest Deposit Bond matured in November 2009 with gross interest of £229.46 £5578.09 invested again for 3 months and will mature in March – but with interest @ 0.4%, the interest will be minimal!

**Notes to Accounts**

<b>Refunds</b>		
Graham Holbrook	Subscription – bank error – cheque presented 14/10/09	60.00
Martin Palmer	Subs refund	7.50

<b>Donations</b>		
Flowerdown House RAFA	40.00	RAFLAA Committee Meeting
“Hearing Dogs” - donation	50.00	Mike Barker (85 <sup>th</sup> )
RAFA	50.00	Dave Young (75 <sup>th</sup> )

FABEA meeting lunch was provided at £43.06 (shown as “Social”)

**Overheads**

Similar to previous year ((08/09)

**Update for FY 2010/2011 – not included in accounts**

- AGM 2010 – 25 booking forms have been received for the event
- “Atlantic Crossing” has been booked for the event
- Quote has been received for Bakers to provide coach.

**Recommendations:**

- a. Accounts for 2009.10 be approved subject to independent check for presentation to the AGM
- b. That the Treasurer seeks advice from HSBC regarding the re-investment of the High Interest Deposit Bond
- c. That a donation of £40 be made to Flowerdown House for their hospitality for this meeting.

Royal Air Force Locking Apprentice Association

**RAF LOCKING APPRENTICES ASSOCIATION INCOME/EXPENDITURE - July 2009 to 31st Jan 2010**

Brought forward from July 2009

Deposit Bond	£5,348.63		<b>Expenditure</b>	
Business Money			<b>(Purchases)</b>	
Manager A/C	£3,710.81		Pins	£0.00
Current			Ties	£0.00
A/C	£3,186.44		Video	£0.00
Cash	£24.33		Social	£43.06
		£12,270.21	Donations	£140.00
<b>Income (Sales)</b>			Name Badges	£8.25
Membership Renewals			AGM – 2009	£32.50
Cheques	15	237.50	AGM – 2010	£200.00
Standing Orders	92	945.00	Advert	£24.00
New Members	4	60.00	Bank Charges	£0.00
Life		500.00	Audit	£0.00
Sales - Ties	2	15.00	Refunds	£67.50
Sales - Videos		0.00	Bank Charges	
Sales – Coins		0.00	Other -	£0.00
Sales - coasters (Cash)		0.00		
AGM				
Donation from Bank		0.00		
Donation		0.00		
<b>Interest</b>			<b>Overheads</b>	
Business Money			Travel	£297.60
Manager		1.63	Printing	£604.50
Deposit Bond		229.46	Telephone	£34.00
			Postage	£251.58
			Stationery	£102.37
				£1,290.05
<b>Total Income</b>		£1,988.59	<b>Total</b>	
			<b>Expenditure</b>	£1,805.36
<b>Total Balance</b>		<b>£12,453.44</b>	<b>Surplus/Deficit</b>	£183.23
Deposit				
Bond		£5,578.09		
Business Money Manger		£3,712.44		
Current A/C		£3,138.58		
Cash		£24.33		
<b>Total</b>				
<b>Funds</b>		£12,453.44		

*Presented to LAA Committee - February 2010*

*Tony Horry - Treasurer*

The Treasurer sought approval of his report. John Farmer proposed and Rick Atkinson seconded. All agreed.

**Action:- Tony Horry**

## **Item 5 Membership Secretary's Report**

From John Farmer, Membership Secretary

### **General**

Since the last Committee meeting in July 2009 the Association has gained several new members. Unfortunately one member has passed away (D. Young 75th). The number of active members has remained effectively unchanged.

I am currently chasing subscription defaulters (Both last and previous years.) Several members have already been 'terminated' due to non-payment. I am glad to report that the number of members still having problems with their Standing Order Mandates is down to single figures although we still have a couple of members who pay £7.50 each year and with whom we have no contact. More members have taken out Life Membership. There have been no resignations.

### **Advertising**

The Association continues to advertise regularly in the RAFA magazine. The RAF News is still as difficult as ever to get a response from, but we are trying. I am starting to get in touch with Aviation related sites in the UK WRT advertising RAFLAA. I am looking at approaching RAFA clubs as well.

### **Life Membership and Standing Orders**

Life membership remains an attractive solution for subscription payments. Standing Order Payment of subscriptions still causes a few problems. It is difficult to determine if it is the banks or the member's fault.

### **Membership figures, changes since the last committee meeting in July 2009**

- 6 new members have joined giving a total of 668 names on the database of which 357 are 'active'.
- No one has resigned and 1 member has passed away
- 4 more members have applied for life membership giving a total of 77 life members.
- There are now 220 Members paying by SO and 62 members paying 'cash.'
- 6 names have been removed from the membership list for non payment of subscriptions.
- These are both payment by SOM and cash defaulters.

### **Changes of personal details**

Please keep me informed in any changes in your personal details, especially those that may affect delivery of the newsletter.

This concludes my report, which I commend to the meeting.

The Chairman thanked John for his report and Chris Tett proposed that it be accepted. Peter Crowe seconded and all agreed.

## **Item 6 Secretary's Report**

The Secretary reviewed the correspondence since the last committee meeting, which mainly concerned reaction to the Associations invitation to No1 RS to nominate a recipient for the RAFLAA Trophy. The Chairman had thanked No1RS for the excellent Luncheon in October 2009 and also invited a nomination for the Association's Annual Trophy. No nomination had been received and the Chairman has written again in February 2010 to urge a nomination. The Chairman will remain in contact with OC No1RS.

**Action:- Tiny Kuhle**



**Item 7 RAF Locking Apprentice Memorial**

The Secretary had progressed the Locking Parklands development with the Clerk to the Locking Parish Council and found that there had been no progress of any kind. Members of the Committee had also neither heard nor seen any signs of activity. The Secretary will continue to monitor.

Furthermore the Secretary informed the meeting that there would be a celebration of 90 years of apprentice training held at the National Memorial Arboretum in 2012. He reminded those present that RAFLAA have no representation at the venue and he suggested that some thought ought to be given to the situation. To that end the Secretary had sought professional guidance and presented a form of memorial for the meeting to discuss. The cost of the particular memorial would be around £4000 and although there was no sharp intake of breath, members thought we could do it cheaper. The secretary together with other Committee members said that they would look into alternatives. This item will be an AGM agenda item.

**Action:- Dave Gunby**

**Item 8 AGM 2010**

Most of the arrangements were in place for this year's AGM/Reunion at the Webbington Hotel, Loxton near Weston-Super-Mare on Saturday 24th April. The Hotel has 25 rooms as yet unallocated. The level of bookings was about the same as 2009 at this time.

The Secretary is to invite the Chairman of Cranwell AA and Halton AA to the meet and greet bar and buffet lunch at the Associations expense and also to the Dinner/Dance in the evening at a cost of £20.00.

In the next Newsletter Chris Tett to invite attending members of the 86th, 87<sup>th</sup> and 88th Golden Entries to say a few words at the AGM when they would receive their certificates.

Chris will also include these minutes in the next Newsletter and also the proposed agenda for the AGM. These items to be with the Editor by 1st March 2009.

**Action:- Dave Gunby, Chris Tett.**

**Item 9 RAFLAA Web Site**

There were no reported problems with the Association website. Peter Crowe said that he had received a video of last year's AGM from Barry Dinneage but at 500Mb it was taking too long to upload and he would try to edit it to a more acceptable level. The Committee thanked Peter Crowe for his continued work.

**Action:- Peter Crowe**

**Item 10 FABEA**

The secretary asked if there were any ideas as to how the 90<sup>th</sup> Anniversary of Apprentice training might be celebrated. There were no immediate suggestions and the Secretary said that the event will almost certainly be driven by Halton Apprentice Association with pro rata invitations to other Associations.

**Item 11 Lapsed Members**

The membership Secretary invited discussion on the treatment of lapsed members when deceased. It was agreed that they would be treated on a case by case assessment in particular

considering when they became lapsed. In general, their names would be included on the Roll of Honour but there would be no charitable donation.

**Item 12    Newsletter**

The Editor said that he was getting short of material for inclusion in the Newsletter and he would urge members to send in Entry specific items of interest.

The Editor asked that the minutes of this meeting be promulgated ASAP so as to be included in the next Newsletter.

**Action:- Chris Tett, Dave Gunby**

**Item 13    Any Other Business**

The Membership Secretary reminded the Committee that, should he be re-elected at this year's AGM, it would be his final 3 year term of office. There being no other business of note the meeting closed at 14.47hrs.

**Item 14    Date of Next Meeting**

The next Committee meeting to be held on 22nd July at Flowerdown House at 1300hrs. Tony Horry will liase with the Manageress re the reservation of a room for the meeting.

**Action:- Tony Horry**

## **NOTICES**

### **Annual General Meeting**

The 16<sup>th</sup> Annual General meeting of the RAF Locking Apprentice Association will be held on Saturday 24<sup>th</sup> April 2010 at the Webbington Hotel, Loxton Weston-super-Mare at 13:30 hours.

The Agenda will be:

1. Chairman's opening remarks. (Apprentice Prayer and Apologies)
2. President's Address and Presentation of RAFLAA Trophy.
3. Treasurer's Report.
4. Membership Secretary's Report.
5. Election of Officers. (Chairman, Treasurer and Membership Secretary).
6. Memorial Locking-Parklands/ National Memorial Arboretum.
7. FABEA
8. Newsletter.
9. RAFLAA web site.
10. Recognition of "Golden Entries 86/87/88"
11. Venue and format of AGM/Reunion 2011
12. Any other business

If you wish to raise or discuss any other topics or add to the agenda, please contact the Association Secretary, Dave Gunby by telephone 01522 525484 or email [dpgraf72@btinternet.com](mailto:dpgraf72@btinternet.com) by the 20<sup>th</sup> March 2010.

### **Election of Officers**

Three committee posts are up for re-election in 2010. They are the Chairman, Treasurer, and Membership Secretary. All three incumbants have indicated that they are prepared to stand for a further three years subject to approval at the AGM. If you would like to stand for one of these committee posts, please inform the Association Secretary Dave Gunby by telephone 01522 525484 or email [dpgraf72@btinternet.com](mailto:dpgraf72@btinternet.com) by the 20<sup>th</sup> March 2010 as a ballot may need to be arranged.

Our Secretary when re-elected last year, indicated that this would be his last term of office (ie 2009-2012). That is still the position. However, if anyone comes forward during that time, he would be prepared to step down. The volunteer would need to be confirmed at an AGM but they could assume duties as Secretary designate, with the approval of the Committee, until the next appropriate AGM. Dave would then be available to advise and assist the incoming secretary.

### **Golden Entries**

**The Golden Entries for the 2010 AGM are the 86<sup>th</sup>, 87<sup>th</sup> and 88<sup>th</sup>.** Members of these entries that attend the AGM will be presented with a Certificate at the AGM. If you are a member of these Golden Entries, you will be invited to say a few words about your entry exploits. Please think about that and do not be shy!

**Repeat notice - 2010 RAFLAA Annual AGM and Dinner Dance**

The Annual General Meeting and Annual Dinner will be held at the Webbington Hotel, Loxton, Weston-s-Mare, BS26 2HU on [Saturday 24th April 2010](#).

[www.latonahotels.co.uk/best-western-webbington.html](http://www.latonahotels.co.uk/best-western-webbington.html)

The Webbington is situated prominently on the southern slopes of the Mendip Hills, a short drive from the M5. Originally an Edwardian manor house, the hotel has been extended over the years

Webbington Hotel



to offer spacious grounds and accommodation, fully-equipped gymnasium, floodlit tennis courts, a heated swimming pool with adjoining sun lounge, sauna, steam room and solarium.

Following our tradition, there will be a subsidised bar in the Rowberrow suite available from 11:00 where all drinks will be charged at £1. This will be followed by a lunchtime finger buffet in the dining room before the AGM.

The AGM will be held in the Rowberrow Suite at 13:30 and will be followed by tea & biscuits.

## Royal Air Force Locking Apprentice Association

In the evening, the Dinner/ dance will be held in the Brent Suite. The cost of which will include wine. In addition, the hotel has agreed to make the Rowberrow Suite Bar exclusively available for the RAFLAA event and this bar will have a lower subsidised price list. **Do not drink in the main hotel bar – ‘The Terrace Bar’. If you do, you will be charged full hotel prices!**

If you wish to attend the lunch and/or AGM and/or the dinner/dance, please fill in the loose leaf booking form and return as per the instructions on the form.

### Provisional timetable

Friday 23 <sup>rd</sup> April 10	18:00	Informal Meet and Greet at the Webbington
Saturday 24 <sup>th</sup> April 10	10:30	Members arrival commences
	11:00	Bar facility opens in Rowberrow Suite
	12:30	Finger Buffet commences in restaurant
	13:30	AGM commences in Rowberrow Suite
	15:00	AGM complete. Tea served
	15:30	Members disperse
	18:00	Bar opens in the Rowberrow Suite
	19:00 for 19:30	Dinner Dance in Brent Suite

### Ladies Coach

As the hotel is in the countryside, your committee has arranged for a coach to be available to take ladies to Weston-Super-Mare for the afternoon whilst the AGM takes place. The coach will leave the Webbington at 13:00 and return from Weston at 16:30. The charge for this service will be a nominal £1. Although last minute users might be accepted please use the booking form to guarantee a place on the coach.

This is a new venture for this AGM. Your committee are not certain of the demand for this service. If your wife or partner would prefer an all day coach trip leaving at (say) 09:30 to go further afield to (say) Bath please indicate this on the booking form.

### Directions

Directions to the Webbington were published in the March 09 Newsletter. If you require directions please look at that issue, or download them from the Website. Or, if stuck, contact the editor.

### Taxis

A taxi from Weston-super-Mare train station to the Webbington will cost about £15. For those that are flying in or coming by train, here are a couple of numbers of local taxis in case you want to book in advance. Airport Taxi's in particular are likely to cost a lot more.

W1XEE taxis 0777390 6318 (7 seater)

ARC Taxis 01934 412222

Apple Central 01934 413413

Worle Cars 01934 513344

WSM cars 01934 513333

Woodspring Taxis 01934 414141

### **Hotel Accommodation Booking**

**Accommodation must be booked direct with the hotel.**

Please contact:

**The Webbington Hotel, Loxton, Weston-s-Mare, BS26 2HU Tel: 01934 750100**

**Email: [sales@webbingtonhotel.ecilpse.co.uk](mailto:sales@webbingtonhotel.ecilpse.co.uk)**

Rooms will again be charged @ £75 double, £60 single, B&B per night. Accounts must be settled direct with the hotel.

Please contact the hotel direct and **quote RAFLAA** when you book to obtain these special low rates. No deposit is required as rooms will be held on a credit card.

N.B. In 2009, some members could not be accommodated at the Webbington as it was full. The hotel is holding rooms for us but will release them six weeks before the event. You are advised to book well in advance.

### **Music**

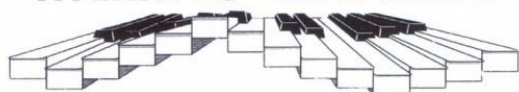


Following the good reception last year, your committee has again engaged **Atlantic Crossing** to provide live music for dancing after the dinner. Mike & Linda have been working together professionally since 1971 and have performed in many top class venues.

With Mike on keyboard and Linda on bass guitar, the duo provide music with an individual sound and feel which is great for listening or dancing.

After the dinner, Mike & Linda will provide two one hour sessions with a break in between with taped music.

**ATLANTIC CROSSING**



### **RAFLAA Lunch and Dinner Booking**

Please fill out the enclosed booking form or download the separate form and post to Tony Horry together with your cheque.

The menu follows. Please record your choices when you return the form.

***RAF Locking Apprentices Association***  
***Dinner Menu 24th April 2010***

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**Asparagus Soup**

**Galia Melon**

Fan of galia melon with sliced mango and coulis

**Grilled Fig, Parma ham and Brie**

Drizzled with a Port reduction

**Galette of Salmon, Prawn and Sweet Red Pepper**

Moistened in a fresh basil pesto

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

**Whole Plaice**

Gently grilled with herb garlic butter, accompanied with confit of cherry tomatoes

**Chicken Supreme**

With roasted asparagus napped in a mushroom veloute

**Pork Valentine**

Topped with caramelised apples on cider sauce

**Roast Beef**

Served with Madeira sauce and Yorkshire pudding

**Bean Fricassee**

Mixed beans braised in root vegetables and tomato sauce, all served in a filo basket

All served with a selection of vegetables and potatoes

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

**Eton Mess**

With strawberries, Chantilly cream and meringue

**Rhubarb & Raspberry Frangipani**

**Chocolate Brownie**

With clotted cream

**Mixed Sorbet**

**Selection of Cheese and Biscuits**

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

**Tea and Coffee Served with Mints**

**APPLICATION FOR RAFLAA AGM – 24<sup>th</sup> April 2010  
DINNER DANCE AND FINGER BUFFET**

Name:

Entry No:

Address:

Date:

I wish to book both lunch & dinner for myself and/or partner: Please provide ..... tickets @ £28 pp £.....

I wish to book the dinner/dance only for myself and/or partner: Please provide ..... tickets @ £21 pp £.....

I wish to book the buffet lunch only for myself and/or partner: Please provide ..... tickets @ £9 pp £.....

I wish to bring guests to the dinner/dance. Please provide ..... tickets @ £31 pp £.....

I wish to book the 1:30 pm coach to Weston-super-Mare. Please provide ..... tickets @ £1 pp £.....

My wife/partner would prefer an all day coach next year to go further afield.

Total £ .....

*Please complete as appropriate.*

Cheques to be crossed account payee, and made out to “RAF Locking Apprentice Association”

Please post your application to: Mr A Horry, Hillside Cottage, Kewstoke Road, Kewstoke, Weston-super-Mare, BS22 9YD

Tel: 01934 628383 E-mail: [horrycorp@aol.com](mailto:horrycorp@aol.com)

**Rooms at the Webbington Hotel**

Rooms will be charged @ £75 double, £60 single B&B per night. Please telephone the hotel direct and quote RAFLAA when you book to secure the reduced rates. **ACCOUNTS MUST BE SETTLED WITH THE HOTEL**

For accommodation, please contact: Webbington Hotel, Loxton, Weston-s-Mare, BS26 2HU

Tel: 01934 750100. email: [sales@webbingtonhotel.ecilpse.co.uk](mailto:sales@webbingtonhotel.ecilpse.co.uk)

Please write the total number of each menu choice for all your party and return with your booking form and cheque.

Member Name	Starters				Main Courses					Desserts				
	Soup	Melon	Fig	Fish	Plaice	Chicken	Pork	Beef	Beans	Eton	Frangi	Choc	Sorbet	Cheese



## Vulcan 50<sup>th</sup> Anniversary Appeal

*Pete Crowe 95<sup>th</sup> has sent in this appeal from the Vulcan to the Sky project*

**XH558's 50<sup>th</sup> Birthday Appeal** - Update Monday 30th November 2009.

As I write, the 50<sup>th</sup> Birthday Appeal has made significant progress, with our total now standing at nearly £60,000 against the target of £200,000 needed by the end of December.

This figure allows us breathing space until the end of January, but at the moment still does not allow us the confidence to commit vital engineering works to the aircraft. In cash terms, we must have sight of £200,000 by the first week of January, and be confident of further on-going donations via the Appeal to ensure the project has a future.



We must all keep pushing XH558's 50<sup>th</sup> Birthday Appeal in every way possible to as wide an audience as we can reach. We have decided that we should gain a significant return by investing a small proportion of the donations received so far in promoting the Appeal in regions where XH558 appeared this season.

Bear in mind that if we fail to reach our monthly targets, we will be unable to undertake the 2010 season, and so there would be little point in bearing the expense of keeping the team together.

Decisions would then start to get very tough, because the Trustees would almost certainly conclude that the Trust was in a position where it could not continue to trade. Whilst the primary goal of the Trust is to ensure that XH558 is conserved in perpetuity, an administrator would have different objectives; matters would rapidly be taken out of our hands. This would be a tragedy for XH558, for and for the many thousands of dedicated supporters all involved in the day to day running of the project, all the employees, engineers, ground crew, aircrew.

Worse though would be the millions of people out there who will then miss seeing the aircraft because it will all be too late. I would like to quote you this recently posted statement by a Club Volunteer, Jane Thomas:

*"The excitement of people waiting to see her at shows is palpable, the searching eyes for the first glimpse, the rise in excitement as she appears as a dot in the distance and the awe and respect with which people stand and watch as she steals the show! For a few more years we have something very special and I will do everything I can to make sure we have those years."*

Like Jane, we can all play our own small part in making the dream continue. Let us all hope for more good news in the weeks ahead.

Kind Regards,  
Robert Fleming, Chief Executive

*As I compile this newsletter, it is January 2010 and you will not read this until March 2010 and though funds are arriving, more are needed. If you would like to donate, please:*

*Telephone: 01455 637864 or got to <http://www.vulcantothesky.org/> or send a cheque payable to 'Vulcan to the Sky Trust' to the trust at 1&2 Venture Court, Dodwells Road, Hinkley, Leicestershire, LE10 3BT. -- Ed*

## **Seminar on the RAF During the Cold War**

Forwarded by Dave Gunby, 72nd

*This invitation comes from the Imperial War museum and just about all of you will qualify to attend! - Ed*

Please find attached an invitation to attend an Imperial War Museum seminar:

### **Caging the Bear: Images of the Royal Air Force during the Cold War**

**Date:** Wednesday, 28th April 2010; 13:00

**Venue:** Conference Room, Imperial War Museum, Lambeth Road, London, SE1 6HZ

This event is open to your Association members who served between 1955 and 1970. Please could you distribute this invitation as you see fit.

The event is an opportunity for veterans to view previously unseen colour photographs from the IWM Photograph Archive's post 1945 collections. Delegates will have a chance to discuss these images and recall memories provoked by these images.

To accept, or if you have any questions please do not hesitate to contact me via the means below.

I look forward to meeting you at the event.

Ian Proctor

Mr Ian D Proctor  
Curator  
Photograph Archive  
Imperial War Museum  
Lambeth Road  
London  
SE1 6HZ  
Tel: 020 7416 5320 (switchboard)  
Tel: 020 7416 5473 (direct)  
[IProctor@IWM.ORG.UK](mailto:IProctor@IWM.ORG.UK)  
[www.iwm.org.uk](http://www.iwm.org.uk)

## Reunion

### 85th Entry RAFLAA 50th anniversary Golden Celebration Dinner

From John P Brooke, 85th

As our 85<sup>th</sup> entry POP Golden anniversary date was the 15<sup>th</sup> December 09, it was mutually agreed that it would be expedient to delay our actual celebration dinner until post Christmas & the New Year.

The celebration anniversary dinner took place on the 2<sup>nd</sup> February 2010 at the Regency Park Hotel, Nr Newbury, Berkshire. Some 26 members / guests attended, from a wide range of U.K geographical locations, the furthest distance being the Moray Firth, Scotland.

The evening started with a “meet and greet session”, with aperitifs prior to our three course dinner. Sadly, we had lost some entry members since our last Golden anniversary event in 2007, but acquired some new members, who joined us for the first time. There were many stories told and much laughter, so on this basis our reunion was worthwhile and a success, thus nurturing and maintaining friendship made at Locking, more than half a century ago.

It was generally agreed that whatever success or achievements we attained in our subsequent adult lives, post our three years Apprenticeship, was substantially influenced by the time we had spent at RAF Locking, No 1 Radio School, for which we are grateful.



1. John Croffs
2. Frank Samson
3. Mike Kelly

4. Colin Burns
5. Alan McLachan
6. Reg Nanson

## Royal Air Force Locking Apprentice Association



7. Taff Scrivens

8. Tom Girvan

9. Joe Holroyd

11. Doug Read

### **Attendees (Members & guests):**

John & Marion Brooke: Colin & Marjorie Burns: John Croffs: Tom & Helen Girvan  
Bill & Pauline Hercus: Joe & Pat Holroyd: Mike & Anne Kelly: Alan & Tina McLachlan  
Reg & Maureen Nanson: Barry & Ellen Price: Doug & Pat Reid: Jeff Richardson  
Frank & Sally Sansom: Albert (Taff) Scrivens.

**Photographs:** courtesy of Bill Hercus

## Tit-Bits

### Idiots

From Chris Lewis 92<sup>nd</sup>

#### IDIOT SIGHTING #1

My daughter and I went through the McDonald's take-out window and I gave the girl a £5 note. Our total was £4.20, so I also handed her a twenty pence piece. She said, 'You gave me too much money.' I said, 'Yes I know, but that way you can just give me a pound back.' She was puzzled and went to get the manager who asked me to repeat my request. I did so, and he handed me back the 20 pence and said 'We're sorry but they could not do that kind of thing.' The girl then proceeded to give me back 80 pence in change! Do not confuse the staff at MacD's.

#### IDIOT SIGHTING #2

I live in a semi rural area. We recently had a new neighbour call the local town council office to request the removal of the "DEER CROSSING" sign on our road. She said the reason was: 'Too many deer are being hit by cars out here! I don't think this is a good place for them to be crossing anymore.'

Story from Potters Bar , Herts , UK

#### IDIOT SIGHTING #3

My daughter went to a local Kentucky Fried and ordered a taco. She asked the person behind the counter for 'minimal lettuce.' He said he was sorry, but they only had iceberg lettuce.

From South Oxhey Herts , UK...

#### IDIOT SIGHTING #4

The stoplight on the corner buzzes when it's safe to cross the street. I was crossing with an intellectually challenged co-worker of mine. She asked if I knew what the buzzer was for. I explained that it signals blind people when the light is red. Appalled, she responded, 'What on earth are blind people doing driving?!' She is a Local County Counciller employee in Harrow , Middlesex , UK

#### IDIOT SIGHTING #5

When my husband and I arrived at Our Local Ford dealer to pick up our car, we were told the keys had been locked in it. We went to the service department and found a mechanic working feverishly to unlock the driver's side door. As I watched from the passenger side, I instinctively tried the door handle and discovered that it was unlocked. 'Hey,' I announced to the Fitter/Mechanic, 'its open!' His reply, 'I know. I have already done that side.'

This was at Ford dealership in St Albans, Hertfordshire UK.

#### IDIOT SIGHTING #6

A coach party were out for the day, stopped off at a refreshment halt in Hertfordshire and queued up for tea and coffee. One group asked for "Six decaffeinated please".to which the girl replied: "Sorry, we only do coffee!"

Story from Luton Probus.

STAY ALERT! They walk among us, and the scary part is that they have the RIGHT TO VOTE and to PRODUCE!

## **Cannon Balls!!!**

From Phil Marston 92<sup>nd</sup>

### **Did you know this?**

It was necessary to keep a good supply of cannon balls near the cannon on old war ships. But how to prevent them from rolling about the deck was the problem. The storage method devised was to stack them as a square based pyramid, with one ball on top, resting on four, resting on nine, which rested on sixteen.

Thus, a supply of 30 cannon balls could be stacked in a small area right next to the cannon. There was only one problem -- how to prevent the bottom layer from sliding/rolling from under the others.

The solution was a metal plate with 16 round indentations, called, for reasons unknown, a Monkey. But if this plate were made of iron, the iron balls would quickly rust to it. The solution to the rusting problem was to make them of brass - hence, Brass Monkeys.

Few landlubbers realize that brass contracts much more and much faster than iron when chilled. Consequently, when the temperature dropped too far, the brass indentations would shrink so much that the iron cannon balls would come right off the monkey.

Thus, it was quite literally, cold enough to freeze the balls off a brass monkey.

And all this time, folks thought that was just a vulgar expression!

## Interesting Story About WWII

Sent in by Chris Lewis 92<sup>nd</sup>

Starting in 1941, an increasing number of British airmen found themselves as the involuntary guests of the Third Reich, and the authorities were casting-about for ways and means to facilitate their escape. Now obviously, one of the most helpful aids to that end is a useful and accurate map, one showing not only where-stuff-was, but also showing the locations of 'safe houses', where a POW on-the-loose could go for food and shelter. Paper maps had some real drawbacks: They make a lot of noise when you open and fold them, they wear-out rapidly and if they get wet, they turn into mush.

Someone in MI-5 got the idea of printing escape maps on silk. It's durable, can be scrunched-up into tiny wads, and unfolded as many times as needed, and makes no noise what-so-ever. At that time, there was only one manufacturer in Great Britain that had perfected the technology of printing on silk, and that was John Waddington, Ltd.

When approached by the government, the firm was only too happy to do its bit for the war effort. By pure coincidence, Waddington was also the U.K. Licensee for the popular American board game, Monopoly. As it happened, 'games and pastimes' was a category item qualified for insertion into 'CARE packages', dispatched by the International Red Cross, to prisoners of war.

Under the strictest of secrecy, in a securely guarded and inaccessible old workshop on the grounds of Waddington's, a group of sworn-to-secrecy employees began mass-producing escape maps, keyed to each region of Germany or Italy where Allied POW camps were located (Red Cross packages were delivered to prisoners in accordance with that same regional system). When processed, these maps could be folded into such tiny dots that they would actually fit inside a Monopoly playing piece.

As long as they were at it, the clever workmen at Waddington's also managed to add:

1. A playing token, containing a small magnetic compass.
2. A two-part metal file that could easily be screwed together.
3. Useful amounts of genuine high-denomination German, Italian, and French currency, hidden within the piles of Monopoly money!

British and American air-crews were advised, before taking off on their first mission, how to identify a 'rigged' Monopoly set by means of a tiny red dot, one cleverly rigged to look like an ordinary printing glitch, located in the corner of the Free Parking square! Of the estimated 35,000 Allied POWS who successfully escaped, an estimated one-third were aided in their flight by the rigged Monopoly sets.

Everyone who did so was sworn to secrecy indefinitely, since the British Government might want to use this highly successful use in still another, future war.

The story wasn't de-classified until 2007, when the surviving craftsmen from Waddington's, as well as the firm itself, were finally honoured in a public ceremony. Anyway, it's always nice when you can play that 'Get Out of Jail Free' card.

## Apprentice days

### Broadland Pirates

From Brian Colby 87<sup>th</sup> Entry

With a month's leave due after our passing out parade on the 26 July 1960, and time to indulge ourselves before we joined our first camps, a small group of us decided to celebrate the completion of our 3 years of hard graft by hiring a boat out on the Norfolk Broads.

Within a few days of our Locking departure, five members of the 87th Entry duly rendezvoused as arranged at the Stalham boatyard in deepest Norfolk. The motley crew, consisting of Trevor Makinson, 'Geordie' Broomfield, 'Dickie' Richardson, myself, and one other, (who after losing a photograph unfortunately slips the old memory banks), boarded the boat and received instructions on how to operate this monster 6 berth cabin cruiser. Keen to start our holiday ASAP we gingerly reversed out of the yard and headed off to start our little adventure on the quiet still waters of the Broads

Taking turns to drive the boat we naturally became quite skilled at calling in to every riverside hostelry that beckoned, and over the usual pint or two of ale partook in many a game of darts, snooker etc. and of course general reminiscing about our recently completed 3 year stint at Locking . As can be gathered we made rather slow progress on our journey, and not all due to the pedestrian speed of the launch.

Sharing the many chores, I well remember when it was my turn to be 'cookie', returning back to the boat after mid day sherbets, to find the larder somewhat bare of food essentials, with just a few eggs and a tin of meat to hand. With unusual culinary skills I rustled up a huge steak 'omelette', which although sounding quite revolting, found that after a couple of pints and plenty of fresh air, hungry ex Apprentices would eat virtually anything, and it all went down a treat.

On the first of our late evening drinking session it was drunkenly suggested it would be a great wheeze to purloin the pennants and flags from other boats as holiday trophies. So after a few more jars of ale for Dutch courage, we latter-day pirates slowly rowed the dinghy to board our first un- suspecting victim and somehow managed to gain our first and it must be said only pennant, as our second attempt resulted in muffled shouts of annoyance from below, our heavy footfalls on the upper decks waking the sleeping occupants. Our summer camp training had not covered this particular curriculum and we quickly gave up on the bright idea.

Instead we reverted to the easier option of surreptitiously collecting various beer glasses and ash trays from our many ports of call, with the result that during an evening of pub- side revelry, the dinghy slowly filled up with various objects which, when eventually rowing back to our pirate cruiser, caused the gentle tinkle of glass-upon-glass to echo eerily across the dark misty waters.

Within a couple of days the cruisers engine then unfortunately started to play up, so coughing and spluttering we made our way to the Great Yarmouth boat station to await the arrival of the Stalham engineer, but not wanting to waste our overnight stop we all decided to hit the bright lights of this city of eastern promise and headed off to the sea-front entertainments.

Our engine problem then changed our luck for the better, as we fortunately met up with 3 young girls on holiday from Bedford, who agreed to join us onboard for the remainder of their holiday. Amazingly we had some willing captives to share the holiday with, and our standard of cooking and social life improved immeasurably.



Although our luck might have changed our handling skills remained somewhat derisory, the boatyard engineer smiling gleefully the next morning as he informed us that there was actually no problem at all, the warning of a dickie fuel gauge had been completely ignored, and to top it all we had not even used the provided dip stick to check the fuel level. 'Whoops'. In the excitement of starting our holiday together, five highly trained but now truly embarrassed apprentices had not fully listened to instructions, so with a simple top-up of petrol, we slipped our moorings to begin the rest of our holiday. Unfortunately disaster suddenly loomed as, not realising the height and strength of the out going tide, the boat was swept at high speed towards a low railway bridge, threatening to smash away all the upper deck structures. Luckily with seconds to spare the windows were lowered in time, and the boat passed under the bridge with just inches of clearance. 'Another Whoops'

With a sigh of relief our expanded crew headed off, to chug along the quiet waterways, taking in all the wildlife, and enjoy the remaining days of our voyage of discovery as we headed for the bright lights of Oulton Broad.

With extra mouths to feed however we suddenly realised we were running short of cash and being long before the days of credit cards etc and with my home in nearby Norwich, I was 'volunteered' to nip back home to raid my savings book, luckily replete after years of forced saving by the RAF. Returning post haste I gave £20 pound to each of the crew which allowed us all to continue with the marvellous holiday. We were enjoying our time together so much when it suddenly dawned on us that at the sedate speed we could manage, we would inevitably be back rather late at the boatyard, so quickly weighing anchor we hastened back to Yarmouth, to spend one last night of boisterous revelry.

The following morning we sadly bade farewell to our volunteer female crew and at full throttle chugged back to Stalham, the five of us enjoying the remaining hours of our journey together. We did indeed arrive late and with a hurried handover, shook hands and bade our farewells as we each headed off to our individual homes, ready to start our future service careers.

I returned to present my mother with a holdall awash with beer glasses and ash trays, some of which she still has to this day, and enjoy the remainder of my leave, eagerly awaiting my first posting to RAF West Raynham.

Thus for a brief period of time in that long hot summer of 1960, a small raiding party of the 87<sup>th</sup> Entry had combined to bring a bit of chaos and mayhem to the quiet backwaters of the Norfolk Broads. Five Apprentice Pirates had enjoyed a memorable holiday together, which although short and sweet, had kept the comradeship and Entry spirit going for just that bit longer after our passing out parade.

For me at that stage in life it was the holiday of a lifetime but sad that it had finished so hastily because in all the excitement I had forgotten to get the addresses of my erstwhile comrades with the result that I never did get my twenty quid back from any of them!!!

After 50 years adrift I therefore look forward to meeting up with my old 87<sup>th</sup> buddies at the forthcoming reunion, especially my ex ship-mates with interest!!.(Only joking of course – "It'll be great to see you again me hearties and to find out who the mystery sailor was - hope you can all make it")

## **76<sup>th</sup> Entry's First Narrow Escape**

From: Brian Davies 76<sup>th</sup> Entry

On the 20<sup>th</sup> January 1954, newly arrived members of the 76<sup>th</sup> Entry gathered at Locking ready to be sworn into the service. During the late afternoon after the event, three of us with a little time on our hands (the last of any for months) went for a walk down the hill towards the Gym to see what our new home was like. These lads were Ken Harris, Neil Castle and Brian Davies (me). Soon to carry the names: Abu, Cas and Dai.

Newly met, we had a lot to say about ourselves, the future as aircraft apprentices and then the conversation turned to Ken Harris's father's car a delightful SS Jaguar which his Flt Lt father had ferried him from home to Locking, and had then gone off to the Officers Mess to see someone. We were interested in the car and while Neil & I were chatting near the Gym wall, Ken who had his father's car keys went to the car which was parked nearby and started it up.

He then, unknown to the two of us, drove the hundred yards or so towards us then switched off the engine to quietly coast up behind us with the intention to make us jump with its close proximity and blasts from its twin-tone horns.

Out of the corner of my eye I saw the car slowly approaching us, with Ken frantically pumping down on the brakes to stop the car as it neared us.

Unknown to Ken, was that the Jaguar's brakes were hydraulically assisted and hardly worked at all with the engine switched off. Normal pedal pressure was hardly enough to stop the big beast.

As the two-ton car loomed up on us I managed to get out of the way as it shuddered to a halt with its bumpers pinning Neil Castle painfully to the Gym wall just above the knees. Luckily there were no sounds of breaking bones which would have resulted in an end to Neal's RAF career on its first day.

This, unintentionally, the first of the Entry's many escapades over the next three years nearly ended in tragedy, luckily none of the others over time were such near misses.

But if Neal ever later had problems with his knees he now knows whom to blame.

## **RAFLAA Newsletter Classified – Lost and Found**

### **Found – One Flight Commander**

From Bruce Graham, 79th

After more than 50 years the surviving members of the 79<sup>th</sup> Entry have located their flight commander, Jack Hobbs. Now aged 81 and living in retirement in Brisbane Australia he completed a very successful career as an airline pilot after his Air Force career and is contentedly enjoying the benefits of Southern Hemisphere wines.

**Explanation:** for the last two or so years a group of graduates of the 79<sup>th</sup> Entry – 8 in all plus a couple of people from the 78<sup>th</sup> who have joined in – have been corresponding via email on a range of topics. These include general reminiscence, filling in the gaps, photographs and memorabilia, plus any other subject that comes to mind (or doesn't!!!). In one of these exchanges it transpired that one of the group, Jim Ward, had been a school friend of the sister of Flt Lt Jack Hobbs who commanded the 79<sup>th</sup> throughout their three years at Locking. Early queries concerning his initial career as a pilot on the Supermarine Swift were quickly resolved. Jim Ward then co-ordinated a response to our erstwhile leader to let him know what had become of "his" lads post-Locking.

Which raises the general point – how many Entries have been in contact with, or tracked the careers of, their Locking Flight Commanders? I know that the 72<sup>nd</sup> Entry had close contact with "Rip" Rippon who was, I believe, the President of their Entry Association but there seems to be little mention of those men who had responsibility for us during those formative years.

Prove me wrong and let us all know of the subsequent career of your leader.

Incidentally, I only ever came across one of them in my later RAF career – Flt Lt Jukes who was I think responsible for the 75<sup>th</sup> in C Sqn. In 1967 he was flying as a Navigator on Vulcans at Cottesmore.

## Humour

### Wisdom of A Retired Chemical Engineer



I've often been asked, 'What do you old folks do now that you're retired?'

Well... I'm fortunate to have a chemical engineering background and one of the things I enjoy most is turning beer, wine, Scotch, and margaritas into urine.

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### **News Reporter & the Pilot**

His request approved, the Fox News photographer quickly used a cell phone to call the local airport to charter a flight. He was told a twin-engine plane would be waiting for him at the airport.

Arriving at the airfield, he spotted a plane warming up outside a hanger. He jumped in with his bag, slammed the door shut, and shouted, 'Let's go'. The pilot taxied out, swung the plane into the wind and took off. Once in the air, the photographer instructed the pilot, 'Fly over the valley and make low passes so I can take pictures of the fires on the hillsides.'

'Why?' asked the pilot.

'Because I'm a photographer for Fox Cable News,' he responded. 'And I need to get some close up shots.'

The pilot was strangely silent for a moment, finally he stammered, 'So, what you're telling me, is . . . you're *NOT* my flight instructor?'

**The Pearly Gates**

From Tiny Kuhle 87<sup>th</sup>

40 travellers arrive at the Pearly Gates in their Transit vans and caravans. St Peter goes into the gatehouse and phones up God, saying. 'I've got 40 travellers here. Can I let them in?'

God says 'We are over our quota on Pikeys. Go out to the Pearly Gates and tell them to choose between them which are the 12 most worthy, and I will let just the dozen in.'

Less than a minute later St Peter is on the phone to God again. 'They've gone', he tells God.

'What?' says God, 'All 40 of them?'

'No, the Pearly Gates'.

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**Reminising**

From Phil Marston 92nd

Grandad was reminiscing about the good old days...

"When I were a lad, me mother would send me down to t'corner shop wi' a shilling, and I'd come back wi' five pounds o' potatoes, two loaves o' bread, three pints o' milk, a pound o' cheese, a packet o' tea, an' 'alf a dozen eggs.

Yer can't do that now.

No.....too many bloody security cameras."

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**Little Mary**

From Phil Marston 92nd

A middle school science teacher, Mrs. Parks, asked her class, "Which human body part increases to 10 times its size when stimulated?"

Little Mary was, angry, and said, "You should not be asking children a question like that! I'm going to tell my parents, and they will go and tell the headmaster!, and you'll get fired!" She then sat back down. Mrs. Parks ignored her, and asked the question again, "Which body part increases to 10 times its size when stimulated?"

Little Mary's mouth fell open, and she said to those around her, "Boy, is she in big trouble!" The teacher continued to ignore her and said to the class "Anybody?"

Finally, Billy stood up, looked around nervously, and said, "The body part that increases to 10 times its size when stimulated is the pupil of the eye."

Mrs. Parks said, "Very good, Billy."

Then she turned to Mary and continued, "As for you, young lady, I have three things to say: First, you have a dirty mind. Second, you obviously didn't read your homework. And third, one day you are going to be VERY, VERY disappointed."

**Airline Repair Division**

*I expect many of you can remember 'gripe sheets' so you'll enjoy this from Geoff Corby 92<sup>nd</sup> - Ed*

Reportedly the following are true! Remember, it takes a college degree to fly a plane but only a high school diploma to fix one. After every flight, pilots fill out a form called a 'Gripe Sheet' which tells mechanics about problems with the aircraft. The mechanics correct the problems; document their repairs on the form and then pilots review the Gripe Sheets before the next flight.

Never let it be said that ground crews lack a sense of humour! Here are some actual maintenance complaints submitted by pilots (marked with a P) and the solutions recorded (marked with an S) by maintenance engineers.

P: Left inside main tire almost needs replacement.

S: Almost replaced left inside main tire.

P: Test flight OK, except auto-land very rough.

S: Auto-land not installed on this aircraft.

P: Something loose in cockpit.

S: Something tightened in cockpit.

P: Dead bugs on windshield.

S: Live bugs on back-order.

P: Autopilot in altitude-hold mode produces a 200 feet per minute descent.

S: Cannot reproduce problem on ground.

P: Evidence of leak on right main landing gear.

S: Evidence removed.

P: DME volume unbelievably loud.

S: DME volume set to more believable level.

P: Friction locks cause throttle levers to stick.

S: That's what friction locks are for.

P: IFF inoperative in OFF mode.

S: IFF always inoperative in OFF mode.

P: Suspected crack in windshield.

S: Suspect you're right.

P: Number 3 engine missing.

S: Engine found on right wing after brief search.

P: Aircraft handles funny.

S: Aircraft warned to straighten up, fly right, and be serious.

P: Target radar hums.

S: Reprogrammed target radar with lyrics.

And the best one for last .....

P: Noise coming from under instrument panel. Sounds like a midget pounding on something with a hammer.

S: Took hammer away from midget.

## RAF Days

### Guard Duty

From Jeff Richardson, 85<sup>th</sup> Entry.

Five years after Passing Out from Locking I was given an opportunity I couldn't refuse, to acquire a suntan by spending two years at Khormaksar, Aden. At that time (1965 -1967) the natives were rather restless and so it was necessary to escort locals when on the Base, and to mount Guards at all perimeter gates. Guard Duty came around about once every two or three weeks and was a 24 hour duty with 2 hours on and 4 hours off. The 4 hours off were mainly spent sleeping, in a 'hot-bunking' arrangement where as you vacated the bed for your guard stint it was re-occupied by the off-coming guard.

During the day, armed with a .303 rifle, the least desired duty was to escort the rubbish disposal lorry on its collection rounds of the base. This was the typical corporation dustbin lorry but, in the Aden heat and being manned by half a dozen unwashed locals, it stunk to high heaven. The locals rode in and on top of all the rubbish in the back of the lorry, whilst the guard had the dubious pleasure of riding in the cab with the local driver.

For perimeter gate guard duty, we were transported in an RAF 3-tonner. Half-a-dozen or so of us, all with .303 rifles, sat in the back of the 3-tonner, the Guard Commander, armed with a pistol, travelled in the cab with the local driver. To reach the perimeter guard posts we had to leave the base and travel on public roads. Once there, we would relieve the guard. The ludicrous thing about all this is that we were travelling on public roads, surrounded by hostile natives, with a local driver, and despite having .303 rifles we did not have any ammunition, apart from the Guard Commander's pistol, until we arrived at our post where the relieved guard would hand over his magazine containing 5-rounds. Fortunately, as far as I am aware, the 3-tonner was never attacked.

Once at the post, alone, in the middle of nowhere, no buildings, just desert, no radio, a telephone (whose lines could be cut) and particularly at night, every little sound sent your finger to the safety catch and trigger. Strange as it may seem, we frequently had to wear our greatcoats at night, standing around with the night-time temperature around 70 when the daytime had been 100 plus, it felt distinctly chilly. We had our instructions on challenging, which were basically to shout "Halt" (in English and in Arabic) three times then, if no response, shoot! Whether, in reality, you would have the time – who knows! Again fortunately, as far as I am aware, the situation never arose.

Being on an 'accompanied' posting, I was quartered in flats in Maalla, the local town. There were daily bazooka and grenade attacks in Maalla so, in addition to guard duty at Khormaksar, it was also necessary to mount guard duty at home. This was a 2 hour stint at the front lobby of the flats, armed with a loaded .303. The locals walking and driving by within feet of you. Sitting duck comes to mind! Fortunately there were frequent Army foot and vehicle patrols on the street, which was very reassuring except when they became the targets for attack.

Scary stuff!!! Not quite what I had in mind when I signed on as an Apprentice at Locking.

## **Push Start**

From Jeff Richardson 85<sup>th</sup> Entry

1990 was not the first attempt by Iraq to invade Kuwait. One such previous attempt was in 1961-62. I was on Christmas leave, from Lyneham, when I received a recall telegram (not everyone had telephones then). I duly returned to Lyneham where, after hasty preparations, myself and other Lyneham-based groundcrew were ordered to board a British United Britannia – destination unknown. We took off and despite our repeated requests for information the cabin crew would not reveal our destination – we knew we were going somewhere warm because we were wearing KDs. We had all seen the news items about Iraq and Kuwait, and to us Kuwait was just another oil state, but we guessed that was our destination. It wasn't until we were on the approach to Kuwait that this was confirmed. It was obvious that we were on a civilian marked airliner to conceal our real purpose (from Iraq and others) of being support for the British defence of Kuwait from the threatened Iraqi invasion. Kuwait airport was in the very early stages of construction, with a runway, shells of buildings, and little else. We were shown our quarters in one of those shells – no furniture, no electricity, no glass in the windows, no water, dirt floors, surrounded by builder's rubble – and told to make ourselves comfortable. Our task was to turn around the transport aircraft bringing in the necessities for the defence forces. This, obviously, was a 24/7 job and we duly knuckled down to it, existing on Army rations (hard-tack biscuits, tinned beef, chocolate, etc.) and bowsered water.

The skies were glowing red to the north, were they glows from battle? We had no idea! It transpired these were the glows of normal burn-offs from Kuwaiti Oilfields. Soon after we arrived, we were visited by an Army Major, there to reassure us that we were perfectly safe, that we were about 50 miles from the border, and that 45 Commando was dug-in near the border. Unfamiliar with Army-speak, we all looked at each other – only 45 commandos to protect us from the might of the Iraqi Army, doesn't seem much? We were mightily relieved when he explained that 45 Commando consisted of considerably more than 45 men!!

Working on the pan was pretty unpleasant, it was hot and was blasted by continuous dust storms, so we spent as little time as necessary outdoors. Unfortunately, one of our number had a very unpleasant accident. Britannias had reversible pitch props, both to assist braking on landing and to increase manoeuvrability on the ground. Our colleague was marshalling an RAF Britannia to its parking position, at night, when the pilot switched to reverse pitch, this threw clouds of sand into the air, our colleague was blinded by the sand and subsequently walked into a prop. The subsequent Board of Enquiry declared it 'Suicide'! We were glad when it came the time to leave!

At the completion of the Defence Operation, and after literally everything had been loaded onto the various transports and they had all departed, there was just one remaining RAF Britannia to take us home. The Captain explained the situation to us. Normally, ground-based power supplies are used to start the aircraft engines but, on this occasion, all the power supply units had gone home and the aircraft needed to start from internal batteries. He said we had one chance at that and we didn't want to miss it. Therefore we needed to maximise the wind effect to assist the batteries in getting the first engine's prop turning (the Britannia had turboprop, not piston, engines) and to do that we needed to manually turn the aircraft into wind. So, aircrew and groundcrew alike, about 20 of us put our hands and backs to the task of moving this heavy aircraft. Tyres creaking and twisting, we eventually managed to move it sufficiently and we all got on board. The Captain announced that he was about to attempt the engine start, there was a dread pause when everyone was looking out of the window to see if the prop had begun to turn. There was a collective sigh of relief as the engine spun up. We were going home!!



## **Rule Britannia**

From Derek (Cinema) Smith 75/76 Entry

Probably the most auspicious event in my early Apprentice years was taking up the position of Chief Projectionist at the Locking Astra cinema. Something which due to my lack of attention to other more academic issues led to my becoming a re-tread from 75<sup>th</sup> to the 76<sup>th</sup> Entry. It also provided the vehicle for a not unprofitable enterprise which I can now reveal as to being why the sound system had a remarkable deep bass. It was a result of the masses of civvy suits etc strung on a steel wire across the back of the screen and in front of the speakers. Well someone had to look after them!

Following the Pass Out as an Air Radio Fitter I spent a short while at Bassingbourne, followed by another short duration at Gaydon, interspersed by a Green Satin Course at beloved Yatesbury. (Which I am glad to report is now farmland with a massive heap of animal produced fertiliser exactly where the gatehouse used to stand.)

Returning to Gaydon I was assured that Green Satin being highly restricted I was not going to be sent overseas. Thus it was within a month, that my marching orders arrived for Malta together with a detachment to Lyneham for Comet and Britannia training. Subsequently I did the rounds of a Marine Craft Unit in Malta plus, 38 Squadron Shackletons at Luqa. The latter being where I encountered our dear ex Entry Commander (Humphry) Bobart who was a pilot on 38 Squadron. From there followed tours at Sealand MU and having sat additional Technician qualifying exams in 1966, the magic fairy eventually waved her wand to transform me into an Electronic Technician Air. LTech A tradesmen were all drawn from SNCOs' in the Air Radio trade and I remember there were only around forty of us that succumbed to that 'Press Ganging'. Similarly the ATech trade came from ex apprentice Engines, Airframe and Electrical SNCOs. This trade change resulted in my next postings being to 228 OCU Phantoms at Coningsby and then on to 14 Squadron Bruggen. At Coningsby I was part of the team to marshal in the first ever RAF Phantom on its arrival.

Eventually I returned from Bruggen to Lyneham where the unit was lacking a formally qualified Chief Technician in the LTechA trade. This had just become an establishment requirement, hence my posting, which involved setting up formal supervision (mentoring) of the emerging L Eng Tech Air from training, oft irreverently referred to at the time as super kids with attitude. Apart from becoming a one man section located within a dispersed separate building and office, this also meant my quick training across ATech trades on the C130K to become a poor man's Ground Eng. This was in parallel with involvement of the Britannia's relocation to Brize Norton and departure of the Comets to their civilian life.

After leaving the RAF I became an equipment design and production engineer of equipment to manufacture semiconductors. Something that Locking workshops training well prepared me for and after forming my own manufacturing Company I was joined for several years by Neville Brind also ex 76<sup>th</sup>. Then even more years later I was approached by Joe Millar who was a Mess Mate from Lyneham and was requested to become involved in the preservation of a Britannia based at Kemble.

This aircraft, XM496, 'Regulus' is the sole remaining complete Britannia in the world and was the last one ever to fly. That flight was from Africa where it had been operating, to Kemble which was still an MOD airfield. When I reviewed the aircraft it was in a sorry state and going downhill, having been literally hijacked by unauthorised human 'cuckoos' for personal profit as opposed to being looked after by a group of enthusiasts as was understood by the owner. Said owner is still today the same foreign airline as it was for many years before 496 came to the UK in retirement.

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Via the UK based Flight Eng, who flew her over and reported her deteriorating condition, the owner's instigated immediate removal of the nesting unauthorised humans and placed sole control in a new organisation that I together with several others have subsequently put together.

This is the BRISTOL BRITANNIA XM496 PRESERVATION SOCIETY, totally divorced by the inclusion of the fin number from any other closely named groups and our web site is [www.XM496.com](http://www.XM496.com)

Not remembering the 'don't volunteer' concept though, I remained standing, when others stepped backward. As a result I now bear the lofty can carrying title of CEO.

We have progressed fast in the past four years with the aircraft now repainted in TRANSPORT COMMAND LIVERY and the interior re-established with valuable equipment donations from Brize Norton to the freight/pax role we remember.

I'm certain that many of you will have worked on or flown in Britannia's of which the RAF only had 22, most of which were built in Belfast. As mentioned previous this one at Kemble is the sole complete global example of any Britannia remaining and the last one ever to fly. Not a transistor in it, all valves. Complete with a working 1987 and Ultra intercom. The one at Duxford in Monarch livery has no engines, just concrete blocks and the one at Cosford RAF Museum likewise, plus is not truly ex RAF but ex BOAC and recently repainted as XV497 in Air Support Command Livery. A lot of mumbling by City Fathers over that. We have inside XM496 a separate display line up of non installed Green Satin, Radio Compass, ARC 52, STR HF, E120 Radar, A1961, plus a Sextant and are forever seeking APs on these equipments and any hardware. Due to the RAF disposing of about every copy of out of use APs we don't have any Airborne Radio Installation ones (Hint)

In our working group we have ex RAF trades of two Britiaina Ground engineers, one Inst Nav, two Airframe, one Propulsion, Air Signaller, myself and an ex Squadron Leader David Berry. David was the Captain of the Boscombe Down liveried Britannia and gives highly illuminating talks on board our aircraft. He has also written several books, with the Whispering Giant in Uniform being the most well know. One of the Ground Engineers, Ron King, was a pilot in WWII and flew Mustangs, Hurricanes plus many other types, with the Hendon Museum Gladiator from Faith, Hope and Charity fame also in his log book.

We don't charge visitors and rely mainly on donations with a few sales of Caps, Ties, and Key Fobs. Nevertheless, the upkeep costs are immense and we pay £2000 a year for third party cover for visitors and working members, with electricity charges for a de humidifier and lighting also quite heavy. Then there are the parking fees at Kemble which is now privately owned and a very successful light aircraft fully licensed airfield.

Anyone interested in learning more please look at our web site or contact me at [www.britanniaxm496@aol.com](mailto:www.britanniaxm496@aol.com). If you want to visit then let me know, as although open many weekends it's not guaranteed. You could also join our group as either a chair reclining Annual Member of if distance and interest permits, a Working Member.

Should you own an Airline or a shipping line, sponsorship would be helpful!

## Two Poems

*As the conflict in Afghanistan claims yet more lives, these two poems seem poignant.  
They were sent in by Tiny Khule, 87<sup>th</sup> - Ed*



God and the soldier,  
we alike adore

In times of danger,  
not before.

The danger past  
and all conflict righted,

God is forgotten,  
the soldier slighted.

### **The Final Inspection**

The soldier stood and faced God,  
Which must always come to pass.  
He hoped his shoes were shining,  
Just as brightly as his brass.

Step forward now, you soldier,  
How shall I deal with you ?  
Have you always turned the other cheek ?  
To My Church have you been true?'

The soldier squared his shoulders and said,  
'No, Lord, I guess I ain't.  
Because those of us who carry guns,  
Can't always be a saint.

I've had to work most Sundays,  
And at times my talk was tough.  
And sometimes I've been violent,  
Because the world is awfully rough.

But, I never took a penny,  
That wasn't mine to keep...  
Though I worked a lot of overtime,  
When the bills got just too steep.

And I never passed a cry for help,  
Though at times I shook with fear.  
And sometimes, God, forgive me,  
I've wept unmanly tears.  
I know I don't deserve a place,  
Among the people here.  
They never wanted me around,  
Except to calm their fears.

If you've a place for me here, Lord,  
It needn't be so grand.  
I never expected or had too much,  
But if you don't, I'll understand.

There was a silence all around the throne,  
Where the saints had often trod.  
As the soldier waited quietly,  
For the judgment of his God.

'Step forward now, you soldier,  
You've borne your burdens well..  
Walk peacefully on Heaven's streets,  
You've done your time in Hell.'

Author Unknown~

## Weston Hero

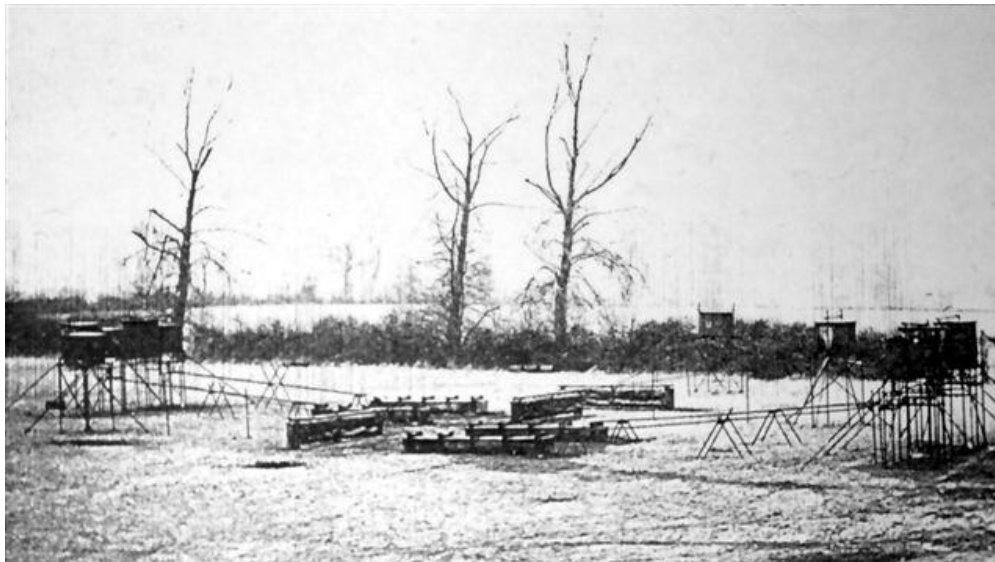
From George Ring 95th

The attached could be of interest for the RAFLAA newsletter. Even though Cecil Bright wasn't an apprentice, he was a Weston hero.

### **Starfish by the River Axe**

By November 1940, the Germans learned to evade balloons and guns. Weston was vulnerable to air attack. Factories at Oldmixon and Elborough produced Bristol Beaufighter aircraft. RAF pilots trained at Locking. German bombers flew overhead to targets in Bristol, the Midlands and Wales.

Pathfinders flew high at night, following radio beams to the objective. Incendiary bombs started fires as markers for the main bomber force. This system destroyed Coventry and seemed unbeatable.



Desperately, the British worked out a counter. The RAF would light their own fires to attract the enemy away from the real target. These secret decoys were called Special Fires (code-named StarFish) and they were operational within a month.

Cinema scene-builders designed them to look from the air like real targets such as docks, railway yards or airfields. Canvas buildings cast realistic shadows; lights flickered and flashed. When the order came to fire, iron troughs of combustible materials were ignited electrically to send up great flaring flames like incendiary bombs. As this would call bombs down on their own heads, crews worked in bunkers containing generators and switchboards. Locking airfield was replicated on the Bleadon Levels near the River Axe. Only farmers were allowed access to the area which was patrolled every night by Home Guard and Special Police. Aircraftman Cecil Bright was selected for its crew

### **Weston's first big Raid**

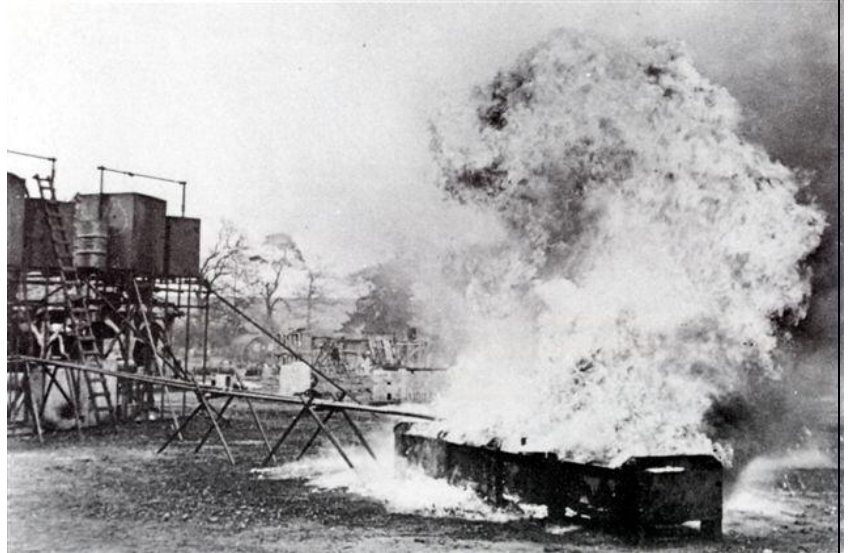
On the night of 4/5th January 1941, enemy bombers attacked Weston, dropping High explosive and incendiary bombs. Uphill Starfish was activated to draw the bombers away. Observers saw aircraft change direction towards the decoy as its flames flared into the night sky.

### Aircraftman Cecil Bright MM

Cecil Bright was on duty that night. He tells what happened:

"We had word from control that enemy raiders were approaching. Flares were dropped, followed by a stick of incendiaries in the vicinity of the Bournville Estate. Others fell on St. Paul's Church. We received orders to operate one of our fires, but on pressing the switch it refused to operate. The raiders dropped HE on the Estate, doing quite a bit of damage. We kept trying our switches but it was useless. Rain that afternoon had dampened the detonators. So I said to the Corporal in charge, 'There is only one thing to do. They must be lit by hand'.

"I hurriedly filled a bottle with petrol and set off over the site. I lit all the fires by hand, being away from shelter approximately an hour and three-quarters. From the time the first fire was alight and burning well, the raiders started to pour their incendiaries on us. I carried on, lighting all the fires one by one and dodging whatever the raiders had to throw at us. Finally all the fires were blazing and I started to make my way back to safety. This I had to do in a roundabout way, crawling on my stomach through ditches and hedges, and the journey back took me almost an hour.



"In a raid that lasted almost 4 hours, very little damage was done to Weston. About 40 people lost their lives, but it might have had worse results. The following day we found 42 H.E. craters and over 1,500 incendiary fins on the decoy fields".



Cecil Bright MM

The citation for the medal reads:

**135111 Aircraftman 2nd Class Cecil Frederick Mason BRIGHT No. 10 E. F. T. S.**

*Late on the night 4th January 1941, Weston-super-Mare was attacked by enemy aircraft. Orders were given for the dummy fires to be started, but the switches failed to ignite the fires. Aircraftman Bright, observing this, proceeded from his shelter to the dummy hangers, 600 yards away, with a quart bottle of petrol. He immediately set fire to the largest one by hand, with the aid of petrol. This fire took hold very quickly and before he could take further action the enemy attacked the site with bombs. He then proceeded to the other three dummies, firing them by hand before returning to shelter. The main enemy attack was then transferred from Weston-super-Mare to this site. This airman, at considerable risk to himself and by his gallantry, initiative, and prompt action, saved the town of Weston-super-Mare from further damage, and possibly, an attack on the aerodrome was averted.*



## Obituary

### *Robert Wilkinson Holland (685617) 92<sup>nd</sup> Entry*

From John Hall, 92nd

Bob was a Yorkshireman, born and bred in the Worth Valley just outside Keighley, which is well-known to steam railway buffs and Bronte fans. He joined the Royal Air Force, with others of the 92<sup>nd</sup> Entry of Aircraft Apprentices, at Royal Air Force Locking on 22<sup>nd</sup> May 1959. He was a lively and forthright character, not the most obedient of young men, and consequently spent a fair amount of his three year apprenticeship on 'jankers' for various misdemeanours!

But Bob wasn't always in trouble at Locking; one of the good things he did was to take up boxing along with several others, and he was pretty good too. Three of our entry who boxed with him were at our reunion last April, and they remember how he had quick hands and moved around the ring well. He was part of the B Squadron team that won the Squadron boxing competition in 1960, winning both his bouts, and then became part of the Apprentice Wing team as well. In the Sigrist Trophy, a competition between the Apprentice schools, he was the winning finalist at his weight. He also boxed for the Three Counties team of Devon, Cornwall, and Somerset.

Bob



'B' Squadron Boxing Team 1960

Bob met a girl called Lynn in Weston during the first year, and loved her so much that he never had another girl friend. They were married in 1964.

Bob trained as an Air Radio Fitter, and passed out as a Junior Technician with the Entry on April 17<sup>th</sup> 1962. He was posted, with others, to Royal Air Force Marham in Norfolk, and was promoted to Corporal within the first year. By 1966 Bob was doing a tour in Adelaide, Australia, where his son Mark was born. At the end of this tour he was posted to R.A.F. Wyton, and his daughter Susan was born in R.A.F. Hospital Ely in 1968. His next posting was to R.A.F. Luqa, where he



## Royal Air Force Locking Apprentice Association

was promoted to Sergeant, and was on 13 Squadron. It was in Malta that Bob first became a Mason, joining the Union of Malta lodge. He became Master of this lodge, and in later years of the Petersfield and St. Kew lodges, the latter being in Weston super Mare.

In the early 70's Bob left the Royal Air Force, and took on a new career, one which his training and experience in electronics didn't really help at all – he and Lynn bought and ran the Joseph Boswell wet fish shop on Alexandra Parade! (For those unfamiliar with Weston, this is (was) behind the 'Floral Clock' opposite the Odeon cinema.) Although his electronic training may not have helped, his outgoing nature and love of people did, and the shop was busy and successful for many years. His son Mark and his daughter Susan also worked in the business during its most successful years.

Sadly, his beloved wife Lynn died in March 2006, and this hit Bob very hard, such that he retired from work and sold their business. He spent the last few years caring for his mother-in-law, and joined us in our Entry reunions in 2007, 2008, and 2009. Bob had four grandchildren; Mark and Christine have two sons, and Susan and Carl have a son and a daughter.

Bob was taken into Weston super Mare General Hospital in late October 2009, and passed away on Saturday 31<sup>st</sup> suffering from pneumonia.

He is sadly missed and remembered by all who knew him well.

From Derek Stewart, 92<sup>nd</sup>

I recall meeting Bob in Malta at RAF Luqa when he was the 'Mobility SNCO' on 13 Squadron. I was on C130's and we were tasked to move them on one of their many detachments, in this case to the Italian Air Force base at Villafranca (now Verona Airport). The memory I have is that after Bob inherited the duty, the working relationship with the various loadmasters was first class and it was nice to be able to say 'b\*\*\*\*\*s' and have a good laugh!

## **Closing Thought**

As I have got older, I've learned...

- That life is like a roll of toilet paper - the closer it gets to the end, the faster it goes.
- That we should be glad God doesn't give us everything we ask for.
- That money doesn't buy class.
- That it's those small daily happenings that make life so spectacular.
- That under everyone's hard shell is someone who wants to be appreciated.
- That the Lord didn't do it all in one day. What makes me think I can?
- That to ignore the facts does not change the facts.
- That the less time I have to work, the more things I get done.

## Royal Air Force Locking Apprentice Association

### RAFLAA Committee

Appointment	Name	Address	Tel/email	Re-Election	Entry
President	Martin Palmer				91 <sup>st</sup>
Chairman	"Tiny" Kühle	22 Tavistock Clse Woburn Sands Milton Keynes Bucks MK17 8UY	(01908) 583784 <a href="mailto:Hans.Kuhle@btopenworld.com">Hans.Kuhle@btopenworld.com</a>	April 2010	87 <sup>th</sup>
Secretary	Dave Gunby	23 Toynton Close Gregg Hall Estate Lincoln Lincolnshire LN6 8AL	(01522) 525484 <a href="mailto:dpgraf72@btinternet.com">dpgraf72@btinternet.com</a>	April 2012	72 <sup>nd</sup>
Treasurer	Tony Horry	Hillside Cottage Kewstoke Road Kewstoke Weston-s-Mare BS22 9YD	(01934) 628383 <a href="mailto:horrycorp@aol.com">horrycorp@aol.com</a>	Mar 2010	76 <sup>th</sup>
Membership Secretary	John Farmer	8 Glenmore Rd Minehead Somerset TA24 5BQ	(01643) 705443 <a href="mailto:RAFLAAMS@aol.com">RAFLAAMS@aol.com</a>	Mar 2010	77 <sup>th</sup>
Service Rep	Rick Atkinson	Gateway Cottage 1 Lake Walk Adderbury Oxfordshire OX17 3PF	(01295) 812972 <a href="mailto:rick-jacky@lakewalk.wanadoo.co.uk">rick-jacky@lakewalk.wanadoo.co.uk</a>	Sep 2011	91 <sup>st</sup>
AA Rep/ Webmaster	Peter Crowe	14 Hillview Road Weston-super-Mare Somerset BS23 3HS	(01934) 412178 <a href="mailto:webmaster@raflaa.org.uk">webmaster@raflaa.org.uk</a>	Sep 2011	95 <sup>th</sup>
Craft Rep	Graham Beeston	87 Hornbeam Rd Havant PO9 2UT	Home (02392) 346242 Work 0778 8795358 <a href="mailto:graham@mapleoak.co.uk">graham@mapleoak.co.uk</a>	Sep 2012	209 <sup>th</sup>
Tech Rep	Andy Perkins	107Balmoral Way Worle Weston-s-Mare BS22 9BZ	(01934) 417323 <a href="mailto:am.perkins@virgin.net">am.perkins@virgin.net</a>	Sep 2012	109 <sup>th</sup>
Newsletter Editor	Chris Tett	45 Chapel Street Woburn Sands Milton Keynes Bucks MK17 8PQ	(01908) 583047 <a href="mailto:chris@crtett.plus.com">chris@crtett.plus.com</a>	Sep 2011	92 <sup>nd</sup>



## 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

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